

SOUTHSIDE SPEEDWAY
2018 RULES
LATE MODEL SPORTSMAN

RULE BOOK DISCLAIMER

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR WARRENTY OF SAFETTY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

-The Management of Southside Speedway

1. **COMPETING MODELS** – Any steel-bodied American-made passenger sedan manufactured after 1982 to current year model with a minimum of 105” and a maximum 108” wheelbase. The only approved manufactured vehicles for the 2012 racing season are: General Motors, Chrysler/Dodge/Plymouth, Ford and Toyota body style (using Chevrolet frame and motor. All parts must be approved by track officials.

2. BODIES

- A. After-market steel bodies may be used. Front plastic fenders permitted. Bodies must be installed per manufacturer’s specifications. All bodies must have rolled fenders and doors. Doors may be aluminum. Body must be centered on frame. Flat-side bodies are not allowed. Five Star, ARP or AR sportsman/muscle car only composite LMSC body permitted. No offset bodies permitted.
- B. The Director of Competition must approve all body styles. In the interest of fair competition track officials may add/subtract weight or make other adjustments as necessary to level the competition. C. Floor pan kits permitted.
- D. Fiberglass hood is approved but must retain stock appearance. Hoods must have positive fasteners right side and left side, and 2 positive fasteners across the rear of hood. The hood must seal tight to the fenders and the windshield at all times. No holes permitted in hood for cooling, or allowing air to the carburetor or breather.

- E. All air entering through the grille must be directed through the radiator. Fixed brake cooling ducts allowed from bumper cover to spindle. Must be approved by track officials.
- F. Must have steel bumpers front and rear. Stock appearing rubber bumper covers permitted.
- G. Roof height must be no less than 48 inches when measured 10 inches back from top center of windshield.
- H. Rear spoiler may be a maximum of 5 inches high and 54 inches long.
- I. Toyota body style may be LMSC composite bodies with approved bumpers and window. No offset body permitted.
- J. Inside trunk area sheet metal may be left open. Driver's compartment must be enclosed.
- K. Front fender at A post maximum allowed height of 34".

3. FRAMES

- A. Frames may be altered for wedge bolt installation and fuel pump clearance. Rear cross member may be fabricated.
- B. Standard production frames over 108" may be used but must be shortened to 108" by removing a section of the side rails.
- C. Ford, Chrysler and Toyota may use a GM frame. Body must be from the same manufacturer.
- D. Tube frames with a minimum 105" wheelbase permitted. Side rails must be a minimum of 2 inches wide by 3 inches high. Rear clip must step up over axle. E. Any stock OEM front clip permitted.
- F. Cars must maintain a minimum clearance of 4 inches including front air dam, bolts, etc. and a minimum exhaust pipe clearance of 3 inches with driver in car. No tolerance. Officials will determine if damage has altered the allowed clearance.
- G. Tube snouts will be permitted with no weight penalty.

4. ROLL CAGE

- A. A complete approved roll cage, including roof center bar required. See supplemental rules for installation instructions.
- B. Roll cage must be centered on frame.
- C. All bars within the driver's reach must be padded.
- D. A .090" magnetic steel plate attached to the driver's side door bars is required. Total driver's door plated with 3" hole for jaws of life entry for driver's protection recommended.

5. SHOCK ABSORBERS

- A. Any type of shock is permitted. Rebuildable shocks allowed but must be nonadjustable. External valves and/or fittings permitted.

6. WEIGHT

- A. All cars must maintain a minimum 3100-lbs. total weight and 1375-lbs. right side weight at the start of the event. Teams will receive a gas burn off allowance of ½ pound per advertised race distance at the end of the race. Therefore, for a 40 lap race, cars must weigh 3,080 lbs and for a 75 lap race, cars must weigh 3,062 lbs. at the end of the race. Gas may not be added at the end of the race. Added weight must be in block form of no less than 5-pound blocks (no pellets) and painted white with the car number on it.
- B. Added weight must be securely bolted in place. Weight may not be added to the outside of the frame rails or ahead of the front spindles or behind the rear axle or inside the driver's compartment.
- C. Dislodged weight will not be returned to the car for weighing after the race.
- D. Cars will be weighed with the driver in a driving position.
- E. Track officials reserve the right to alter the weight rule to balance the competition.

7. GLASS

- A. All glass must be removed. Front and rear windshields must be replaced with clear Lexan® or Plexiglas. Clear Plexiglas may be installed in the rear quarter windows on cars with standard window posts.
- B. All cars must have a rear view mirror, which must not extend beyond the outer edge of door or "A" post.

8. STEERING

- A. Rack & pinion not allowed. All components must be of magnetic steel.
- B. Quick-release steel steering wheel with padded center required.

9. FUEL AND FUEL CELL

- A. Racing fuel is permitted. Additives are not allowed.
- B. An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32- 5/8 inches by 16-5/8 inches by 8-7/8 inches.
- C. Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.
- D. Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check-valve assembly.
- E. Fuel Cell must be enclosed in an approved container of no less than 20-gauge steel. Four steel straps minimum 1-inch wide X 1/8-inch thick must secure the cell to the trunk.
- F. A steel firewall not less than 20-gauge thick must separate the driver's compartment from the fuel cell. Trunk floor around fuel cell must be complete. When deck lid is raised, the perimeter around it and down to the cell or trunk must be enclosed with not less than 20-gauge steel. When the trunk area is enclosed from the left quarter panel to the right quarter

panel, no part of the floor may be lower than the top of the frame rail.

G. Outside fill is not allowed.

H. Cell must be mounted as far forward in the trunk as possible. Fuel Cell must be equal distances between the frame rails. Four straps having a minimum 1-inch width by 1/8-inch thickness must secure the cell to the trunk floor.

I. Fuel vent line and filter neck must be equipped with an approved check valve.

J. Fuel cell may be lowered between the frame rails and must be a minimum 8 (eight) inches from the ground.

K. Stock type mechanical fuel pump only mounted in stock location.

10. SUSPENSION

A. Rear springs must mount on or forward of axle housing.

B. Truck type rear lower control arms permitted. Mounting points may be moved. Solid adjustable panhard bars only. No J-bars allowed. Solid adjustable third link allowed. No spring-loaded or torque absorbing upper links allowed. No rubber or urethane bushings permitted in upper link or panhard bar. Rear sway bar not allowed. Rubber, urethane, or steel bushings permitted in trailing arms. All trailing arm bushings must be the same type and construction both left and right side.

C. Wedge bolts permitted on front and rear.

D. Front lower control arms must be equal length.

E. Front upper control arms may be replaced with tubular arms.

F. Heavy-duty ball joint permitted.

G. Any production spindle, hub and rotor within the manufacturer's line permitted. . After market hubs and spindle permitted. 5 on 5 or wide-five wheels or hubs are permitted.

H. Front sway bar 3 piece (LMSC type) allowed. Maximum diameter 1¾ inch on ends.

I. Coil-over suspension allowed. Rear coil-overs must be mounted outside the kickovers and behind the axle.

J. Coil-over eliminators allowed. Coil Springs must be a minimum of 4 ½ inches in diameter.

K. Maximum tread width is 64-½ inches and must be equal front and rear.

L. All downward chassis movement while the race vehicle is in competition must be limited only by the normal increasing stiffness of the springs.

As an option, one (1) Track-approved front suspension travel limiting device (bump stops, coil binding, etc.) per front wheel may be used.

Vehicles with coil-over suspensions will be allowed an external travel limiting device. The mounting hardware must be made of metal and be mounted in the same location as a shock would be mounted on a conventional (big spring) type suspension and mounted with ½ inch diameter magnetic steel bolt and nut.

Mechanical travel indicating rods may be used.

Remote adjusters for the travel limiting device will not be permitted.

Current spring rules and sway bar rules will be enforced.

Current shock absorber rules will be enforced with the exception that the suspension travel may be limited by the shock absorber when travel limiting devices such as bump stops are used on the shock absorber external shaft.

Height rules such as frame height and fuel cell height etc. must comply to the current rules but will only be inspected before qualifying or before the race. Heights will not be a post-race inspection due to the time required for the race vehicle to return to its normal static height.

11. BELL HOUSING

- A. After-market steel bell housing required.
- B. An inspection hole 3 inches by 4 inches must be cut or installed in the lower half of the bell housing.

12. DRIVE SHAFT

- A. Steel standard production with a minimum diameter of 2-³/₄".
- B. Drive shaft must be painted white.
- C. Two "U" shaped steel straps, 2 inches wide and ¼" inch thick must surround shaft and be fastened to the floor cross-member.

13. REAR AXLE

- A. Rear end housing may be interchanged between GM, Ford and Chrysler.
- B. After-market magnetic steel axles may be used.
- C. Full floating hubs are permitted.
- D. Quick-change center section allowed.
- E. Torque limiting devices are not allowed.
- F. Camber on rear wheels is not allowed. Only steel axle housings and axles are permitted. Only metal drive plates are permitted, and drive plates must be one (1) piece with a single internal spline. Grease fittings are not permitted on the drive plates or axle caps.

14. TRANSMISSION

- A. Transmission must remain standard production 3 or 4 speed with all gears (1st, 2nd, 3rd and 4th if 4 speed transmission) including reverse in working order.
- B. Automatic transmissions are not allowed.
- C. Only one gearshift lever permitted in driver's compartment.
- D. High-performance after-market transmissions are not allowed.

15. CLUTCH ASSEMBLY

- A. Aluminum or lightweight parts are not allowed.
- B. Corvette flywheel permitted on any make and model but must weigh a minimum of 15 pounds.
- C. GM, Ford, Toyota body style and Chrysler may use a steel flywheel with a minimum weight of 15 pounds.

- D. Hydraulic clutch control permitted.
- E. 10 ½ inch stock clutch allowed.
- F. Minimum 5.5" or larger metallic only racing clutch permitted. Flex plate shall be GM – 153, Dodge – 153 and Ford – 152.

16. BRAKES

- A. Standard production brakes within manufacturer's line permitted. After market brakes allowed.
- B. After-market rotors allowed. Rotors or drums cannot be drilled or lightened.
- C. Master cylinder must be mounted on engine side of firewall.
- D. Floor mounted pedals not allowed.
- E. In-car brake adjusting devices allowed.
- F. Single piston calipers only.

17. ELECTRICAL SYSTEM

- A. High Energy Ignition (HEI) allowed. Cutting or splicing of any of the wires is not allowed. All components and wires must remain in their original factory configuration. Points distributors are permitted. Magnetos are not allowed. Timing retard components are not allowed.
- B. NASCAR LMSC approved MSD box allowed. Must be mounted on right side of dash panel with easily traceable wires. No traction control, no timing devices permitted. No tampering with box permitted.
- C. Ignition coil must be mounted on engine side of firewall. No wire looms or wiring harnesses permitted. All electrical wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.
- D. A master on-off switch on battery cable must be located in center of dash.
- E. A 12-volt automotive battery must be installed in front of left rear wheel.
- F. Starter must be in working order.

18. ENGINES

- A. Any American production passenger car engine permitted.
- B. Aluminum cylinder heads or aluminum engine blocks are not allowed. Blocks must cast iron / magnetic steel.
- C. Electronic traction control or timing devices are not allowed.
- D. Crate motors allowed including those with aluminum heads. Aluminum heads allowed on crate motors only. Track officials reserve the right to add or subtract weight of the car to equal the competition. Must use Holly 500 CFM as stated in section 22 of the 2017 Southside Speedway rules.

19. ENGINE LOCATION

- A. GM engines (also used with Toyota body style) may be relocated so that the front spark plug on the right side is no further back than the center of the upper ball joint.

- B. Ford and Chrysler engines may be relocated so that the front of the cylinder head on the right side is no further back than the center of the upper ball joint. C. Engine must be centered between the frame rails.
- D. Minimum crankshaft height is 12 inches and maximum height is 13 inches measured from the center of the crank pulley to the ground with the driver in the car.

20. COOLING SYSTEM

- A. Extra water lines to heads, block or intake are not allowed.
- B. Water only. Additives not allowed. Antifreeze not allowed.

21. LUBRICATION

- A. Oil pan must be made of magnetic steel.
- B. Dry sump system not allowed. Oil pan must be a wet sump type and manufactured using a stock production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kickouts will not be permitted between the bolt-on flange and the top of the added sump.
- C. All oil cooler installation must be acceptable to track officials.
- D. Oil cooler must be mounted forward of front firewall.
- E. No external oil pumps permitted. No external oil tanks permitted.

22. CARBURETOR

- a. Holley 500 CFM carburetors only (Part Number 0-4412, 0-4412CT, or 80583-1)
- b. No grinding, polishing, reshaping of carburetor body allowed. Carburetor bores must be as manufactured by Holley and retain stock dimensions. No additional holes permitted in main body. Screw in air bleed jets of different sizes are permitted in the main body. All vacuum holes must be permanently sealed with epoxy or similar substance.
- c. Choke plates may be removed. All holes associated with the choke plate removal must be permanently sealed with epoxy or similar substance. The choke horn must be intact and unaltered.
- d. Carburetor booster must remain stock dimensions and height as manufactured. Boosters may be secured with steel wire that is 0.025 diameter.
- e. Throttle plates cannot be thinned, lightened or tapered. All screws must be present. Throttle plate screws must have factory diameter heads. Screws can be cut flush on the thread side of the throttle shaft.
- f. Throttle shafts must be stock. No lightening, grinding or reshaping permitted.
- g. Metering block must match the carburetor used. Only Holley metering blocks permitted. Existing holes may be enlarged. Holes may not be reduced in size or plugged. Metering plate must retain the correct number of holes as manufactured by Holley. Passages must remain as manufactured by Holley.
- h. Accelerator pump diaphragm must be 30 cc and manufactured by Holley. No modification to the pump diaphragm allowed. One hole not larger than .050 inch is permitted to be

drilled in the accelerator pump fuel passage on the float bowl side of the metering block above the fuel level to relieve any siphoning through the nozzles.

- i. Power valves may be changed.
- j. Float must be stock Holley manufactured.
- k. Carburetor jets may be changed but must remain the type and style supplied by the manufacturer.
- l. One piece aluminium spacer permitted. Spacer must not exceed 0.750 inches thick. The spacer must be centered on manifold and have two 1 11/16 round holes. Holes may not be bevelled or tapered. Two one piece paper gaskets must be installed with matching dimensions of the mounting surfaces. Gaskets can not exceed 0.065 thickness.
- m. Carburetor and spacer must be sealed to intake with no air leaks.
- n. One cartridge type fuel filter may be installed between the fuel pump and the carburetor bowl inlet.
- o. Carburetor must fit under the hood. The hood may not be bowed up for clearance.

23. AIR FILTER

- A. Only a round dry-type paper air filter element maintaining a minimum of 12 inches and a maximum of 14 inches in diameter will be permitted. The air filter element must maintain a minimum of 1 ½ inches and a maximum 4 inches in height. All air must be filtered through the element. The air filter elements must not be sprayed or soaked with any type of chemicals or liquids.
- B. Only a round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be allowed. The center stud hole in the top of the air filter housing must not be recessed more than 1-inch. The air filter housing must be the same diameter as the air filter element. The air filter housing must be centered and set level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. Tubes, funnels or any device which may control the flow of air will not be allowed inside of the air cleaner or between the air filter housing and the carburetor.

24. EXHAUST

- A. Exhaust headers will be permitted. Headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30 inches in length cut off square, with a collector tube size of 3 inches outside diameter. Cones or pyramids are not allowed. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. The maximum thickness permitted on the header-mounting flange will be 3/8 inch.
- B. Exhaust must exit out of side of car behind the driver.

25. TIRES AND WHEELS

- A. Track spec tire only. No alteration allowed.

- B. Any steel wheel with a maximum of 8 inches width.
- C. Any wheel offset and spacer permitted to obtain maximum of 64-½ tread width. Wheel offset and spacer thickness must be the same from left to right.
- D. Tread width must be on center with frame, body and roll cage.
- E. The tires used in qualifying must be used in the feature race.
- F. See separate Southside Speedway tire rules.
- G. Before releasing race tires, all teams will remove all tires in their pit area and stack them against the inside pit wall. There should be tires in the pits and race tires will not be released until all tires are removed. Do not remove your races until an Official releases them. When the checkered flag falls for the race before the Late Model race, 2 crewmen will be allowed to bring 2 tires, and 2 tires only from the pit wall and place them in your pit area to be used as a spares during the race.

26. PERSONAL SAFETY EQUIPMENT

- A. Full fire resistant driving suit is required.
- B. Fire resistant gloves are required.
- C. It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National standards Institute, Inc.
- D. Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Metal-to-metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulder. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed.
- E. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- F. All seat belts and shoulder harnesses must connect at the lap belt with a quickrelease buckle acceptable to track officials.
- G. Seat belts and shoulder harnesses should not be more than Three (3) years old. Production-car factory-type shoulder belts or straps are not allowed.
- H. A window net made from minimum ¾ inch, maximum 1-inch wide nylon rib-type material must cover the left side door window opening. The maximum square opening between the ribs must not exceed 2 ¼ inches. The minimum window net size must be 22 inches wide by 16 inches high.
 - I. Window net mounts must be a minimum of ½ inch diameter solid steel rod on the bottom and a minimum 1-inch wide by 3/16 inch thick flat steel or a minimum ½ inch diameter solid steel rod on the top, with mounts welded to the roll cage.
 - J. The window net, when in the closed position must fit tightly and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only. Pins or clips are not allowed. The latch must be mounted at the top in the front to the roof bar. An approved cam-lock latch is permitted.
- K. An approved and fully charged fire extinguisher must be securely mounted within easy reach of the driver and cannot be taped to roll bar. L. Aluminum seats are required.

- M. All roll bars within reach of driver must be padded.
- N. The steering wheel must be steel and have a quick-release for removal. The center of the wheel must be padded.
- O. Head and neck restraints are required.
- P. One crew member must monitor official's radio (frequency 151.820) in order to relay official's directives (in lieu of black flag).
- Q. No crew members allowed over the wall unless permitted by officials.

27. POST RACE INSPECTION

- A. If a car is deemed to be in violation of the rules penalties will be dispensed based upon the infraction. Failure to honor post race inspection will result in disqualification from that racing event, and further disciplinary action is possible. All decisions by tech officials are final and non-appealable.
- B. Illegal parts must be surrendered to the track official in charge. Parts not surrendered will be cause for a fine and possible suspension from future events. C. Items that have passed previous inspections do not mean they are legal and can be deemed in violation of the rules at any time.
- D. Once tech officials notifies the driver/crew chief/team member/owner or any member of the race team of the items to be inspected the team will have 15 minutes to begin tear down. The car/parts, etc must be presented to officials for inspection within 30 minutes of notification unless otherwise directed by tech officials.
- E. No equipment or car will be considered to be approved by reason of having passed through pre-tech inspection or previous inspections unobserved. Passing pretech does not mean that the car will pass post tech inspection. It is the team's responsibility to ensure the car is LEGAL at all times.

28. RULE INTERPRETATION

- A. All decisions by track officials are final and non-appealable. Interpretation of all rules is final and non-appealable as defined by track officials. Violation of the spirit or intent of the rules is prohibited.
- B. All tech inspection decisions by head tech official are final and non-appealable.
- C. Owner will not discuss rules and decisions by track officials.
- D. Officials reserve the right to modify the rules and/or add weight as needed to level the competition.

29. PRACTICE

- A. Once practice is complete there will be no additional practice time allowed for competitors unless time permits practice for entire division.

30. CONDUCT

- A. All competitors, drivers, crew members, spotters, owners, sponsors and others with track license are responsible for their conduct at all times whether participating in an event, driver's meetings or as a spectator. This applies to all contact with Southside Speedway

management, staff and officials as well as the press and other electronic media both at the track and away from the track.

B. Refer to 2017 VIOLATION AND DISCIPLINARY ACTION section of rules for conduct penalties.

31. RACE PROCEDURE

A. Southside Speedway race procedure will be followed as explained in mandatory driver's meeting and NASCAR rule book.

32. PROTEST

A. No protest allowed.

33. For more information contact: Southside Speedway (804) 744-2700 email:

sssraceofficial@yahoo.com

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