

2010 Dillon Motor Speedway Late Model

2010 CAR RULES

COMPETING MODELS

1. 1970-2010 rear wheel drive model cars with a minimum wheelbase of 103" Wheelbase. Rules for the race cars are all the same. Different weights or Carbs are used to equal different motor combinations. It is a priority for Dillon Motor Speedway to make different engine combinations on a equal playing field. DMS and officials will do there best to make this happen.

CAR BODIES

1. Aftermarket Stock appearing bodies allowed.
2. Aftermarket composite or metal body must meet speedway ABC template specifications.
3. All cars must be painted and lettered professionally.
4. Hood must fit to windshield.
5. Rocker panels may be fabricated but must maintain 4" ground clearance.
6. No "panning" underside of car.
7. Front and rear windshields must be lexan. Clear lexan or plexiglass may be installed in the rear quarter windows. Maximum 10" vent window allowed.
8. Speedway approved window net must be installed in the driver's side window opening.
9. Body height minimum 4 inches, roof height minimum 48 inches with driver measured 10" behind windshield. Rear Spoiler height maximum from the ground – 39"
10. Rear spoiler 5" high with maximum 54" width.
11. Wrecker hookup required on front and rear of car.

FRAME

1. Stock OEM front sub frame allowed. Lower control arm mounts must be centered.
2. Tubing front sub frame allowed. Lower control arm mounts must be centered.
3. Frame rails minimum 2"x 3" x .083 wall thickness. Grandfathered frames or underslung chassis must have 25 lbs. mounted on chassis above rear end housing.
4. Frames must be perimeter style. Front and Rear sub-frames must be centered to roll cage.
5. Chassis rails must maintain 4" ground clearance with driver.
6. A steel interior must separate the driver from the engine compartment and fuel tank. A metal dash must be in installed in the driver's compartment.
7. Floorboard may be raised ten inches to the drive shaft tunnel to the top of the door bar and seal off to allow clearance for headers. No boxed interiors.

ROLL CAGE

1. A complete speedway approved roll cage.
2. Roll cage must be constructed of roll bar tubing with a minimum outside diameter of one and three-quarter 1 ¾" inches x .083 wall thickness.
3. Roll cage must be centered on the main frame rails. Perimeter style.
4. Main roll cage uprights must be on top of the frame rails.

5. Full cage is required with four uprights and four top bars.
6. Minimum of four bars in driver's and passenger's door required.
7. All roll bars within drivers reach must be padded.

FRONT SUSPENSION

1. Screw jacks allowed on front and rear.
2. Wheel spacers may be used. Offset for alignment only.
3. OEM or Fabricated spindles allowed. Must be the same offset left to right.
4. Lower A-frames design may be OEM or Fabricated (minimum size 1 ¼" steel)
5. Front lower control arms must be equal length left and right.
6. Upper A-frames may be fabricated.
7. Front sway bar may be OEM or aftermarket.
8. Coil-over suspension allowed.
9. Aftermarket hubs allowed.
10. No titanium suspension parts allowed.

STEERING

1. No Rack and Pinion steering allowed.
2. All cars must be equipped with OEM type steering.
3. Steering components may be aftermarket.

SUSPENSION

1. Three link, leaf spring or truck arm suspension allowed.
2. A metal fabricated pan-hard bar is allowed.
3. Fabricated upper link allowed.
4. Damper shock permitted on rear suspension.
5. Rubber bushing, metal bushing, teflon bushings or heim joints allowed.
6. Three link lower trailing arms (min 1 ¼) must be steel tubing, and a maximum of 30".
7. Truck arms must be magnetic steel.
8. Lowering blocks and trailing arms may be adjustable.
9. Rear sway bar not permitted.
10. Aftermarket hubs allowed.
11. No Titanium rear suspension parts allowed.

REAR END

1. Rear end may be car, truck, floater, or standard 9" quick change.
2. No cambered rear ends. +/- .4 Grace. No aluminum tubes. No aluminum yokes.
3. Detroit Locker or spool only. No torque limiting devices allowed.
4. Only steel third members (9 inch chunks) allowed.
5. No titanium rear end parts allowed

SPRINGS and SHOCKS

1. Aluminum or Steel Tie rod or spherical end shocks allowed. No External Reservoir Shocks.
2. Coil springs minimum diameter 2 ½".
3. One shock per wheel.

BRAKES

1. Single piston metal brake caliper permitted. 4 piston calipers allowed with a 50 lb penalty per axle.
2. Steel disc brakes may be used on front and rear. All 4 wheels must work.
3. No titanium brake parts allowed.

WHEELBASE and TREADWIDTH

1. 103" minimum.
2. Cars must not exceed the maximum allowable tread width of 66 inches.

AIR CLEANER

1. Round air cleaner element minimum of 12 inches; maximum of 17 inches in diameter permitted. Front facial may only be half the diameter.
2. Top and bottom of air cleaner must be the same size.
3. Element must be minimum of 1 ½ "and a maximum of 4 inches in height.
4. Dry type paper element only.
5. No tubes, funnels or anything which may control the flow of air are permitted.
6. Base of air cleaner cannot extend higher than carburetor choke horn.
7. No cold air boxes or cowl induction allowed.

TRANSMISSION and FLYWHEEL ASSEMBLY

1. Automatic, 3 or 4 speed transmissions permitted. Floor shifts optional. Two speed will be allowed to compete with weight penalty. See weight.
2. All gears must be in working order.
3. Heavy duty OEM steel clutch permitted.
4. A metal Multi-disc clutch allowed. 7 ¼" or 5 ½ Min. Weight break for anything over 5 ½.
5. Hydraulic clutch control permitted.
6. Blow proof bell housing permitted. Must have speedway approved scatter shield protector or steel bell housing. No reverse mount starter bell housings.
7. Bottom of bell housing may be cut for clutch service, inspection and ground clearance.
8. Drive shaft must be of magnetic steel only. Drive shaft must be painted white with safety loops attached to the bottom of car.

EXHAUST

1. Headers will be permitted. Header wrap or coating allowed.
2. No step headers, 180 degree, crossover, or merge pipes allowed.
3. OEM stock cast iron manifolds permitted.
4. All exhaust must exit behind the driver.

ENGINE LOCATION

1. Engines may be interchanged from one body manufacturer to another.
2. Chevrolet engine must be centered (3/8" grace) in chassis and center of #1 spark plug in line with upper ball joint as ran in race.
3. Ford & Dodge engine must be centered (3/8" grace) in chassis and front of right side cylinder head even with center of upper ball joint on right side of engine.
4. Minimum crankshaft height is 12", measured from the center of crank pulley to the ground

COOLING SYSTEM

1. Aluminum radiators permitted. Internal oil cooler allowed.
2. All cars must have overflow hose
3. Antifreeze is not permitted. (\$200 fine)
4. Electric fans are permitted.

ELECTRICAL SYSTEM

1. Electronic or point type ignition allowed.
2. Only 1 stock appearing coil permitted.
3. Only one 12-volt battery permitted. Stock firing order required.
4. Only one MSD ignition box permitted. No magnetos. No adjustable timing controls.
5. MSD claim rule, \$300 by speedway or any driver that completed the late model race.
6. Ignition box must be visible and out of the reach of the driver.
7. Starter must mount in original location.
8. No open ended wiring in driver's compartment.
9. Tachometer must be able to unhook. No digital readout gauges.
10. Any type traction devices are not allowed. No computerized systems are allowed.
11. All ignition systems must be acceptable to speedway officials.

FUEL and FUEL SYSTEM

1. DMS Speedway fuel is the only fuel allowed. No mixtures of any kind.
2. All Fuel must pass Speedway Fuel specifications. Fuel must be same color.
3. Fuel cells are mandatory and mounting of them must be speedway approved for safety.
4. Fuel cells must be securely strapped down with no less than 1/8" steel straps.
5. The maximum capacity allowed is 22 gallons.
6. Fuel cells must have 8" minimum ground clearance.
7. Fuel cell must be mounted in approved steel can.
8. Fuel may be added for weight check.

WHEELS and TIRES

1. 10" Maximum width. 15" Steel wheels only. Same offset on all four wheels.
2. Air bleeders will not be permitted.
3. Tires used for qualifying and race must be approved by the speedway.
4. Any car tires from any source other than speedway supplier will be disqualified, a \$500 fine imposed.
5. No chemical tire treatment allowed. Durometer and sniffer enforced.
6. DMS class tire is the Scuffed American Racer EC 84. All tires are scuffed and marked with serial #'s. The cost of tires are \$140 and you bingo draw a stack of tires(4). Tires are drawn 1 hour before practice starts. Any tire you receive that you do not like, the technical official will reevaluate it.

ENGINES (DMS will allow Crate Engines, LMSC Engines, and DMS "BUILT" Engines

1. CRATE ENGINES

1. The Following Crate Engines must be used as all supplied parts from factory manufacturer with a speedway seal on engine. These engines are subject to teardown procedures and legalities is determined by tech committee. These engines may require different size carbs to equal horsepower between different model #.

GM #88958602-

GM #88958603- GM #88958604

2. These engines are designed to cut the cost of racing. Anyone found tampering with these engines will be fined up to \$1000 for each offense and loss of championship points.

3. Crate Motor is a great application for Local Racing if the competitor will leave them alone. Run them as supplied from the factory to ensure legality. Contact Tech Official if you need clarification to this rule.

2. NASCAR Late Model Stock Car Engine with a Holley #7448 “350” CFM Carb

This engine will be teched by the 2008 Nascar Rule book for the Engine Only. This engine must use the Holley #7448 350 carb at all times.

3. DMS “Built” Straight Plug Head Motor

1. Only stock standard production engines allowed. Chevrolet 350 cubic inch maximum, Ford 351 cubic inch, Chrysler 360 cubic inch plus overbore.

2. No polishing or coating inside of block.

3. Overbore of .060 permitted.

4. Aftermarket solid steel connecting rods permitted. No polishing or machine work will be permitted.

5. Flat top 3 ring pistons permitted. Piston must not extend above top of block.

6. Crankshaft with stock stroke must be retained. No excessive grinding or machining, for balancing purposes only, subject to template inspection by tech official. Crankshaft must not be Knife-edged. Minimum weight 50# pounds for crankshaft.

7. Wet sump oil system only. Aftermarket valve covers allowed. Aftermarket pulleys allowed.

8. Enlarged oil pan allowed. Kick outs will not be permitted between the bolt holes flange and the top of the added sump.

HEADS

1. Stock OEM steel heads only. World Products Stock Replacement SR #043600 allowed with a 50 lb. weight penalty. See Weight.

2. No vortec heads on built motor, no angle plug heads.

3. NO modifications, no porting or polishing. No grinding of any kind. 3 angle valve job ok as per Speedway rule. One cut below valve seat, to bottom of valve guide. Do not radius or blend bottom of cut below valve seat.

4. Chevrolet 70cc minimum; Ford (Clev) 68cc minimum; Ford (Win) 58cc; Chrysler 68cc min.

5. OEM valve size for cylinder head required. Steel valves required.

Valve size maximum: Chevrolet 1.94 intake 1.50 exhaust

Ford Cleveland 2.05 intake 1.65 exhaust Chrysler 1.90 intake 1.60 exhaust

Ford Windsor 1.89 intake 1.60 exhaust

CAM SHAFT

1. Hydraulic or flat tappet cam and OEM diameter lifters with a maximum lift of Chev .480, Ford .512 Dodge .500 at valve with valve lash as ran in race. Lift will be measured at the retainer after replacing the hydraulic lifter with a solid lifter.
2. Any steel type timing chain allowed.
3. Any type valve springs and retainers allowed. Stud girdles are permitted.
4. Screw in studs and guide plates permitted with any ratio roller rocker arms allowed.

INTAKE and SPACER

1. GM performer 2101 current design, Ford m9424-p351, Cleveland performer #2665 and Chrysler P#4532852.
2. No porting, polishing, or grinding will be permitted. Do not touch it.
3. Only a one-piece solid aluminum spacer, $\frac{3}{4}$ " thickness may be installed between intake manifold and carburetor. Holly 390 4 Barrel may run 1 inch metal spacer under carb.
4. Holley #7448 spacer must have 2 holes with 1 $\frac{1}{2}$ " openings.
5. Holley #4412 spacer must have 2 holes with 1 $\frac{11}{16}$ " openings.
6. Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels.
7. Only 2 gaskets, 1 per side, maximum thickness .065 will be permitted.
8. No adjustable spacer will be permitted. No other modifications will be permitted.
9. All carburetors and spacer plates must meet speedway specifications.

CARBURETOR

The following carburetors will be eligible for competition.

1. Holley 2300 2bbl carburetor model #7448 "350" with a venturi size of 1 $\frac{3}{16}$ ".
2. Holley 2300 2bbl carburetor model #4412 "500" with a venture size of 1 $\frac{1}{2}$ "
3. Holley HP80507-1 390 cfm four barrel model HP designed for crate engines
4. Holley 2300 2bbl carburetor model #4412 "Outlaw 500" with no Booster tech

See below for rework guidelines:

1. No polishing, grinding or drilling holes will be permitted in the body of the carburetor.
2. Boosters may not be altered in any manner including size, shape or height.
3. Venturi area must not be altered in any manner. Casting ring must not be removed.
4. Base plate must not be altered in shape or size.
5. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
6. Throttle shafts must remain standard and must not be cut or thinned in any manner.
7. Any attempt to pull outside air other than through the venturi is not permitted.
8. "Outlaw 500" consist of a Holley 4412 "500" Must have a booster, but no tech on the Booster

DMS "Built" engine must use: Holley #7448 2bbl carburetor "500" Regular 500

GM #88958602 Crate engine may use: Holley #4412 "Outlaw 500" No Booster Tech or

GM #88958602 Crate engine may use: Holley #HP80507-1 390 cfm Four Barrel Model HP

GM #88958603 Crate engine may use: Holley #HP80507-1 390 cfm Four Barrel Model HP.

GM #88958604 Crate engine may use: Holley #7448 2 bbl carburetor "350"

Ford# TBD

*****Any clarification needed on the rules for the carburetor contact Technical Official*****

WEIGHT

1. 3100 pounds with driver. 55% left side weight percentage.
2. GM #88958602 Crate Engine will receive a 50lb weight break.
3. World Products Stock Replacement SR #043600 head must add 50 lbs. to total weight.
4. Two speed, or "speed transmission" must add 50lbs. to total weight
- 5.. 7 ¼ inch will receive a 50lb. weight break.
- 6.. All cars will be weighed with driver in a driving position.
- 7.. Weight of car must be on back of hood for tech purposes.
- 8.. Any car competing with dislodged or lost weight may not add it back to make weight requirements after the race.
9. All lead weight must be added to chassis securely.
10. No tungsten allowed.

AMMENDMENTS

1. These rules are subject to amendments for competition when ample notice has been given by the speedway. Any car that does not conform to the above rules may be allowed to compete with a weight and/or restrictor plate at the tech committee's discretion.
 2. Speedway officials may use professional judgment for any rule or infractions for a competitive race program.
 3. Any car that meets the 2008 Nascar Late Model Stock Car Official Rulebook will be eligible to compete with a 350 Holley #7448 carb.
 4. Rules for the race car are all the same. Different weight or Carbs are used to equal different motor combinations. It is a priority for Dillon Motor Speedway to make different engine combinations on a equal playing field. DMS and officials will do there best to make this happen.
- ***ANY RULES YOU DO NOT UNDERSTAND OR YOU NEED CLARIFICATION, PLEASE CONTACT SPEEDWAY OFFICALS. Email tech@dillonmotorspeedway.com or call the Tech Man Ronnie Barfield @ 843-496-4790 or Ron Barfield @ 843-496-4792.**