

2010 Late Model Rules and Late Model Specifications

The Rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these Rules and/or Regulations. They are intended as a guide for the conduct of the Late Models and are in no way a guarantee against injury to participants. These Rules and/or Regulations will apply to all Late Models races. Late Models Officials shall have full authority over said sanctioned racing events. All late model racecars are subject to be inspected by the Technical Inspector at any time at any event/race. The Late Models reserves the right to alter or amend these Rules and/or Regulations in the interests of fair competition. The Late Models is NOT responsible for the payment of any purse monies, bonus monies, or appearance monies. There has never been a problem over payments at a Late Models event. Should problems occur, the Late Models will attempt to resolve these problems on behalf of the drivers. At the discretion of the Technical Inspector, certain variations may be allowed on cars running for the first time under these rules. Any variation may incur additional weight penalties to be mounted in front of the motor plate.

TRACTION CONTROL DEVICES

- a) All Traction Control Devices are strictly prohibited during ALL SUPR Series events.
- b) All traction control devices whether electronically controlled in the ignition system, wheel sensors, or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing, or fuel delivery will be strictly prohibited.
- c) At NO time will there be any type of ping control devices, dial a chip controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing, or fuel delivery control devices in the cockpit area of any racecar.
- d) NO telemetry or data acquisition systems will be allowed in any car at any time.
- e) ANY competitor found with any of the above mentioned devices shall be subject to Fines, Disqualifications, Suspensions, or Permanent Bans from SUPR Series events. Any device found shall be confiscated, and will NOT be returned to that driver.
- f) There will be a \$250 claim on MSD boxes. The claim shall be in written form along with the \$250 cash before the Feature Race. (Refusal to sell shall forfeit ALL Monies & Points.)

BODIES

NOTE: All dimensions are in the drawings.

Standard dirt style bodies are required. A “stock appearing” nose or a slope nose is legal. NO wedge style bodies. NO roof mounted spoilers or wings. All upper and side panels must run parallel to frame. NO MIRRORS. NO offset quarter panels, EXCEPT TOWARDS CENTER OF CAR. Nose extensions must be flexible. If a “stock appearing” nose is used, it must be made of moulded type material and MUST be

mounted level. NO material may be removed from nosepiece. All cars must have a number, visible and identifiable from both sides. In the event of duplicate numbers, a car number may be changed to avoid scoring errors. NO electronic communication devices allowed in racecars.

ROOFS

Roof must be stock appearing and level (must run parallel to body). Roof posts are mandatory. Rear roof panels must be flat, not curved to channel air to spoiler. Both rear roof panels must be the same size. NO flat roofs. No partial roofs. NO tilted or curved roofs.

SPOILER AND SPOILER SUPPORTS

- a) The rear spoiler must be manufactured of adequate strength material such as lexan or aluminum.
- b) The maximum overall length of the material used on the rear spoiler is eight inches (8"). The maximum width of the rear spoiler and supports is seventy-two inches (72").

NOTE: The SUPR Spec engine may use a spoiler 12" (twelve inches) in height and 72" in width. Curls are allowed on the upper edge of the spoiler and spoiler braces, but their length will be included in the height measurement.

- c) The rear spoiler is not permitted to be suspended above the deck to create a "wing effect".
- d) The rear spoiler must begin where the quarter panels end.
- e) No more than three spoiler supports are permitted. The front edge of the spoiler supports must be in line.
- f) The outer spoiler supports cannot be mounted wider than the top of the quarter panel.
- g) Spoilers will be measured according to the total length of and width of the material, in any shape or form. If an aluminum angle is used to brace the upper edge of the spoiler, it may not add to the spoiler height or length in any way.

Amendment: A 3rd Spoiler will be allowed at the center (36 inches from each side) of the rear deck with the following measurements with either option a SUPR spec engine or a open motor engine.

CHASSIS/FRAME

NO aluminum frames or front clips. All frames must be of STEEL construction and must be a minimum of 2" by 2" square or rectangular, with a minimum thickness of .083 inches. If round tube frame, tubing must have a minimum 1 3/4" outside diameter with a minimum thickness of .083 inches. NO front bumpers allowed. Rear bumpers allowed with NO rear extensions except for push bar. Push bar must not extend more than 6" (six inches) beyond rear quarter panels. Rear bumper can be no wider than center of rear tires.

ROLL CAGE

All cars must have a suitable STEEL roll cage protecting the driver's compartment. Side roll bars are mandatory and must extend into the door panels. A minimum of three (3) bars must be used on the left side. Each bar must be at least 1 1/2" in diameter with a minimum thickness of .095 inches. Roll cages must be welded to the frame.

DRIVER COMPARTMENT/SAFETY

A FULL metal firewall must encompass the driver's compartment-front, rear, both sides, and floorboards. Driver's seat must be of a proper racing seat design located on left side of car and securely mounted to frame. A full racing seatbelt harness MUST be used. Harness MUST be secured to frame, not seat. All cars must have a quick-release type steering wheel. All cars must have a working starter, operated from inside car. Battery must NOT be located in driver's compartment. All cars must have an approved fire extinguisher system, securely mounted within easy reach of driver. A 5-pound Halon system is recommended. All drivers must wear FULL fire resistant uniform, helmet, and gloves. Fire resistant shoes are recommended. No adjustable shocks or adjustable suspension components from driver's compartment.

RACECEIVERS

Each Late Models Participant will be required to use a Raceceiver one way radio device (available from the series) to receive communication from the Race Director during all events. Events include the hot laps, time trials, heat races, consi features and the A-Main event. Generally, the driver should have his Raceceiver installed and tuned in to the designated frequency with the volume turned up to receive communications at any time they have their helmet on and are prepared to compete. This would include the times during line-up and the running of the event and until returning to their own pit space. Drivers need to make sure their Raceceivers are turned on and in working order before they go on the racetrack. Officials can communicate a request for you to the Race Director for a Raceceiver radio check. It is the responsibility of the driver to make sure they have a new battery installed in their Raceceiver each time you come back to your pit area. Keep spare batteries with you at the track. Should your Raceceiver not work properly, remove the battery, and put it back in to reset the unit. If that doesn't fix the problem, try putting in a new battery. If it still doesn't work, consult with an official.

FUEL CELL/FUEL

An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box, secured by a minimum of two (2) 2" by 1/8" steel straps. All fuel cells must be completely visible from rear of car. Fuel cell may NOT be mounted lower than bottom of rear end housing. NO fuel injection systems, electric fuel pumps, or pressurized fuel systems. ONE four-barrel carburetor only.

Gasoline or alcohol okay. NO nitrous oxide, nitro methane or nitrate additive, or propylene oxide.

TRANSMISSION

Drive train **MUST** have transmission, mounted on rear of engine. No direct drive or in-out boxes. Any transmission, with working forward and reverse gears, is permitted, and must lead to ONE drive shaft. Manual transmissions **MUST** be equipped with a working clutch. All drive shafts must be painted white and **MUST** have a loop or sling around it.

REAR END

Any type of rear end/differential is permitted.

BRAKES

All cars must have operational four-wheel braking system. NO carbon fiber brake systems.

WHEELS

Any type of wheel is okay, must be mounted with lug nuts. NO knock-offs or center locks.

TIRES

Tires may be Hoosier S55, WRS55, WRS2, S1600, D55, or M40. No defacing of tire in any way. No softening.

HEADERS/MUFFLERS

REMEMBER: MUFFLERS ARE MANDATORY AT ALL EVENTS

- a) Collector type headers required.
- b) Mufflers will be required at all tracks and all events – No Exceptions. The muffler rules, will be as follows:
 1. Any Commercially manufactured, SUPR approved muffler is legal. Provided it does not exceed 95 decibels at 100 feet.
 2. Mufflers must be securely attached to all cars. Popriveting of mufflers will not be permitted. It is recommended that mufflers be welded to the headers.
 3. All exhaust must run parallel to the frame rails, no out of door exhaust or fender well exits will be permitted.

A 25-lb. weight PENALTY will be given to all cars not running a set of Borla XR-1 Raceline mufflers. (Oval - pt. #40005/round - pt. #40004 or 40004s new 8", Schoenfeld 112535 or Dynatech 76-006352).

The mufflers must be mounted complete, with no alterations, in order to be legal. The Series reserves the right to alter this list, with adequate notice, if required, for any reason concerning muffler performance.

WEIGHT

Weight of each car will be determined by engine type and size. All weights are with driver in car, after race. No wheel covers or rear end covers will be allowed at any time! NO weights may be attached to rear bumper. SUPR Spec engine "S"- 2,150 pounds. "A"- 2,300 open competition. Letter for weight of car will be posted on roll cage at all races.

ENGINES

Steel or aluminum okay. 6" (six inch) engine setback measured from top of ball joint to #1 plug, maximum. GM heads must have 1-2-1 exhaust. NO canted valves and no more than two valves per cylinder. NO titanium crankshafts or connecting rods.

SUPR "SPEC" ENGINE

Minimum 350cid -maximum 362cid using steel block, Maximum bore size is 4.060 Flat top pistons only. Bore-stroke combinations to achieve this: 3.480 or 3.500 on Chevrolet and 3.500 on Ford. Steel block for Chevrolet will have 9-inch deck and steel block for Ford will have 9.2-inch deck. Brodix SUPR spec heads (with 60cc minimum combustion chambers). Chevrolet engines must have a Brodix HV1 intake with no modifications except for port matching 3/4" to FelPro 1206 Ford engines must have a Edelbrock Victor Jr. intake with no modifications except for port matching 3/4" to FelPro 1262. **NO LIGHTENING OF BLOCKS.** If found, a 25lb. Weight penalty will be assessed in front of the motor plate.

***ADDITION TO SUPR "SPEC" ENGINE PARAGRAPH* SUPR "Spec" heads with SUPR cast logos.**

Chevrolet	SUPR "spec" head with SUPR cast logos.
Ford	SUPR "spec" head with SUPR logo on the outside and SPEC logo on intake and exhaust ports.

1. Intake port opening NO larger than original opening and may be port matched. Chevrolet may use a FelPro 1206 gasket and FORD may use a FelPro 1262.
2. Chevrolet-intake opening may be ground or polished 3/4" or NO farther into port than the closest edge of the closest letter of the SUPR logo. Ford-intake opening may be ground or polished 3/8". Intake port polishing will be allowed NO more than 1½" below the bottom of the original seat ring on the backside of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.
3. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.

4. Polishing will be allowed in exhaust ports as long as the original SUPR logo is NOT affected or port shape is not altered.

5. NO intake or exhaust port relocation, raising, enlargement, or reshaping of any type.

6. Valve angle and placement may NOT be altered in any way on the SUPR “spec” head. NOTE: SUPR has and will be using, Brodix supplied checking templates and tools on the SUPR head. DON'T GO past these points or templates and tools will disqualify you.

7. In the rules above, if it doesn't say you can, then don't.

NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal.

NOTICE: As of January 2004 all heads will require 11/32 valves. NO EXCEPTIONS.

SUPR logo must remain, with NO changes, in all locations. Flat top pistons ONLY. No titanium valves, crankshafts, or connecting rods. Engine may be claimed by any 1st through 10th place finishing driver from the Feature race. Claiming price is \$8,000 and includes intake manifold, valve covers, heads, block, oil pan, water pump, crank dampner, and internal components. If engine is claimed on first day of a multiple race weekend, winnings will be held and claim will be held until after last race of that series. SUPR will reserve the right to claim any SUPR engine at anytime. Claims must be made within 5 (five) minutes of finish of Feature Race. Only drivers may claim and claim must be made in cash or certified funds. No driver may claim more than 4 (four) engines in a season. No one driver may claim any other driver more than once per season. Final refusal to sell will result in loss of earnings/points, and a 2 (two) race suspension. Second refusal to sell will result in loss of earnings, ALL SUPR Championship Points, and indefinite suspension.