



2017  
MALVERN BANK SUPER LATE MODEL  
(MBSLM) RULES  
Revised 4/5/2017  
Revised 5/2/2017  
REVISIONS IN RED

The rules and/or 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.

1. Racecievers are mandatory.
2. SLMR membership is \$150 it is not required but is the ONLY way you can receive point fund money, contingencies awards, and your allotted Provisionals throughout the year.
3. Standard Motor Rule (See weight rules) including all open motors

#### SAFETY/GENERAL RULES

1. Helmets must be SFI 31.1/2005 or Snell rated Sa2005, SA2010 or SA2015 helmet required. (no open face helmets).
2. All drivers must wear approved fire retardant racing gloves SFI 3.3/5 at all times when the car is on the track.
3. Solid center steering wheels are highly recommended.
4. Head and neck restraint devices are recommended such as a HANS or similar. A minimum of a full wrap around neck brace is required.
5. All cars must have seat belts and shoulder harness securely fastened to the frame or roll bar. They must be of the approved racing type with quick release aircraft type hookups. NO stock type seat belts allowed. Shoulder harness must be securely mounted to the roll cage no higher than TWO inches above shoulder level. Sternum straps are highly recommended. All cars are required to have 3" lap belt, crotch belt and 3" shoulder harness recommended to be no more than one year old. Unless approved 2" shoulder harness while using a HANS device. Belts must be no older than 3 years on the production date.
6. A Full containment racing seat is strongly recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis with minimum four mounting bolts (3/8 inch or bigger). When not using a full containment seat you are required to use one of 2 options: Option 1: two head supports (left & right side) The left side may be shorter for egress only but cannot be trimmed any shorter than the distance of the face of the helmet. Option 2: The ISPseast parts number ISP 202LA L quick release helmet belt and the ISP 202M mounting bracket.
7. Fire suits of at least a fire-retardant material are mandatory. (SFI 5 is the recommended minimum.) Sleeves must be rolled down. Nomex underwear is highly recommended, including hood and socks. Race approved footwear (leather shoes) are highly recommended.
8. All roll bars within the driver's area must be padded with flame retardant foam roll bar padding.
9. All cars are required to use a window net 16x20 rectangular shape mesh or ribbon style, must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction, must latch at the top. Window net will not be required but recommended when using a full containment seat and a HANS (or similar) device. Arm restraints highly recommended.
10. Ballast (extra weight) added to the car for weight rule conformance must consider all provisions of safety and must be securely fastened. Ballast must be bolted to the frame or cage only. No ballast may be mounted above the interior deck to rub rails or body mounts. Any ballast weight of 20 lbs or more must be drilled and mounted with two 1/2" studs through each weight. No ballast blocks less than 5 lbs nor more than 60 lbs will be allowed. No stacking of ballast. Ballast must be painted white and stamped with your car number (this is a maintenance item and must be maintained all year.)
11. A fire extinguisher, in working order and up to date, will be required in your race car. Recommended when purchasing a new fire extinguisher to purchase the 10-pound fire bottle or safe craft suppression system with the thermal hoses running to the driver's cock pit and one to the fuel cell. (a 10-pound bottle may be required in the future)
12. No unapproved cameras, listening or transmitting devices, timing retard controls, or digital gauges, digital tach is ok. No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No electronic traction control devices.
13. Eighteen-gauge steel or one-eighth inch aluminum "cockpit tub" to protect front, sides and rear of driver is highly recommended.
14. No car covers or opening covers of any kind allowed. Exception: If rain or inclement weather occurs you may cover your

car until the weather passes and/or the rain stops. Including tires.

15. Fuel Cell see section-3 Rule 4

16. Window Bars see Section 4 – Number 2

17. Battery see section- 9 Rule 1 & 2

18. Wheel section – 14 Rule 2

19. All safety Rules must be followed or there will be a 50 lb penalty for each rule not followed. There will be a grace period of 3 races that you can run with the weight penalty then the safety requirements will need to be installed.

## SECTION 1: WHEEL BASE, SHOCKS, SPRINGS & SUSPENSIONS

1. The minimum average wheelbase is 103 inches. With ¼” tolerance.
2. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
  - A. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
  - B. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
  - C. Only 2 way compression/rebound adjustable shocks are permitted no 3 or 4 way adjustable.
3. No cross connected shocks are allowed.
4. No “RodThrough” designs are allowed.
  - A. “RodThrough” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
5. No Inerters are allowed
  - A. No rotating parts inside the damper.
  - B. No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
6. No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.
7. Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to I-80 Speedway for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
8. Stacked coil spring permitted. Leaf Springs will be permitted on rear end only.
  - A. Coil Springs must be made of magnetic steel. Leaf Spring must be made of magnetic steel of approved composite material.
  - B. One traction spring and one brake spring mounted to the torque arm is permitted.
  - C. Torsion bars are not allowed in rear of car.
  - D. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
  - E. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
  - F. Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted,
9. Shock Locations
  - A. Only one shock per wheel is permitted at the left front, right front, right rear corners.
  - B. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
  - C. One 5th Coil Shock permitted.
  - D. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3” of the centerline of the rear ends center section.
10. Drop Chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.
11. Bump stops and/or bump springs are permitted.
12. Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
13. A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.
14. Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to I-80 Speedway for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
15. Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted. Must be A-frame type.
16. Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. Ie Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.

17. Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch
18. Rear Suspension Mounts.
  - A. Single sheer mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
  - B. Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
  - C. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
  - D. Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.
19. Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
20. Lift Arm & Pull Bar
  - A. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
  - B. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock spring coil over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
  - C. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
  - D. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
21. Radius Rods
  - A. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock type radius rods are permitted.
  - B. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
  - C. Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
  - D. ONLY Two (2) radius rods per side.
    1. Radius rods must be spaced on the frame a minimum of 6"
    2. Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
    3. Measurements will be made from center of each radius rod bolt.
22. Birdcages
  - A. Birdcages must be made of aluminum or magnetic steel, no exotic materials. Left and Right must be made of the same material.**
  - B. Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
  - C. Limited one birdcage (1) per side.
  - D. Shock(s) and radius rods must mount to the birdcage.
  - E. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
23. Rear Suspension and Suspension Components:
  - A. Axle Housing, Rear Differential**
    - 1. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.**
    - 2. The center section of the axle housing must be manufactured of either aluminum or magnesium.**
    - 3. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.**
  - B. Axle Housing Mounts**
    - 1. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.**
    - 2. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.**
  - C. Rear Suspension Attaching (Radius) Rods**
    - 1. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum**
    - 2. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch.**
- 24. Shock, Spring, and Suspension Penalties and Infractions: If violations are found during prerace technical inspection: The driver and or team will receive a warning and must meet full compliance before being allowed to compete. If a violation is found after qualifying has started technical inspection: No Winnings, Points, will be paid and a fine of \$1,000 may be assessed to the violating team and or driver.**

## SECTION 2: ENGINES

A) Any motor may be used restrictors and weight rules will serve as equalizers. See weight rules.

B) GM crate motors See weight rules.

C) IMCA/Wisconsin engines must pass all IMCA/Wisconsin spec rules, including carburetor spacer plate (see weight rule options).

D) Engine Set-Backs

1. All competing models using an engine larger than G.M. 361 cubic inches, **including 525 crate**, or Ford, or Chrysler larger than 364 cubic inches are allowed a maximum engine set back of 6 inches (to be measured from the center of the forward most spark plug hole to the center of the upper ball joint)

**1. There is up to ½ inch of tolerance on the above engine setback (A). For any fraction beyond the tolerance there will be 25 lb penalty to be placed in front of the motor plate up to each ½ inch increment. (Ex: 6 ½ - 7 inches 25 lbs. / 7 - 7 ½ 50lb. / 7 ½ - 8 75 lbs. ) No engine can be set back further than 8 inches.**

2. All competing models using a Ford or Chrysler engine 364 cubic inches or smaller or a G.M. Engine 361 cubic inches or smaller including 602 & 604 crates are allowed a maximum engine set back of 8 inches.

E) Steel Head Engine Rules (Small Cubic Inch)

1. Only O.E.M. stock production steel heads as numbered below will be allowed.
2. No Dart, fuel injected, Ford Cleveland, or GT40 heads allowed.
3. Heads will be G.M. bowtie cylinder head part number 10134392, 14011058, or 12480034 casting number 14011034, and **Chevy Vortec cylinder head with casting number 12039906 or casting number 12558062 that have a 64CC combustion chamber, a 170CC intake port, 1.940" Int/1.500" Exh valves Chevrolet Performance Part number 12558060 Must add 25 lbs. to total car weight Or Vortec bowtie head part number #25534351C small port only with intake runner volume (cc): 185cc/Exhaust Runner volume (cc): 65cc Absolutely no large port Vortec bowtie part # 25534371. No porting and valves must remain 2.00 intake 1.550 exhaust must add 50 lbs. to total car weight. No alterations to the head including porting or polishing and valve size must remain stock. You must use intake manifold Edelbrock 2716.** Ford M-6049-n351, Mopar head casting number 4532693. Mopar may run Chrysler R block #P4532907 or P4532908. Mopar heads may be 15 or 18 degrees. O.E.M. J Design Mopar heads are not legal. No modification outside of the combustion chambers, except surfacing, three angle valve jobs, and touching up the combustion chamber. Titanium valves and retainers allowed.
4. Roller camshaft, lifters, and rocker arms will be allowed. Shaft rockers will be allowed.
5. Any aluminum intake may be used with a maximum total height of 6" from top of intake to the floor of the plenum. Up to a 2" spacer may be included in the 6" height. No super highrise intakes allowed. Plenum must have flat floor.
6. May run up to and including the Holley 4150 series 850 c.f.m. carburetor.
7. No titanium engine parts, except titanium valves and retainers.
8. Engine casting numbers stamped on the engine will be left on the block at the bell housing area.
9. No epoxying of block numbers will be allowed. Block numbers will be stamped by inspector if needed

Engine Claim Rules:

1. GM 602, GM 604, & GM CT525 are all susceptible to a claim.
  1. GM 602 = \$2500 **US cash in denominations no smaller than \$20 bills** claim, as purchased from GM no extra components
  2. GM 604 = \$4500 **US cash in denominations no smaller than \$20 bills** claim, as purchased from GM, no extra components
  3. GM CT525 = \$4800 **US cash in denominations no smaller than \$20 bills** claim, as purchased from GM, no extra components
2. Claimer must pay an additional \$50 **US cash** for removal fee to the claimer or for wrecker service.
3. Any driver, or their owner, or crew chief \* **MUST BE A PAID MEMBER OF NASCAR\*** competing in a feature event (A feature, must take a lap) are eligible to claim engine 1-2-3 (see above) Cars being claimed must have finished in the top 5 A feature positions. **Must be 13 or more cars starting the feature for an engine claim.**
4. I-80 Speedway has the right to impound or claim the crate engine of any competitor at any time. If the engine has non-approved modifications, the engine may be confiscated by I-80 Speedway and driver/owner fined.
5. **Engine Claim notification must be done within 10 minutes of the drop of the checkered flag to one of the I-80 Speedway officials that is connected by radio to race director or tech officials. Money must be presented within 10 minutes after the notification of the claim. Money does not have to be on the driver in the race car before the claim is in process.**
6. **DISCLAIMER:** If a car needs to compete the following night(s) in the SLMR series or a NASCAR event the motor will be taken out after the second or third night of competition. The engine will be marked, serial numbers, and pictures of seal bolt will be taken the night of the claim. After the conclusion of the event(s) the claimer can decide to cancel the claim if the claimer & I-80 Speedway official agree the motor shows to have problems or sabotage.
7. If the driver denies the claim or the claimed engine shows any sabotage at any time during a claim the claimed driver will lose all points and earnings for that event and the previous event(s) in the claimed time period, a \$500 fine, will lose all points for the season and 3 nights of I-80 NWAAS competition (not to go over into the next year). You will not be able to receive any winnings or contingencies until the fine has been paid. In the event of the deny or sabotage the claimed driver will not be able to compete in the I-80 NWAAS series with a claimable engine option (1-2-3- above) for 1 calendar year.
8. The claimer is not required to run this engine at any upcoming I-80 NWAAS events.

### SECTION 3: FUEL AND FUEL PUMPS

1. Racing Gasoline Only with no oxygenated Additives (Preferred VP 110 or VP Late Model +) No propylene.
2. Crate Motors (GM602, GM604, GM525) will be allowed to use commercial pump gas with no ethanol additive.
3. **E-85 is not be allowed.**
4. All testing with the digitron dielectric meter is the responsibility of the driver or owner before the races if you are in question of your reading.
5. **Commercially manufactured fuel cells mandatory, The only fuel cells that are approved are those that meet and/or exceed the FIA/FT3 specifications, NO alterations (example: alterations to top plate, removal of foam, etc.). fuel cell capacity may be from 5 to 32 gal including fill spout. You may purchase a kit to make existing fuel cells FIA/FT3 legal. Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting. Fuel cell cannot extend below rear end tubes.**
6. Fuel cells must have non-vented caps, rollover valves in return and vent lines, must pick up from the top of the fuel cell. **Willy's Carburetor roll over plate part #WCD4000 is approved for competition.**
7. Fuel cell guard must be made of at least 1" tubing and must extend to the bottom of the fuel cell.
8. No electrical fuel pumps allowed. (Belt driven fuel pumps or mechanical pumps will be permitted)

### SECTION 4: WINDSHIELD SCREENS ROLL CAGES. FRAMES

1. All main cage and door bars must be 1.5" od x .083 wall minimum.
2. **Bars in the windshield area will be required from left 1 ½ inch down tubes to right 1 ½ inch down tubes connecting roof hoop to the cowl area there must be ½ inch tubes (vertically mounted) spread a maximum of 6 inches. We also recommend a screen across the full area from left 1 ½ inch down tube to right 1 ½ inch down tubes, no bigger than 1x1 squares and no smaller than ½ x ½ squares across the whole front area.**
3. All cars are required to use a roll cage with at least 3 horizontal bars across the driver's door.
4. All competing models will be required to have a vent window bar and a bar in the center of the roll cage over the driver's head.
5. All cars will be required to have a bar to protect the driver's feet.

### SECTION 5: CARBURETORS AND AIR CLEANERS

1. Any eligible carburetor may be used. Approval of carburetor means approval for all competitors within the same guide lines.
2. All competing models must run the Holley 4150 series carburetor. Must meet the Holley 4150 height specs. (See Engine Rules for specific C.F.M.)
3. Any eligible dry element round air cleaner will be permitted. (Min.12" Max.17" in diameter and maximum 5" in height.
4. Only round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be of the same diameter. A max. of a 1" lip will be permitted from the air filter element to the top edge of the air filter-housing top and bottom. The air filter housing must be centered and set level on the carburetor. It is permissible to attach a shield to air filter housing. The shield can be no higher than the height of the air filter element. Tubes, Funnels or any device which may control the flow of air will not be permitted inside of the air cleaner or between the air filter housing and carburetor.
5. Cowl induction may be used as long as the air box is designed to draw air from under the hood. One side or end of the air box must be open. Hood scoops will be permitted to be open in the rear only.
6. No carburetor air dams or devices allowed increasing the airflow to the carburetor, either inside or outside air cleaner.

### SECTION 6: CYLINDER HEADS, INTAKE MANIFOLDS, SPACER PLATES, AND IGNITION SYSTEMS

1. No MSD Rev Limiting Chip Rule
2. Any eligible cylinder head may be used. Approval of cylinder heads means approval for all competitors within the same guidelines.
3. The valve centers must remain the same as production manufactured steel cylinder heads for the make and model of the engine being used.
4. Intake must be stock configuration of OEM. manifold. (Inside of the bottom intake manifold must be flat. No devices permitted inside of intake manifold to disrupt the air flow to the engine) **IMCA Chevrolet intake manifold may have the clover milled out to be an open intake. The sides must not be milled any bigger than stock and the ports and runners must not be changed from stock IMCA manifold. An additional spacer of only 1" will be added to this intake, no super sucker. The measurement of the allowed cutting will be 3.625 across and 3.625 front to back at the top of the intake where the carburetor plate is mounted. It may go down into the intake up to the maximum of 1" from the top of the intake where the carburetor gasket mounts and no farther than 90 degrees from the carburetor gasket surface. It may be less than 90 degrees no other grinding will be allowed inside the intake runners or fuel guide fins.**
5. Any aluminum intake may be used with a maximum total height of 6" from top of intake to floor of plenum. Up to a 2" spacer may be included in the 6" height. ½ inch tolerance when racing with 1" restrictor/governor

6. Intake Manifolds on a Wide Bore Engine may configure to be taller than 6" with a 1" spacer & a 1" restrictor. If this motor seems to have more horsepower due to the heightened intake there will be a shorter restriction put on the spacer plate.
7. A spacer plate may be used between the carburetor and the intake. May be a 1-hole or 4-hole spacer plate, with nothing inside of the spacer plate to enhance or increase the airflow to the engine.
8. No onboard computers, micro-controllers, processors, automated electronics, recording devices, Electronic memory devices, memory chips, or digital readout gages of any kind permitted. Digital Tachometers will be allowed.
9. Only one (1) electronic firing module amplifier is permitted, if used.
10. Only one ignition coil permitted.
11. NO Traction Control of Any Kind.
12. **(1) MSD box #TBD will be used in place of the computer on the CT525**

## **SECTION 7: CLUTCH, FLYWHEEL AND BELL-HOUSING**

1. High speed multiple disc clutches are permitted.
2. All cars must be able to be put in and out of gear with the engine running and the car sitting still.
3. All competing models must be equipped with a flywheel and an operable starter.
4. A production manufactured steel bell housing or a heavy duty explosion proof aluminum bell housing may be used on all models.

## **SECTION 8: TRANSMISSION, DRIVE-SHAFTS, REAR AXLES AND REAR TREAD WIDTH**

1. OEM. Production manufactured 2 to 4 speed transmissions that are cataloged through dealer channels will be permitted. Bert, Brinn, and Falcon circle track transmissions are permitted.
2. All transmissions must have at least 2 speeds forward and one reverse.
3. No 5 speed, over drive or automatic transmissions allowed.
4. All transmissions must bolt directly to the rear of the bell housing which bolts directly to the rear of the engine block.
5. All drive shafts must be painted white.
6. All cars must have a 360-degree hoop toward front of drive-shaft, made of at least ¼" by 2" steel strap.
7. It is recommended to have a drive-shaft safety hoop built out of 4 or 5-inch diameter by 6 inch long round tubing.
8. Full floating rear ends are compulsory. Rear end must be quick-change type and track approved.
9. Rear end coolers may be used, but cannot be mounted inside of the driver's compartment.
10. No open tube rear ends allowed.
11. No cambered rear ends permitted.
12. The rear tread width can be no wider than the front tread width. (Both sides)
13. Axles must be made of steel only.

## **SECTION 9: BATTERY, MIRROR, MIRROR, RADIATOR, FAN BLADE, WATER PUMP, AND OIL COOLER**

1. **Batteries can NOT be mounted in the driver's compartment. All Battery cables and battery cable ends must have a non-conductive covering to prevent electrical contact with any part of the race car creating electrical shortage.**
2. **(1) battery disconnect must be installed to the negative battery cable. Must be in reach of the driver near the shifter or on the deck behind the driver seat. Recommended: to have the disconnect mounted in both locations.**
3. No mirrors permitted inside or outside of car.
4. Only 1 radiator permitted for the purpose of cooling water. Radiator must be mounted in front of the engine.
5. Water pump must mount in stock location.
6. No electric fans permitted. No flat bladed fans permitted (Electric fan permitted with ct525)
7. Oil reservoirs must be mounted in front of rear end housing.
8. Oil reservoirs or oil coolers cannot be mounted inside of driver's compartment.
9. Radiator overflow tube must exit towards the ground.

## **SECTION 10: ROOFS, BODIES, AND NOSE PANELS**

1. Bodies must be mounted in a similar manner to stock appearing.
2. Aftermarket production manufactured nose panels must be mounted in approved manner. The length measurement of the nosepiece for all models will be 51" from the center of hub to front edge of nose. The front and sides of nose panel cannot be cut or altered, with the sides mounted no lower than 4 inches from the ground with the car at racing height. The sides of the nose panel must be parallel to the ground.
3. The racetrack officials must approve any bars ahead of the nose panel.
4. Roofs may be made of fiberglass or aluminum, but must meet specifications as set forth in the rules and must be approved by the officials.
5. All roof panels must be mounted directly to the roll cage with no more than a 1/2" spacer.
6. The front roof posts will be required to be a minimum of (2) two inch wide and a maximum of (3) three inches wide. Left and right side will be required to go to the outer rear corner of the front fenders.
7. Roof Panels must be mounted directly to roll cage with no more than a half inch spacer.
8. Rear roof panels will be required to extend out to the quarter panels.

9. The Rear of the base of the filler panels can be mounted no closer than 3 inches to the rear spoiler brace with a maximum length at the base of **43** inches forward. The top of the filler panel mounting point must start at the rear of the roof panel and can be no longer than 17 inches parallel to the roof. The diagonal points of the rear filler panel can be bowed no more than 4" at the center of the panel from a direct line from both starting points (both of these points stated are the rearest points of the filler panel beginning) The front of the filler panel cannot bow forward from a straight line from the 17" to the **43** "piece. If you are running open filler panels these pieces must be a minimum of 3 inches.
10. Left and right side rear roof panels must be the same length and design.
11. Car or opening covers are not permitted. Exception: In the event of rain or inclement weather you may cover your car until the weather passes or the rain stops

## SECTION 11: REAR SPOILERS AND REAR DECKS

1. All competing makes and models will be permitted to use a one-piece solid rear spoiler 8" in height. 602 and 604 engines may have 10" spoiler.
2. All spoiler measurements will be made from the deck and will be a measurement of all spoiler material.
3. All competing models will have a maximum rear spoiler width of 72".
4. All competing models will be permitted to use 3 spoiler braces. Spoiler braces may be 18" maximum at base but cannot extend past the rear roof posts.
5. All spoiler braces will be required to fit the series template, be no higher than 4" at the front of the base and can be no higher or extend rearward past the rear spoiler.
6. Spoiler braces will be permitted to have up to a ½" break in them.

## SECTION 12: WEIGHT RULES: All weight rules are to be met after all races.

Weight rules and restrictors may be changed at any time as determined by Track Officials to equal the competition.

1. STEEL BLOCK ONLY: 602, 604 GM crate Motors, 2200 lb weight minimum with up to a 10" spoiler
2. STEEL BLOCK ONLY: Complete IMCA Spec Motor Rule may use any intake spacer including super sucker up to 2" tall 2300 lbs. **Chevrolet Read intake manifold Section 6 Rule #4.**
3. STEEL BLOCK ONLY: Complete IMCA package including Super Chain Link Hoosier Race tire 2250 lbs. up to a 10 spoiler.
4. STEEL BLOCK ONLY: Wisconsin Spec Motor must weigh 2300 lbs **with a 1.250 restrictor** and not allowed to run alcohol (unless otherwise stated) must run a steel block.
5. STEEL BLOCK ONLY: 364 or smaller all steel engine with compression ratio 11 to 1 or less must weigh 2300 lbs (**high comp 2375 LBS.) both compression ratios must meet rules section 2-5 (a through l)**)
6. STEEL BLOCK ONLY: Chevrolet Motors Under 364 cu in motor with standard valve angle of plus or minus 2 degrees of standard ported steel or aluminum heads must weigh **2300** lbs with (2) at 1.100 restrictor and (2) at 1.150.
7. STEEL BLOCK ONLY: Chevrolet Motors Over 364 cu in motor with standard valve angle plus or minus 2 degrees of standard ported steel or aluminum heads must weigh **2300** lbs with (4) at 1.100 restrictors
8. GM ct525 minimum weigh 2300 lbs with up to a 8" spoiler
9. Open Aluminum or steel motors with unrestricted valve angle 365 cubic inch or less must weigh 2350 lbs with restrictors **(4) 1.000 restrictors**
10. Open Aluminum or steel motors with unrestricted valve angle 366-400 cubic inch must weigh 2350 lbs. with **(2) 1.000 restrictors and (2) 0.950 restrictors**
11. Open Aluminum or steel motors with unrestricted valve angle 401 cubic inches and larger must weigh 2350 lbs. with **(4) at 0.950 restrictors**
12. **45 lbs** of additional weight is required in front of rear motor plate with Aluminum block motor options 8, 9 10 OR 11. **Option on motors 9 & 10:** May run 30 additional pounds instead of **45** additional pounds by subtracting (1) of the 4 restrictors by .050. (Example if you motor option #10 to run only 30 lbs addition (3) restrictors would need to be .950 and (1) restrictor of 1.000
13. **Any lightened steel blocks will have to add 15 lbs in front of the engine plate.**
14. **In the future, an LS style engine is being worked on for rules. As of now the weight has not been determined.**
15. All weights must be in block form of no less than 5lbs and must be painted white with the car number on them.
16. All weight must be bolted to the frame of the car in a secure manner. Should use at least 2 half inch bolts for each weight that is bolted to the car. No stacking of weights permitted.
17. Any weight mounted behind the fuel cell must be mounted below the frame of the car.
18. Mounting of weight inside of the driver compartment or above the interior of the car is NOT permitted.

## SECTION 13: TIRE RULE

1. The class tire will be Hoosier WRS or WRS 2-D55.
2. 11.0/88, 11.0/90, or 11.0/92 only will be permitted.
3. The composition and character of the tire may not be altered from original. This includes NO soaking, softening, conditioning, chemicals of any kind or recapping. D-55 tire should be no softer than 55 points on the durometer, warmers and any other means of artificially warming tires are prohibited.
4. Recommended washing tire with water only. Warning soaps and cleaning products may be detected as chemicals or

altering the tires and is subject to disqualification, fines and suspension.

1. 1/25/17 – 6/1/17 : If any of the 4 tires are cut, grooved, needled, siped, or altered beyond 24 grit sandpaper in removing the glaze an additional 50lb must be added to your total weight rule. If cut tires are used in the heat they must be used in the feature also. If non-cut tires are used in the heat non cut tires must be used in the feature unless ok'd by official.
2. 6/2/17 – foreseeable future: No tire can be cut, grooved, needled, siped, or altered beyond 24 grit sandpaper in removing the glaze. Any of these alterations will result in disqualification.
3. 6/2/17 – foreseeable future: Option for Hoosier LM40 / WRS55 UNCUT on Left and Right Rear only with Hoosier WRS55 UNCUT on two front corners.
5. You may only use sandpaper up to and including #24 grit to remove the glaze on the top layer of tires. When you are completed with the sanding of the tires, the edges of the tread block must remain the same as the edge of the block next to it. You will only be able to create the look of a worn tire and not something of a different tire face appearance (example: no wavy tread pattern or deep grinding will be allowed). Metal grinding disks are not permitted
6. All competitors choosing to use grooved or ungrooved tires in the heat race must use the same combination in all remaining races/feature(s). Unless ok'd by tech official.
7. Tire protest: Any driver, owner, or crew chief competing in the A feature event (must take a lap) are eligible to protest tires for chemical compounds or conditioning. Cars being protested must have finished in the top 5 A feature positions. Protest fee will be \$300 for 1 tire – 1 test. All other tires on the same car can be tested for an additional \$250 per tire. Totalling \$1050 for all 4 tires on the same car being protested at the same event. Protest must be cash and bills must be in denomination of not less than \$20.
8. Tire protest and money must be presented within 15 minutes of the drop of the checkered flag to one of the I80 tech officials. Winnings of the protested tire will be held until test comes back along with any other winnings made until the tests come back.
9. Tire Sample(s) will be cut with a blade/tool provided by the person being protested.
10. Denial Refusal of Tire protest will result in a Disqualification for that night (loss of both winnings & points) Loss of 100 additional points & a \$500 fine due before you can compete at a NASCAR weekly racing series event again. Protester will receive his/her money back if protest is denied.
11. If testing proves tire sample to be illegal you will lose winnings for the night you were protested and all points accumulated in the season up to the protested date. \$500 fine due before you can compete at I80 in the NASCAR weekly racing series again. You will not be able to compete in the next 3 NASCAR weekly racing series events (not to roll over into the following season.)
12. If Protested tire comes back to be illegal the person who protested the tire(s) will receive the Protested drivers winnings for that event up to the amount that was used to protest.

## SECTION 14 WHEELS AND BRAKES

1. Brakes, Brake Components, Wheel Hub:
  - a) Brake calipers must be manufactured of aluminum.
  - b) The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
  - c) Brake rotors must be manufactured of magnetic steel, stainless steel or cast iron.
  - d) Brake rotors must be used as produced by the brake rotor manufacturer.
  - e) Wheel hubs must be manufactured of aluminum or magnesium.
  - f) Wheel hubs must be used as produced by the wheel hub manufacturer.
  - g) The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.
  - h) All brake lines must be metal. No plastic lines, Brake hoses must be steel braided.
2. Wheel, Wheel Discs, Wheel Spacers:
  - a) Only aluminum wheels will be permitted. Maximum wheel width 14". Bead locking devices permitted on all 4 corners.
  - b) Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16 inch diameter magnetic steel hex head bolts. Foam style mud plugs are permitted.
  - c) Only aluminum wheel spacers will be permitted. Maximum 2 1/2".
  - d) The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds\*. \*The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.

## SECTION 15: LINEUPS AND PROCEDURES

1. All drivers will draw for heat races.
  1. Opening night/weekend whether that be 1-2-3 consecutive races will be standard draw-and redraw of top 6 in passing points.
  2. After opening night/weekend draw will be divided by top down split draw. Example: If there are 3 heats 1st-2nd-3rd place in points standings will be in different heats by draw with the group containing the lowest pill

draw by all drivers in the first heat.

2. **Pill draw will be done at the drivers meeting after the initial race/ race weekend.**
3. Draw for heat race starting positions with a passing point system of 1.76 per car for A Feature
4. Top 14 in passing points go to the A Rest to the B Feature(s).
5. All cars not drawing or choosing to start in the back of their heat will not receive passing points, only finishing points in the heat.
6. All cars must start the heat race ASSIGNED or they will start last in their assigned B feature.
7. The top 6 cars in passing points will be inverted by their previous SLMR feature finish. Everyone who did not compete in the previous SLMR feature will be included in the 6-car invert but will go behind the drivers competing in the previous SLMR feature. If one or more cars did not compete in the previous SLMR feature those cars will start head up in the order of their passing points.
8. 18 Cars will qualify to start the A feature event through qualifying unless 30 or more cars are entered. Then 20 cars will make the A feature event through qualifying.
9. A car does not need to take a green flag lap prior to start of the B feature in order to start at the rear of the B feature in an attempt to qualify for the A feature.
10. **A Lap will be scored when 2 or more cars have passed the start/finish line. All cars that have not crossed the start finish line prior to the yellow or considered involved in the yellow will be scored on the previous lap. i.e. Split Scoring.**
11. **In case of a caution on a checkered flag lap the race is complete when the Leader has crossed the start finish line and taken the checkered flag. All cars that have not crossed the start finish line prior to the yellow or considered involved in the yellow will be scored on the previous lap. i.e. Split Scoring.**
12. Provisionals: 2 Provisionals will be given at every SLMR sanctioned event to the 2 highest drivers in the points standings that are paid members for the year. These two Provisionals will be in addition to the 18/20 cars (depending on car count) that make the A Feature event through qualifying. In the event, there is no provisional driver to accept these 2 spots the next 2 cars in the b Feature will move on to the A feature to make a total of 20/22 cars in the A Feature.
  1. **A 3rd Provisional will be given to all members after 10 races have been completed on the schedule.**
13. Provisional Requirements: You must be an SLMR member, your car must be legal to enter the race track for the feature event.
  1. Drivers that are eligible do not need to take a green flag at any time prior to the A feature. They must use their primary car or a car that has taken a previous green flag in qualifying. Once a driver has taken a qualifying green flag in his or her primary car he cannot switch to another car that has not taken a qualifying green flag that evening.
14. Promoter Provisionals, up to 2 cars (This would be in addition to the 20/22 Qualified cars/Provisionals), will be permitted at the promoter's expense, and the promoter Provisionals must start behind the SLMR Provisionals.
15. Driver change: An A main event qualified driver may relinquish his duty to another driver/competitor before the green flag of the main event. Driver must start last in the field. The driver taking the original green flag in the qualified car will receive the points and pay of the Feature. The driver that relinquished the position will be awarded the points and money the feature race driver may or may not have coming. This will not be considered a series provisional to the new driver.
16. Heat race & B Features will restart single file.
17. A Features will use Delaware double restart. Single lead car with double file behind, second place car choosing high or low. With 3 laps or less remaining all restarts will be single file.
18. Any driver with 2 single car yellows may be asked to go to the pits.
19. A Hot Lap Session is not considered a qualifying attempt. A driver is not locked into a car that he has hot lapped or practiced in pre-qualifying.
20. Hot Lap Sessions after heat races, not open to all drivers will result in the driver starting in the rear of the next feature race he is in that night.
21. To be eligible for Rookie a driver must not have ran more than 5 races in any one previous season and must register with Lisa as a rookie.

## **Section 16: Purse & Points**

- A. A feature winner will receive 100 points second place will receive 96 from there back each position will drop down by 2 points 94-92-90 so on and so forth.

B. Non-transfer cars will receive 50 points

**Standard Payout – A feature**

1.....	\$1200.00
2.....	\$1300.00
3.....	\$1000.00
4.....	\$800.00
5.....	\$700.00
6.....	\$600.00
7.....	\$500.00
8.....	\$475.00
9.....	\$450.00
10.....	\$425.00
11-20....	\$400.00

**1 - B-Feature**

First non-transfer	\$300
Second non-transfer	\$250
Third non-transfer	\$200
All remaining cars	\$100

**2 – B-Features –based on car count and track size**

First non-transfer	\$200
Second non-transfer	\$175
Third non-transfer	\$150
All remaining cars	\$100

Entry fee \$75.00, on all standard purse payouts will be collected at check in when you draw.

Online entries will be an option IN ADVANCE for \$60 (savings of \$15) Must be done 3 days prior to the event by 11 PM.

All checks for the SLMR series are mailed. Checks are not handed out the night of the event.

RACE FOR THE SAFE POINT FUND must attend 75% of events and be a paid member to receive point fund (contingencies TBA)

1....	\$5000.00
2....	\$3500.00
3....	\$3000.00
4....	\$2500.00
5....	\$2000.00
6....	\$1800.00
7....	\$1600.00
8....	\$1400.00
9....	\$1300.00
10....	\$1200.00
11....	\$1150.00
12....	\$1100.00
13....	\$1050.00
14....	\$1025.00
15...	\$1000.00

Motor Option Point Fund: (year end point fund based on nights you competed in this motor and points received for that event.)

- 1) **\$1200** for first place **\$600** for second and **\$300** for third for the following motor options
  - a. Any motor using a restrictor plate

- b. GM crate – (525) – (604) – (602)
- c. Non-Restrictor & Non-crate (IMCA, Steel Head)

EIRI (except in rare instances) Decisions of the officials are final and binding without exceptions! Any rule changes or clarifications during the course of the year will be published, and will be considered as an official part of the rules.

**Penalties and or fines may be awarded up to one week after the checkered flag.**

#### OFFICE INFORMATION

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