

2010 LATE MODEL RULES

"IF THE RULES DON'T SAY YOU CAN, THEN YOU CAN'T"

Weight

All specified weight requirements will be with gas, oil, water and driver prior to racing.

1. Maximum allowable left side weight will be 58 percent of the total car weight with driver.
2. Crate Motor Minimum weight 2,700 pounds with driver.
Build Motor Minimum weight 2,800 pounds with driver.
Per race one pound per lap will be deducted
Body must be approved by LNS Officials.
3. Added weight must be in block form of no less than five-pound blocks (no pellets).
Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver.
4. Any adjustment to ensure equal competition will be achieved with weight.

Engine

1. General Motors crate engine part number # 88958604 permitted with the following upgrades, 1.6 rocker arms, small balancer and shallow pan. All GM sealing bolts must remain as installed from General Motors. Removal of sealing bolts will result in disqualification.
2. Ford (Blue Oval) crate engine Part # m 06007-D347-SR will be permitted to compete using rocker arm configuration as supplied by manufacturer.
3. McGunegill Ford Part # ASA 425LM will be permitted with 1.5 rocker arms and no carburetor spacer.
4. Guidelines for Built engines with #7448 Carburetor listed below.
 - a. 362 cubic inches maximum, V8 only
 - b. GM, Ford, and Chrysler small block only.
 - c. Four (4) Bolt Main permitted with steel caps.
 - d. Deburring permitted.
 - e. Solid lift cams permitted.
 - f. No roller cams or roller lifters permitted. All lifters must be flat bottom lifters only.
 - g. Dry sump oiling systems permitted.
 - h. Head bolt studs permitted.
 - i. After market steel crank permitted. Stroke must remain stock plus or minus .020 of the stock stroke.
 - j. Balancing and Deburring permitted on cranks.
 - k. Stock appearing after market rods permitted. Billet rods permitted. Length not specified. H beam rods permitted
 - l. No polishing or machine work permitted except for balancing.
 - m. NO TITANIUM RODS PERMITTED.
 - n. Flat top pistons only. No dome pistons permitted.

- o. Only cast iron 23-degree heads permitted on GM engine
- p. Angle cut heads permitted
- q. No SB 2 or SB 3 heads permitted
- r. No polishing or porting permitted
- s. No matching of port permitted in any manner
- t. Any type roller rock arms permitted. **GM and Chrysler 1.5, Ford 1.6**
- u. 2.050 intakes and 1.060 exhaust max. In GM and Chrysler
- v. 2.020 intakes and 1.060 exhaust max. In Ford
- w. No TITANIUM valves permitted
- x. Neck down valves permitted max under size .010
- y. High performance springs and **STEEL** retainers permitted.
- z. High performance intakes permitted, Series officials must approve all intakes.

- aa. No altering, polishing or matching of intake ports permitted in any manner
- bb. No laser treating or micro holes permitted
- cc. Plenum must not be altered in any manner
- dd. No devices permitted in runners.

Engine Claim and Protest

1. Only the top five (5) drivers finishing a race their, owner or crew chief may claim or protest a sealed or spec engine or protest a built engine finishing the race ahead of their car.
2. The claim or protest must be made within ten (10) minutes of the completion of the event.
3. The fee must be made to the Race Director or Chief Pit Steward with cash only.
4. The claim/protest will not be accepted should LNS Officials determine that the fee is from more than one party or on someone else's behalf.
5. Failure to pull and sell a claimed engine will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year.
The engine in question will have all serial #'s recorded and will no longer be eligible for competition.
6. The cost for claiming a sealed engine will be the current cost of the engine plus five hundred dollars (\$500.00), with LNS retaining \$400.00. Not included in the claim; carburetor, water pump, distributor, pulleys fuel pump, clutch, pressure plate, or fly wheel.
7. Protest fee for a sealed engine will be fifteen hundred dollars (\$1,500.00) to have the entire engine check. LNS to retain twenty-five (25) percent of protest fee.
8. Once the claim of a sealed engine has occurred, the driver claiming the engine will have the option to have said engine inspected at no extra cost. At this time, should the engine be found to be outside the guidelines, the engine in question will be confiscated and will become property of the LNS. The driver/owner of the engine in question will then be disqualified from the event and be subject to fine, suspension and or loss of champion points.
 9. The fee for the protest of built engine will be fifteen hundred dollars (\$1,500.00), for the entire engine. LNS to retain twenty-five (25)percent of protest fee.

10. Should the built engine be found to be outside the guidelines, all unapproved parts of the engine would become property of the LNS, at which time the driver in question would be disqualified from the event and receive no said money or champion points.

Displacement, maximum 350 CID, V8 general motors. Crate engines only.

Exhaust Manifold

1. Any type single flange steel tubular header permitted. Exhaust system must exit behind driver and out right Side behind door.
2. True visible mufflers required and exhaust system sound must not exceed 100 decibels at 100 feet. No vortex cones.

Carburetor

Carburetor (TWO BARREL and Crate Engine)

1. Holley 2300 two-barrel Model #7448 is the only carburetor permitted on Built Engines.
2. Must maintain a throttle bore size of no more than 1.500
3. No polishing, porting or grinding inside or outside the body permitted.
4. No painting or any other type of coating permitted inside or outside, other than from manufacture.
5. Choke and choke horn may be removed.
6. All screw holes must be permanently sealed.
7. Booster size and shape must remain unaltered.
8. Booster height must remain standard and centered in the venturi.
9. Center cross in booster may be removed, while the inside diameter must not exceed 0.452.
10. Venturi area must not be altered in any manner.
11. Casting ring must not be removed.
12. Base plate must not be altered in any manner.
13. Stock butterflies must not be thinned or tapered, and each butterfly may have one (1) hole
14. Screw ends may be cut even with the throttle shaft and screw heads must remained unaltered
15. Throttle shafts must remain standard and may not be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
16. Any attempt to pull air other than through the venturi is not permitted.
17. All sealed engines must use a Holley 650 HP four (4) barrel only (Part # 4150-80541)
18. 650 HP venturi size of 1.250, Throttle bore size of 1.6875
19. Minimum Throttle shaft and butterfly thickness 0.194 primary and 0.182 secondary
20. A minimum of two (2) return springs mandatory
21. Throttle stops are highly recommended

9 to 1

Carburetor 4412-2bbl

1. No tapered boosters.
2. 4412 2 bbl. Removal of choke (Butterfly) is the only modification allowed.
3. Air horn removal not permitted.
4. Holley 500 CFM Model #'s 0-4412s or 0-4412c. 2bbl Carb.
5. Carburetors must pass track inspection using tours tech tools.
6. HP Carbs are strictly prohibited.
7. Spacers can be 1 1/2" max and bores must be perpendicular to the base. No tapered spacers.

Carburetor Spacer

1. Two barrel must use only a one-piece solid aluminum spacer with no adjustment.
2. Maximum thickness of 3/4"
3. Spacer must have two holes no larger than base plate.
4. No tapering or beveling permitted
5. GM 604 Crate engine spacer only. One non-adjustable one-piece solid aluminum carburetor spacer permitted maximum 1" in height, with 1 paper gasket per side not to exceed .065" in thickness. Spacer must have openings cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.
6. Ford Blue Oval D-347-SR will be permitted to use either a four (4) hole 1" spacer or a 1" open solid aluminum spacer only.
7. McGunegill ASA 425 LM will not be permitted to use any type of spacer.

Engine Placement

1. Measured from the center of #1 spark plug hole to the center of the top ball joint Maximum Chevrolet 4 1/4" . No Tolerance.
2. Engine must be in center of frame with 1" tolerance.
3. Center of crankshaft to ground clearance 10" with 1" tolerance.

Transmission

1. After market transmission permitted with at least two forward and one reverse. Gears must be in working order.
2. No Rankin direct drive type, quick-change or automatic transmissions permitted.

Air Intake

1. Air cleaner cannot be removed at any time during competition or practice.
2. Round dry type paper or K & N type element maximum 14" in diameter, maximum 4" in height must be used in air cleaner at all times. Element may not be sprayed or soaked with any type of chemicals or liquids. All air shall be filtered through element. Air cleaner housing must be of metal type. Top of air cleaner must be solid, no holes. It will be permitted to shield the front area of the air cleaner up to a maximum of one half the air cleaners' diameter and not wider

- than the height of the air cleaner filter. Top and bottom of the air cleaner housing must be the same diameter. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
3. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner. Complete ABC Bodies may run ABC cowl and ABC Cold Box. An opening 2 1/2" by 20" may be cut in the hood behind the carburetor with the back edge either meeting or a maximum of 1" from the windshield. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must measure a maximum of 2" down and 2" forward by 20" in width with square bends and no radius or air flow devices, end caps permitted no larger than 2" by 2".
 4. Only Complete ABC Bodies may run ABC cowl and ABC Cold Box.
 5. No sheet metal heat shields or any other type of hot air deflection device or airflow deflection device allowed past the backside of the radiator or in engine compartment.

Clutch

1. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5" in diameter. No carbon fiber or fiberglass discs.
2. Clutch housing assembly or cover may be made of steel or aluminum.
3. It is recommended that a 3/4" hole be drilled in the top of the bell housing directly over the starter ring gear to manually turn the engine.

Spindles

Aftermarket, homemade and 3/4-ton spindles permitted. Must be steel only.

Brakes

1. Front and rear disc brakes mandatory. Limit 4 piston per caliper.
2. Only cast steel rotors permitted. Front Rotors must be a maximum of 11 3/4" and Must maintain a minimum thickness of 1 1/4" Rear Rotors must be a maximum of 11 3/4" and Must maintain a minimum thickness of 1/2" thickness. Rotors can not be drilled or slotted completely through. No floating rotors or self aligning rotors. Must bolt solid at hub.
3. No titanium brake parts allowed.

Brake Cooling

1. 1. A maximum of one scoop per wheel with the opening on the front air dam fully covered with screen and no larger than 3"x 8", mounted on the inside of the front air dam. 2. Maximum two hoses per brake, with a maximum 3" flexible hose to the brake.

2. Fans or blowers in the brake cooling system not permitted.
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

Ignition

1. Breaker less, or dual point systems permitted. Ignition booster, racing coils or high performance ignition wires permitted. No magnetos or crank trigger ignition systems.
2. Alternators permitted.
3. One battery permitted. Maximum 16 volt and mounted securely outside of drivers compartment.
4. All wiring must be sealed. No unplugged wiring.
5. All ignition components must be mounted on the right side of the dash in plain view and out of reach of the driver. (Coil, boxes Etc)
6. All Sealed and Crate engine Mandatory 6300 RPM Rev chip limiter Swapped with LNS Tech staff. Crate engine with HEI Ignitions must run MSD Soft touch with 6300 RPM Rev Chip limiter. Progressive Spec Motor 7400 RPM Rev Chip limiter.
7. Only one (1) functional M.S.D. box per car. Must be non-programmable.
8. NO TRACTION CONTROL DEVICES ALLOWED.

Wheels

1. Racing steel wheels only, maximum rim width 10". All cars must have number on wheels, spacers permitted.
2. Air bleeders prohibited.

Tires

1. Hoosier 10/27-15 2045. Tires must have LNS approved stamp and be purchased at track through LNS vendor. Tires must remain in sight at all times. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event any illegal tire, in the judgment of LNS Officials, will be confiscated along with wheel.
2. Maximum tread width allowed is 66" measured with the referee. Tread width is measured from the center of left tire to the center of right tire. Spacers permitted.
3. The feature event must be started on the same set of tires (all four) that the car used in qualifying. Drivers running in a last chance race may change tires before running the feature event. Damaged tires may be changed upon LNS Officials approval only.

Shocks- Bump Rubbers Permitted

1. Racing shocks permitted. One shock per wheel. Adjustable shocks permitted.
 - 1.1. External adjustments permitted.
 - 1.2. Remote reservoirs permitted.

- 1.3. No Claimer on shocks.

Rear Ends

1. Quick change rear ends permitted.
2. No open tube rear ends permitted.
3. Aluminum or Steel axel tubes permitted, No independent rear suspension, No cambered rear ends permitted, Bolt in tube snaps permitted but must be 0 degree. All axel tubes must be 0 degree.
4. Damper shocks permitted. Upper link only.
5. No titanium axels allowed.
6. Gun drilled axels permitted.

Starter

Car must start under its own power. After-market starters permitted.

Cooling System

1. Aluminum water pumps, radiators and electric fans permitted.
2. All cars must have catch can or hose to exit at windshield.
3. Water only, must be used in cooling system. Any additive to water, Ex. Water Wetter, must first be approved by an LNS Official. Any driver found using unapproved coolants must pay a \$100 fine before driver can compete at LNS.

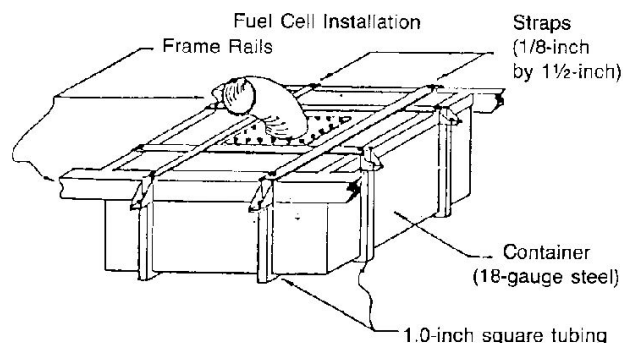
Fuel System/Cell

1. Manual, block mounted stock type fuel pumps only. No electric fuel pumps.
2. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.
3. Fuel cell mandatory, maximum capacity 22 gallons, vented with maximum 1" vent to outside left rear of body.
4. Fuel cell must have a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell. Minimum ground-to-fuel cell 9".

5. Fuel burned at LNS must be bought at LNS. Must show LNS proof of purchase for the night or event or monies or points will not be awarded.

SAFETY EQUIPMENT

- All cars must have at least 3" safety belt and 2" shoulder harness.
- Window net mandatory.
- Driving suit made of some type of nomex material mandatory.
- Safety helmet mandatory.
- Fire extinguisher in car mandatory.



Container (18-gauge steel) for fuel cell must mount to frame rails via two (2) lateral and longitudinal braces forming grid beneath and on sides of cell container. Additionally, a two (2) lateral and longitudinal brace grid must cross the top of the cell container. It is strongly recommended grid members be fabricated from one-inch square tubing and 1 1/2-inch by 1/8-inch thick steel strapping is the minimum accepted material.

FUEL CELL

- Minimum ground clearance 9".

Springs

- Coil over or bucket type springs permitted. One spring per wheel.
- Leaf Spring permitted on rear.

Body

2009 All cars must run a complete ABC Body package. The car body must be acceptable to LNS Officials at all times.

All body parts must have a minimum clearance of 4" prior to race with fuel, oil, and water, without driver. No car will be allowed to start a race with out a full body.

Headlight and taillight decals recommended.

2004-09 ABC Bodies: For rules regarding ABC Bodies please refer to the ABC Rule book available from LNS, Five Star Or ARP.

- Minimum roof height is 47". Roof height is measured in the center, 10" from behind the top of the windshield. No rails on roof or rear window.
- Maximum width of spoiler 61", measured across the backside of the spoiler, maximum height of spoiler is 6 1/2". Spoilers must be 3/16" clear polycarbonate. No forward rudders or mounting brackets will be permitted. Minimum 4 mounting brackets or supports on the backside of the spoiler.

3. Full windshield and rear window are mandatory. Vent windows optional, maximum length 9". Windshield and all windows must be clear polycarbonate, minimum 1/8" thick.
4. Windshield and rear window must have a minimum of two, top to bottom, 1" x 1/8" support braces located in the center of the windshield and rear window behind the clear polycarbonate to brace as to not deform under race conditions. Supports braces will be no closer than 3" apart.
5. Car body must be mounted in center of frame with wheels in the center of wheel wells.

Interior

1. Car interior must be complete and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No digital gauges permitted. No in-car timing devices during competition.
3. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON-Off positions must be clearly marked.
4. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.
5. All roll bars surrounding driver must be padded. Padding must be acceptable to LNS Officials.
6. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs. The minimum window net size shall be 22" wide by 16" high. All window nets must have quick release mechanism and be welded to roll cage. The window net, when in the closed position, must fit tight when secured.
7. Rear view mirror permitted inside of car only.

Frames

1. Straight rail, perimeter and OEM front clip frames permitted.
2. No chassis adjustment from inside car except for brakes.
3. Frame and roll cage, including weight box, must be inside of left front and left rear tires.
4. Minimum ground clearance prior to race with fuel, oil, and water, with out driver, is 4".

Wheel Base

Wheel base minimum 101 ".

Roll Cage

1. LNS Officials must approve roll cage designs. Round steel tubing 1 ¾ " OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.
2. Left door must have a minimum of three bars (four recommended) and must have 1/16" minimum steel plate from frame to top door bar.

Drive Shaft

1. Steel or Aluminum drive shaft only Min. 3" Diameter. Drive shaft must be painted white with car number painted in red or black.
2. Minimum one 360 degree loops, 1" x 1/8" steel.

Sway Bars

1. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Heim joints may be used for attaching the sway bar arms to the lower control arms.
2. No sway bars (anti-roll bars) will be permitted on the rear suspension.

