

Official 2007 Limited Late Model Rules

These rules are in effect and the only Official Rules as of March 17,
2007 Season Opener

Items in red our new modifications

Qualifying Change For the Season Starting 8/18/2007

1. Five cars enter the track at the same time in the order of you pill number drawn (from the infield) for qualifying. Drivers will be given two laps around the track in to spread the field and distance themselves from other cars.
2. You will then get a green/white/ checkered flag and have 3 qualifying laps with the fastest of your three laps being used for your qualifying time.
3. In the event of a caution on the first qualifying lap you will get 3 more laps of qualifying, if a caution comes out on the second lap you get two more laps, if two cautions come out on the first or second lap then you move to the next lap. If a caution comes out on the third lap then qualifying is over and the best time of your first two laps will be used for your qualifying time.

The reason for doing this is to speed up the qualifying time and to give the fans a change to see an almost heat type race with it's excitement, have less danger of wrecking your car during a normal heat race and yet still allow you to have the benefits of qualify by time.

Unless notified at the drivers meeting or posted earlier, races will be 25 laps.

New Inversion Format after Qualifying 8/11/2007

The fastest qualifying driver will be paid \$125 and loose his pole position. He will then select from numbers 2,3,4,5, or 6, by means of chance and that will be his new starting position. All cars below the chance number will remain and all cars above will be moved up one spot to slot the fastest qualifier. This will now be the new feature lineup.

Weight:

2300 lbs

Engine:

1. 362ci max
2. Any steel crank with stock stroke Chevy 3.48, .325, etc. Ford 3.00, 3.50, etc. Dodge 3.31, 3.58 etc,
3. No titanium rods
4. Flat top pistons
5. Cast iron block only

Heads:

1. Any cast iron head based on factory OEM design. 20 degree minimum valve angle
2. Intake and exhaust ports OEM design no porting
3. Ford may run 10 degree heads.
4. Vortec 906 or 062 get a 50 lbs. weight break and 12" spoiler
5. The track reserves the right to adjust weights in the interest of competition

should it deem necessary

Valves:

1. No titanium valves
2. Minimum stem diameter 1 1/32"
3. Maximum valve 2.055" intake 1.650" exhausts
4. No porting or polishing
5. Machine bowl cuts only no grinding
6. Any spring / retainer / rocker arms / stud girdles allowed

Cams:

1. Flat tappet only
2. May run a roller cam, adding 75 lbs.
3. Lifter OEM diameter only Chevy .842 / Ford .870 / Dodge .901

Ignition:

1. Stock type distributor or magneto ok
2. Any box allowed (MSD type) \$360 claim on the box.

Induction:

1. 750 cfm max 1 11/16" diameter throttle plate max
2. Any intake
3. Any spacer
4. Gas only, no alcohol or boosters
5. Fuel cell can required with 2" straps around entire cell

Exhaust:

1. No grass burners
2. Mufflers required by May 31, 2007.

Oiling:

1. May run dry sump add 50 lbs
2. External filters and coolers ok
3. External wet sump Ok (no external tank)

Driveline:

1. Any clutch
2. Any transmission
3. Any rear end
4. 4 any drive shaft, drive shaft retainer (loop) recommended

Suspension:

1. Any shock
2. Any a arms
3. Any rear links

Brakes:

1. No exotic materials (carbon rotors etc.)
2. Shut offs ok
3. Adjusters ok

Wheels and tires:

1. 14" max width
2. Any Hoosier D-55, 1600, American Racer MD-56 must check 52 hardness at any time. Goodyear G50 may not be softened and punch GVS spec.

Wheelbase:

1. 103 inch with 1/2" tolerance

Engine set back:

1. Tube frame 6 inches from #1 plug to upper ball joint Center 1/2 tolerance
2. Stock clip 10 inches from #1 plug to upper ball joint Center

Body:

1. SAS rules apply
2. 8 inch spoiler on tube car
3. 12 inch spoiler on stock clip car