

*SOUTHSIDE SPEEDWAY*  
**2012 RULES**

**LATE MODEL SPORTSMAN**  
(October 20, 2011)

1. **COMPETING MODELS** – Any steel-bodied American-made passenger sedan manufactured after 1982 to current year model with a minimum of 105” and a maximum 108” wheelbase. The only approved manufactured vehicles for the 2012 racing season are: General Motors, Chrysler/Dodge/Plymouth, Ford and Toyota body style (using Chevrolet frame and motor. All parts must be approved by track officials.
  
2. **BODIES**
  - A. After-market steel bodies may be used. Front plastic fenders permitted. Bodies must be installed per manufacturer’s specifications. All bodies must have rolled fenders and doors. Doors may be aluminum. Body must be centered on frame. Flat-side bodies are not allowed. Five Star or ARP only composite LMSC body permitted. No offset bodies permitted.
  - B. The Director of Competition must approve all body styles.
  - C. Floor pan kits permitted.
  - D. Fiberglass hood is approved but must retain stock appearance. Hoods must have positive fasteners right side and left side, and 2 positive fasteners across the rear of hood. The hood must seal tight to the fenders and the windshield at all times. No holes permitted in hood for cooling, or allowing air to the carburetor or breather.
  - E. All air entering through the grille must be directed through the radiator. Fixed brake cooling ducts allowed from bumper cover to spindle. Must be approved by track officials.
  - F. Must have steel bumpers front and rear. Stock appearing rubber bumper covers permitted.
  - G. Roof height must be no less than 48 inches when measured 10 inches back from top center of windshield.
  - H. Rear spoiler may be a maximum of 5 inches high and 54 inches long.
  - I. Toyota body style may be LMSC composite bodies with approved bumpers and window. No offset body permitted.
  - J. Inside trunk area sheet metal may be left open. Driver’s compartment must be enclosed.
  - K. Front fender at A post maximum allowed height of 34”.

**3. FRAMES**

- A. Frames may be altered for wedge bolt installation and fuel pump clearance. Rear cross member may be fabricated.

- B. Standard production frames over 108" may be used but must be shortened to 108" by removing a section of the side rails.
- C. Ford, Chrysler and Toyota may use a GM frame. Body must be from the same manufacturer.
- D. Tube frames with a minimum 105" wheelbase permitted. Side rails must be a minimum of 2 inches wide by 3 inches high. Rear clip must step up over axle.
- E. Any stock OEM front clip permitted.
- F. Cars must maintain a minimum clearance of 4 inches including front air dam, bolts, etc. and a minimum exhaust pipe clearance of 3 inches with driver in car. No tolerance. Officials will determine if damage has altered the allowed clearance.
- G. Tube snouts will be permitted with no weight penalty.

#### **4. ROLL CAGE**

- A. A complete approved roll cage, including roof center bar required. See supplemental rules for installation instructions.
- B. Roll cage must be centered on frame.
- C. All bars within the driver's reach must be padded.
- D. A .090" magnetic steel plate attached to the driver's side door bars is required. Total driver's door plated with 3" hole for jaws of life entry for driver's protection recommended.

#### **5. SHOCK ABSORBERS**

- A. Any type of shock is permitted. Rebuildable shocks allowed but must be non-adjustable. External valves and/or fittings permitted.
- B. No bump stops on shocks permitted.

#### **6. WEIGHT**

- A. All cars must maintain a minimum 3100-lbs. total weight and 1375-lbs. right side weight at the start of the event. Gas may not be added at the end of the race. Added weight must be in block form of no less than 5-pound blocks (no pellets) and painted white with the car number on it.
- B. Added weight must be securely bolted in place. Weight may not be added to the outside of the frame rails or ahead of the front spindles or behind the rear axle or inside the driver's compartment.
- C. Dislodged weight will not be returned to the car for weighing after the race.
- D. Cars will be weighed with the driver in a driving position.
- E. Track officials reserve the right to alter the weight rule to balance the competition.

## **7. GLASS**

- A. All glass must be removed. Front and rear windshields must be replaced with clear Lexan® or Plexiglas. Clear Plexiglas may be installed in the rear quarter windows on cars with standard window posts.
- B. All cars must have a rear view mirror, which must not extend beyond the outer edge of door or “A” post.

## **8. STEERING**

- A. Rack & pinion not allowed. All components must be of magnetic steel.
- B. Quick-release steel steering wheel with padded center required.

## **9. FUEL AND FUEL CELL**

- A. Racing fuel is permitted. Additives are not allowed.
- B. An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32- 5/8 inches by 16-5/8 inches by 8-7/8 inches.
- C. Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.
- D. Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check-valve assembly.
- E. Fuel Cell must be enclosed in an approved container of no less than 20-gauge steel. Four steel straps minimum 1-inch wide X 1/8-inch thick must secure the cell to the trunk.
- F. A steel firewall not less than 20-gauge thick must separate the driver’s compartment from the fuel cell. Trunk floor around fuel cell must be complete. When deck lid is raised, the perimeter around it and down to the cell or trunk must be enclosed with not less than 20-gauge steel. When the trunk area is enclosed from the left quarter panel to the right quarter panel, no part of the floor may be lower than the top of the frame rail.
- G. Outside fill is not allowed.
- H. Cell must be mounted as far forward in the trunk as possible. Fuel Cell must be equal distances between the frame rails. Four straps having a minimum 1-inch width by 1/8-inch thickness must secure the cell to the trunk floor.
- I. Fuel vent line and filter neck must be equipped with an approved check valve.
- J. Fuel cell may be lowered between the frame rails and must be a minimum 8 (eight) inches from the ground.
- K. Stock type mechanical fuel pump only mounted in stock location.

## **10. SUSPENSION**

- A. Rear springs must mount on or forward of axle housing.
- B. Truck type rear lower control arms permitted. Mounting points may be moved. Solid adjustable panhard bars only. No J-bars allowed. Solid adjustable third

link allowed. No spring-loaded or torque absorbing upper links allowed. No rubber or urethane bushings permitted in upper link or panhard bar. Rear sway bar not allowed. Rubber, urethane, or steel bushings permitted in trailing arms. All trailing arm bushings must be the same type and construction both left and right side.

- C. Screw type height adjusters on panhard bar are not allowed.
- D. Wedge bolts permitted on front and rear.
- E. Front lower control arms must be equal length.
- F. Front upper control arms may be replaced with tubular arms.
- G. Heavy-duty ball joint permitted.
- H. Any production spindle, hub and rotor within the manufacturer's line permitted. . After market hubs and spindle permitted. 5 on 5 or wide-five wheels or hubs are permitted.
- I. Front sway bar 3 piece (LMSC type) allowed. Maximum diameter 1¾ inch on ends.
- J. Coil-over suspension allowed. Rear coil-overs must be mounted outside the kickovers and behind the axle.
- K. Coil-over eliminators allowed. Coil Springs must be a minimum of 4 ½ inches in diameter.
- L. Maximum tread width is 64-½ inches and must be equal front and rear.

## **11. BELL HOUSING**

- A. After-market steel bell housing required.
- B. An inspection hole 3 inches by 4 inches must be cut or installed in the lower half of the bell housing.

## **12. DRIVE SHAFT**

- A. Steel standard production with a minimum diameter of 2-¾”.
- B. Drive shaft must be painted white.
- C. Two “U” shaped steel straps, 2 inches wide and ¼” inch thick must surround shaft and be fastened to the floor cross-member.

## **13. REAR AXLE**

- A. Rear end housing may be interchanged between GM, Ford and Chrysler.
- B. After-market magnetic steel axles may be used.
- C. Full floating hubs are permitted.
- D. Quick-change center section allowed.
- E. Torque limiting devices are not allowed.
- F. Camber on rear wheels is not allowed. Only steel axle housings and axles are permitted. Only metal drive plates are permitted, and drive plates must be one (1) piece with a single internal spline. Grease fittings are not permitted on the drive plates or axle caps.

## 14. TRANSMISSION

- A. Transmission must remain standard production 3 or 4 speed with all gears (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> if 4 speed transmission) including reverse in working order.
- B. Automatic transmissions are not allowed.
- C. Only one gearshift lever permitted in driver's compartment.
- D. High-performance after-market transmissions are not allowed.

## 15. CLUTCH ASSEMBLY

- A. Aluminum or lightweight parts are not allowed.
- B. Corvette flywheel permitted on any make and model but must weigh a minimum of 15 pounds.
- C. GM, Ford, Toyota body style and Chrysler may use a steel flywheel with a minimum weight of 15 pounds.
- D. Hydraulic clutch control permitted.
- E. 10 ½ inch stock clutch allowed.
- F. Minimum 5.5" or larger metallic only racing clutch permitted. Flex plate shall be GM – 153, Dodge – 153 and Ford – 152.

## 16. BRAKES

- A. Standard production brakes within manufacturer's line permitted. After market brakes allowed.
- B. After-market rotors allowed. Rotors or drums cannot be drilled or lightened.
- C. Master cylinder must be mounted on engine side of firewall.
- D. Floor mounted pedals not allowed.
- E. In-car brake adjusting devices allowed.
- F. Single piston calipers only. No aluminum allowed.

## 17. ELECTRICAL SYSTEM

- A. High Energy Ignition (HEI) allowed. No multi-spark ignition boxes permitted. Cutting or splicing of any of the wires is not allowed. All components and wires must remain in their original factory configuration. Points distributors are permitted. Magnetos are not allowed. Timing retard components are not allowed.
- B. NASCAR LMSC approved MSD box allowed. Must be mounted on right side of dash panel with easily traceable wires. No traction control, no timing devices permitted. No tampering with box permitted.
- C. Ignition coil must be mounted on engine side of firewall. No wire looms or wiring harnesses permitted. All electrical wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.
- D. A master on-off switch on battery cable must be located in center of dash.
- E. A 12-volt automotive battery must be installed in front of left rear wheel.
- F. Starter must be in working order.

## **18. ENGINES**

- A. Any American production passenger car engine permitted.
- B. Aluminum cylinder heads or aluminum engine blocks are not allowed.
- C. Electronic traction control or timing devices are not allowed.

## **19. ENGINE LOCATION**

- A. GM engines (also used with Toyota body style) may be relocated so that the front spark plug on the right side is no further back than the center of the upper ball joint.
- B. Ford and Chrysler engines may be relocated so that the front of the cylinder head on the right side is no further back than the center of the upper ball joint.
- C. Engine must be centered between the frame rails.
- D. Minimum crankshaft height is 12 inches, measured from the center of the crank pulley to the ground with the driver in the car.

## **20. COOLING SYSTEM**

- A. Extra water lines to heads, block or intake are not allowed.
- B. Water only. Additives not allowed. Antifreeze not allowed.

## **21. LUBRICATION**

- A. Oil pan must be made of magnetic steel.
- B. Dry sump system not allowed. Oil pan must be a wet sump type and manufactured using a stock production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kick-outs will not be permitted between the bolt-on flange and the top of the added sump.
- C. All oil cooler installation must be acceptable to track officials.
- D. Oil cooler must be mounted forward of front firewall.
- E. No external oil pumps permitted. No external oil tanks permitted.

## **22. CARBURETOR**

- A. Only 2 barrel Stock Holley carburetor model number 80583-1 approved per section 20F-5.10 of the 2011 NASCAR rule book for LMSC as published below:

### **20F-5.10.1 Eligibility**

The NASCAR-approved two (2) barrel carburetor and carburetor rework guidelines are listed below.

A. All engines in the Late Model Stock Car Division:

NASCAR has approved the Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1. (See B. below for Holley carburetor rework guidelines.)

The Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1, is the only carburetor that will be permitted on all models. The Holley 500 CFM model 4412, the Holley 350 CFM model 7448 and the Holley 2300 HP carburetors will not be permitted. The venturis must maintain a round (circular) cross section. Only Holley replacement or service parts can be used in any carburetor rework. Carburetors and/or carburetor components machined from billet materials will not be permitted.

52

B. Holley 500 CFM-HP two (2) barrel Carburetor Rework Guidelines:

(1) Carburetor Main Body:

Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of different hole sizes will be permitted for the 500 CFM-HP main body. For the Holley 500 CFM-HP main body, the number of holes and passages must remain as manufactured.

(2) The choke plate may be removed, but all screw holes must be permanently sealed.

(3) Choke Horn:

Choke horn must not be removed.

(4) Carburetor Boosters:

The boosters may be changed but must be of the same type. Size or shape must not be altered. The fuel supply passage inside the booster must not be changed. The booster feed hole (fuel supply hole) size may be changed. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the holes in the choke horn. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied to the holes in the choke horn.

(5) Carburetor Venturi:

The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer.

(6) Alterations that, in the judgment of Track Officials, were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.

(7) Carburetor Throttle Body (base plate):

The carburetor throttle body (sales number 112-111) must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged or sealed and must be acceptable to Track Officials. Idle transfer slots must remain as manufactured.

(8) Throttle Plates (butterflies):

Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

(9) Throttle Shafts:

Throttle shafts must remain stock and must not be thinned or cut in any manner. Welding of the lever to the throttle shaft will be permitted.

(10) Carburetor Metering Blocks:

Only Holley 500 CFM-HP metering blocks (sales number 134-280) (part number 12201) will be permitted. For the Holley 500 CFM-HP approved metering block, the number of holes and passages and the location must remain as manufactured. Additional holes or passages or plugging of holes or passages will not be permitted in the Holley 500 CFM-HP-approved metering block. Existing hole sizes may be enlarged but must not be reduced in size in any way, and must not be plugged.

(11) Accelerator Pump:

Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The retaining screw must not be drilled for a discharge passage. The accelerator pump cam may be changed but the pump diaphragm must remain a 30 cc pump and remain as manufactured

53  
without any changes inside the pump body. Additional diaphragms will not be permitted. A hole may be drilled in the accelerator pump fuel passage on the float bowl side of the metering block above the fuel level to relieve any siphoning through the nozzles. The hole must not be larger than .050 inch diameter.

(12) Power Valves and Floats:

Power valves and floats may be changed. Only Holley replacement parts may be used.

20F - 5.10.2 Carburetor Spacer / Gaskets

A. Only a one-piece, solid, aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, may be installed between intake manifold and carburetor.

B. The spacer must be centered on the intake manifold and have two (2) round holes with 1-11/16 inch diameter openings for the 500 CFM-HP

carburetor located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.

C. A one-piece, two (2) hole paper gasket, maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one-piece non-metallic gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold.

#### 20F - 5.10.3 Carburetor Jets

Carburetor jets may be changed but must be the same type as supplied by the carburetor manufacturer.

#### 20F - 5.10.4 Carburetor Restrictor

A carburetor restrictor must be used when required by Track Officials.

#### 20F - 5.10.5 Carburetor Fuel Filter

Only one (1) fuel cartridge type filter may be used between the fuel cell and the fuel pump. The fuel filter on the pressure side of the fuel pump must only be used at the carburetor fuel bowl inlet. The location and size of the filter must be acceptable to Track Officials.

B. Carburetor must fit under flat hood. No hood modifications permitted.

### **23. AIR FILTER**

- A. Only a round dry-type paper air filter element maintaining a minimum of 12 inches and a maximum of 14 inches in diameter will be permitted. The air filter element must maintain a minimum of 1 ½ inches and a maximum 4 inches in height. All air must be filtered through the element. The air filter elements must not be sprayed or soaked with any type of chemicals or liquids.
- B. Only a round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be allowed. The center stud hole in the top of the air filter housing must not be recessed more than 1-inch. The air filter housing must be the same diameter as the air filter element. The air filter housing must be centered and set level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. Tubes, funnels or any device which may control the flow of air will not be allowed inside of the air cleaner or between the air filter housing and the carburetor.

### **24. EXHAUST**

- A. Exhaust headers will be permitted. Headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30

inches in length cut off square, with a collector tube size of 3 inches outside diameter. Cones or pyramids are not allowed. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. The maximum thickness permitted on the header-mounting flange will be 3/8 inch.

- B. Exhaust must exit out of side of car behind the driver.

## **25. TIRES AND WHEELS**

- A. Track spec tire only. No alteration allowed.
- B. Any steel wheel with a maximum of 8 inches width.
- C. Any wheel offset and spacer permitted to obtain maximum of 64-½ tread width. Wheel offset and spacer thickness must be the same from left to right.
- D. Tread width must be on center with frame, body and roll cage.
- E. The tires used in qualifying must be used in the feature race.
- F. See separate Southside Speedway tire rules.

## **26. PERSONAL SAFETY EQUIPMENT**

- A. Full fire resistant driving suit is required.
- B. Fire resistant gloves are required.
- C. It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National standards Institute, Inc.
- D. Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Metal-to-metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulder. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed.
- E. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- F. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to track officials.
- G. Seat belts and shoulder harnesses should not be more than Three (3) years old. Production-car factory-type shoulder belts or straps are not allowed.
- H. A window net made from minimum ¾ inch, maximum 1-inch wide nylon rib-type material must cover the left side door window opening. The maximum square opening between the ribs must not exceed 2 ¼ inches. The minimum window net size must be 22 inches wide by 16 inches high.
- I. Window net mounts must be a minimum of ½ inch diameter solid steel rod on the bottom and a minimum 1-inch wide by 3/16 inch thick flat steel or a minimum ½ inch diameter solid steel rod on the top, with mounts welded to the roll cage.
- J. The window net, when in the closed position must fit tightly and be secured with a lever-type quick release latch. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only. Pins or clips are not allowed. The latch must be mounted at the top in the front to the roof bar. An approved cam-lock latch is permitted.

- K. An approved and fully charged fire extinguisher must be securely mounted within easy reach of the driver and cannot be taped to roll bar.
- L. Aluminum seats are required.
- M. All roll bars within reach of driver must be padded.
- N. The steering wheel must be steel and have a quick-release for removal. The center of the wheel must be padded.
- O. Head and neck restraints are required.
- P. Highly recommended drivers or crew member monitor official's radio (frequency 151.820.) Spotter with proper identification allowed in designated stand during the race highly recommended. NOTE: Spotter stand is for team spotter so officials can get lineup information to driver for restarts. It is not for teams to discuss race procedure with official in charge.
- Q. No crew members allowed over the wall unless permitted by officials.

## 27. POST RACE INSPECTION

- A. If a car is deemed to be in violation of the rules penalties will be dispensed based upon the infraction. Failure to honor post race inspection will result in disqualification from that racing event, and further disciplinary action is possible. All decisions by tech officials are final and non-appealable.
- B. Illegal parts must be surrendered to the track official in charge. Parts not surrendered will be cause for a fine and possible suspension from future events.
- C. Items that have passed previous inspections do not mean they are legal and can be deemed in violation of the rules at any time.
- D. Once tech officials notifies the driver/crew chief/team member/owner or any member of the race team of the items to be inspected the team will have 15 minutes to begin tear down. The car/parts, etc must be presented to officials for inspection within 30 minutes of notification unless otherwise directed by tech officials.
- E. No equipment or car will be considered to be approved by reason of having passed through pre-tech inspection or previous inspections unobserved. Passing pre-tech does not mean that the car will pass post tech inspection. It is the teams responsibility to ensure the car is LEGAL at all times.

## 28. RULE INTERPRETATION

- A. All decisions by track officials are final and non-appealable. Interpretation of all rules is final and non-appealable as defined by track officials. Violation of the spirit or intent of the rules is prohibited.
- B. All tech inspection decisions by head tech official are final and non-appealable.
- C. Owner will not discuss rules and decisions by track officials.
- D. Officials reserve the right to modify the rules and/or add weight as needed to level the competition.

## **29. PRACTICE**

A. Once practice is complete there will be no additional practice time allowed for competitors unless time permits practice for entire division.

## **30. CONDUCT**

A. All competitors, drivers, crew members, spotters, owners, sponsors and others with track license are responsible for their conduct at all times whether participating in an event, driver's meetings or as a spectator. This applies to all contact with Southside Speedway management, staff and officials as well as the press and other electronic media both at the track and away from the track.

B. Refer to 2012 VIOLATION AND DISCIPLINARY ACTION section of rules for conduct penalties.

## **31. RACE PROCEDURE**

A. Southside Speedway race procedure will be followed as explained in mandatory driver's meeting and NASCAR rule book.

## **32. PROTEST**

A. No protest allowed.

## **33. For more information contact:**

**Southside Speedway (804) 744-2700**

email: [sssraceofficial@yahoo.com](mailto:sssraceofficial@yahoo.com)