

Dells Raceway Park Limited Late Model 2010 Rules

General

12-17-09

These rules and regulations are designed to govern driver and crew member conduct during DRP racing events. By participating in these events, all DRP drivers are required to comply with these rules. While DRP makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport.

DRP is in the entertainment business. Drivers, Owners, Crew and DRP Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, will be designed and implemented to support a balance between competition and entertainment value. Accordingly, drivers and crew are required to conduct themselves as professionals at all times.

Periodic Rules Adjustments

DRP may elect to change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Rules Infraction Policy

DRP Management may suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

- A. Seats
 1. Approved aluminum driver's seat required
 2. Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars
 3. Shoulder supports on right and left sides of seat and head support on right are required
 4. Full containment seats recommended
- B. Safety Belts
 1. Minimum 3 inch wide lap belt, 3 inch wide shoulder harness and submarine (crotch) strap required
 2. Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required
 3. Shoulder harness must not be anchored lower than 2 inches below drivers shoulder height
 4. Belts must be dated 2006 or newer
 5. 6 point belts (double crotch strap) are recommended
- C. Driving Compartment
 1. Cockpit must be completely sealed off from engine compartment and fuel cell
 2. Padding required around driver including steering post
 3. Securely mounted fully charged fire extinguisher with visible dial type gauge required
 4. Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended
 5. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required
 6. No suspension components including stabilizer bar can be adjustable from the driving compartment.
- D. Driver's Attire
 1. Complete approved fire retardant driving suit and gloves required
 2. Eye protection and a Snell SA-2000 (SFI 31.1 2000) helmet or newer required
 3. SFI-38.1 Head and neck restraints, fireproof shoes, and fire systems recommended
- E. Appearance
 1. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste
 2. Numbers: 18" on both doors and roof, readable from the right side
 3. 1" square rub rails allowed, mounting must be within 3" of ends & ends must be tapered and capped

- F. Wheelbase & Tread Width
1. Minimum wheelbase 104"
 2. Maximum tread width 65" measured center to center of tires at spindle height (front and rear)
- G. Chassis
1. Tube or stock stub allowed. Frame rails must be a minimum of 2" x 3" x .125" wall tubing
 2. Minimum ground clearance 3.5" with driver
- H. Roll Cage
1. All roll cage tubing must be at least 1.75" x .090" wall. Welded gussets required on all joints. At least 4 evenly spaced horizontal door bars required on left and 3 on right side. X-configuration on right side, counts as one bar
 2. All door bars must be mounted to the frame rails and the main roll cage uprights
 3. Door bars must be connected with a minimum of two equally spaced vertical tubes
 4. Left side door bar deflector plates of at least .125" steel required. Diagonal bar in top hoop required
 5. Floor pan under driver must be heavy-gauge steel
- I. Suspension
1. Conventionally mounted 5" springs or coil over type suspensions
 2. **No coil bind suspension set-ups allowed**
 3. Limit bumpers on shock absorbers or added bump stop systems **NOT ALLOWED**
 4. One shock/spring per wheel
 5. **Maximum allowed is one spring rubber per spring**
 6. Rear suspension must be solidly mounted (no rubber bushings). Heim joints only.
 7. No lift bar, fifth coil, or other spring-loaded/ hydraulic suspension device allowed. No rear stabilizer bars.
 8. Steel or aluminum bodied, non-adjustable shocks, FROM LIST BELOW OF APPROVED SHOCKS:
 AFCO: SERIES 13T, R, S, 21
 BILSTEIN: SERIES SZ, SN
 CARRERA: SERIES 6100
 PRO: SERIES A, AC, TA (STEEL), PG
 QA1: SERIES 21, 50, 62, 67
 ARS: SERIES 2000
 Manufacturers components must be used, valving optional.
 Post race shock disassembly is the responsibility of the owner/crew chief.
 Bring tools or make arrangements.
- J. Spindles and Hubs
1. Any steel spindle allowed. Aftermarket hubs with 5/8" wheel studs required. No gun-drilled studs permitted
 2. Wide five hubs and spindles allowed
 3. Maximum retail price for wide five hub is **\$150**
- K. Steering
1. Rack & pinion, or steering box with center link style required
 2. Quick release steering wheel hub required
 3. Collapsible steering shaft recommended
 4. No electric power steering units
- L. Rear End
1. Stock, or rear spur gear type quick change units with steel tubes. No mini type quick change. Maximum camber 1/2 degree
 2. Spool, Detroit Locker (ratchet type) and torque sensing differentials are permitted
 3. One-piece straight spline drive plates only. Drain plugs must be safety wired.

M. Brakes

1. Four wheel brakes required at all times
2. Single or dual piston (steel or aluminum) calipers
3. Four (4) piston calipers allowed. Maximum retail price \$190
4. Maximum diameter 12 1/4 " rotors, no drilling permitted
5. No floating rotors. **No self centering rotors**. No ABS units or brake recirculation systems. Caliper brackets must not float.
6. Only one brake bias adjusting unit per car

N. Engine Location

1. GM engines must be located so that the furthest forward spark plug is no more than 2" behind the front axle centerline. **Measurement is taken from center of spark plug hole.**
2. Ford and Chrysler allowed 4" engine set back, **measured as above.**
3. Crankshaft centerline 10" minimum ground clearance

O. Engines

1. Limited Concept Engine-
 - a. Two valves per cylinder
 - b. No aluminum blocks or heads
 - c. GM & Ford-362 CID maximum, Chrysler-373 CID maximum
 - d. All engines must meet the following specifications regardless of manufacturer: stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed)
 - e. GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034) World Products Sportsman II numbers 011150, 011250 allowed
 - f. Ford 351N and 352N heads, World Products Windsor Sr 053040 allowed
 - g. Gasket matching not permitted
 - h. Minimum combustion chamber 62 cc, Maximum 2.02" intake and 1.60" exhaust valves required
 - i. Flat top pistons required
 - j. A minimum of zero deck height required
 - k. 10.8 to one maximum compression ratio
 - l. Connecting rods must be magnetic steel
 - m. Honda journal rods not permitted
 - n. A 3/4 " NPT inspection hole in oil pan required
 - o. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level)
 - p. Hole in windage tray in line with inspection hole required
 - q. Valve spring retainers are the only titanium parts allowed
 - r. No radius edge lifters allowed
 - s. Lifters must be able to rotate in their bores
 - t. No roller or mushroom cam/lifters
 - u. Maximum valve lift - .600" (measured at retainer)
 - v. OEM style rocker arm mounting required
 - w. Firing order must be stock
 - x. Ignition system may not be computerized, programmable or have memory circuits
 - y. No magnetos, crank trigger, multiple coil, or programmable ignition systems allowed
 - z. Production type steel crankshaft with normal configuration counter weights
 - aa. No dry sump or vacuum systems of any kind allowed
 - bb. External single stage oil pump allowed on Ford engines
 - cc. OEM type mechanical fuel pump in original location required
 - dd. Carb Adaptor: 1.5" adapter plate maximum thickness, with gaskets. **No part of spacer may extend into intake manifold. Original orientation of carb to engine required.**
 - ee. Intake manifold Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced. No porting modifications, including gasket matching. No adapters/ spacers between intake and heads.

2. GM Crate Engine

- a. Part number 88958604, must be used as produced. Maximum 2" set back
- b. Ignition: MSD with Rev-control required. Mounting on right side of dash required
- c. RPM limit will be 6400
- d. Carburetor: Holley 650-HP P/N 80541-1 required. No modifications allowed, no epoxy on boosters.
- e. Allowed updates: 1.6 ratio rockers, small harmonic balancer, carb spacer of 1.5" maximum thickness with gaskets

3. LS Spec Engine

- a. **Wegner Automotive Research 5.3L engine only, must be used as produced. Maximum 2" set back**
- b. **Must use 4412 2 bbl carb with adapter/spacer plate supplied in engine package.**

- P. Carburetor: Holley 4412-2 bbl. Holley 4412 Carburetor Rework Guidelines:
1. Body of Carbs: No polishing, grinding, or drilling of holes allowed
 2. Gasket surfaces may be machined for improved sealing
 3. The choke may be removed, but all screw holes must be permanently sealed
 4. Choke horn may not be removed
 5. Boosters may not be changed
 6. Height, size, and shape must remain standard and unaltered
 7. Venturi area must not be altered in any manner
 8. Casting ring must not be removed
 9. Base plate must not be altered in shape or size
 10. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard
 11. Throttle shafts: Shafts must remain standard and must not be thinned or cut in any manner
 12. Any attempt to pull outside air other than straight down through the venture is not permitted
 13. Jets may be changed. No dial-a-jet devices
 14. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. EXCEPTION: epoxy allowed on boosters of 4412-2 bbl at main body.
 15. Carb must be mounted in conventional orientation
- Q. Return Springs & Air Cleaner
1. Double return springs required
 2. Air boxes allowed with cowl inlet only
- R. Exhaust
1. Headers allowed on all engines
 2. Tri-Y Headers or Merge-Collectors-NOT ALLOWED
 3. Cast iron manifolds allowed with no alterations
 4. Exhaust must remain under car body and exit behind driver, beneath car, pointing downward. 100 decibel max
 5. No custom, one of a kind, or homemade headers
- S. Clutch, Transmission, & Driveshaft
1. Stock transmission with operating reverse gear required
 2. Made-for-racing clutch required
 3. Two disk 5 1/2 " minimum
 4. Carbon Clutch not permitted
 5. Minimum diameter 2 1/2 " driveshaft
 6. Safety hoop required on front half of driveshaft

7. Driveshaft must be painted a bright reflective color

T. Radiator/Cooling

1. Metal radiator mounted in front of engine, between frame horns
2. Fan protection and overflow tank located in engine compartment required
3. Water pump must be stock type in stock location
4. Antifreeze is not allowed

U. Fuel & Fuel Cell

1. Fuel cell complete with 1/8" steel can, interior bladder, foam baffle, and rollover valve required
2. Fuel cell must be mounted behind rear axle, between frame rails
3. Rear protection or ASA bar mandatory, be braced back to main frame, and be lower than bottom of fuel cell
4. Bottom of fuel cell must be at least 10" from the ground
5. Filler must be accessed through deck lid. Filler spout may be extended, but not connected to bodywork
6. All vents must be valved to eliminate leakage
7. Aeroquip or equivalent gas lines, must be located outside driver's compartment, with protective routing
8. Gasoline only, must meet specific gravity of manufacturer
9. Over tail chassis: 15 gallon maximum cell (25" x 18" x 10")

V. Body & Appearance

1. Five Star, ARP or equivalent only
2. Minimum roof height 47"
3. Spoiler: Single plane, 5" (measured from deck plane) x 60" (measured across rear) max
4. Deck height 34.5" max
5. Minimum ground clearance including nose and rocker panel is 4"
6. All windows must be of Lexan. 12" max vent (wing) window
7. Weight penalties may be assessed for bodies not conforming to Five Star guidelines, dimensions, and or templates

W. Weight

1. Limited Concept Engine - 2850 lbs
2. **Wegner LS spec engine – 2850 lbs**
3. GM Crate Engine with 6400 RPM Rev-Control-2800 lbs w/o any updates
4. GM Crate Engine with any permitted updates runs at 2850 lbs
5. Gas allowance for heats and features will be 1/2 lb per lap
6. Front axle 49% and right side 42% apply at all times. All weights include driver in seat
7. Ballast must be painted white and lettered with car number

X. Wheels & Tires

1. Aftermarket made for racing, steel wheels required. 15" x 8" maximum
2. **DRP approved spec tire only allowed**
3. Chemical treatment of tires (softening) not permitted
4. **No tire pressure bleeders. Remove bleeders from wheels and weld holes shut.**
5. **Threads must show on outside of lugs nuts**

Y. Battery

1. 12 volt system max
2. Batteries must be securely mounted ahead of rear axle, away from fuel cell & lines
3. Batteries not allowed in driving compartment
4. Battery (negative post) disconnect switch recommended

Z. Misc

1. Radios: All radio frequencies must be registered with the tech officials
2. Tow Hooks: Tow hooks on front and rear required

AA. Inspection

1. All cars are subject to inspection ANYTIME before, during, or after a race
2. Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc and the decision of the officials is final
3. Any interference with any official(s) and his/her duties will result in an automatic disqualification
4. Official's decisions will be based upon fair play, safety, and to protect the "Spirit of Stock Car Racing"
5. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet
6. Non-compliance with these specifications will subject the participants (owner/driver) to disqualification
7. All non-complying components will be seized by track officials
8. Any driver/owner refusing to allow the track officials to inspect a car will lose points and money earned and will have the subject car impounded until inspection is performed with crew chief and driver present
9. Owner/driver must provide tools