

Dells Raceway Park Limited Late Model 2011 Rules

General

4-9-2011

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.

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- 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 2007 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,(fire systems recommended – with dial visible to inspectors)
 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 and fireproof shoes recommended
- E. Appearance
1. Professional appearing paint job and lettering required. Lettering must be 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. 4 minimum 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. Bump stops 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, 62
 - BILSTEIN: SERIES SZ, SN
 - CARRERA: SERIES 6100, 65, 67
 - PRO: SERIES A, AC, TA (STEEL), PG

QA1: SERIES 21, 50, 62, 67

ARS: SERIES 2000

GENESIS: SERIES GSO

INTEGRA: SERIES 431

Manufacturers components must be used, valving optional.

Post race shock disassembly is the responsibility of the owner/crew chief.

J. Spindles and Hubs

1. Any steel spindle allowed. Aftermarket hubs with 5/8" wheel studs required. No gun-drilled studs permitted. Studs must be long enough for threads to show on outside of lug nuts.
2. Wide five hubs and spindles allowed

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" min. ground clearance, measured with frame height set at 3 1/2"

O. Engines

1. Limited Concept Engine-
 - a. Two valves per cylinder, maximum 2.02" intake and 1.60" exhaust
 - 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
 - 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. Crate Engines

- a. GM 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
- f. **Ford and Mopar crate engines NOT allowed**

3. LS Spec Engine

- a. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" 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 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 may remain under car body. If so must exit behind driver, beneath car pointing downward. Exhaust may exit out right side door as follows: must exit rear of driver, must not point up, must be no more than 12" off the ground, and end must be braced flush to body panel in a way to prevent it becoming a tire cutting hazard. All cars 95 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 , with two disks minimum at 5 1/2" minimum diameter
3. **No internal clutch transmissions allowed**
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 1/2" max
5. All windows must be of Lexan. 12" max vent (wing) window
6. Weight penalties may be assessed for bodies not conforming to ABC guidelines, dimensions, or templates
7. **Hoods that utilize hinges must fold back all the way back to the windshield, cam lock hood supports that hold the hood at 45 degree angle NOT ALLOWED (interfere with tech and wrecker personnel)**

W. Weight

1. Limited Concept Engine - 2850 lbs 49% min front axle 42% min right side
2. Wegner LS spec engine – 2850 lbs 49% min front axle 42% min right side
3. GM 604 Crate no updates – 2800lbs 49% min front axle 42% min right side
4. GM 604 Crate with any permitted updates – 2850 lbs 49% min front axle 42% min right side
5. Gas allowance for heats and features will be 1/2 lb per lap
6. All weights measured with driver in seat and steering wheel on
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. No tire pressure bleeders. Remove bleeders from wheels and weld holes shut.
3. Chemical treatment of tires (softening) not permitted
4. Approved tire Hoosier 800 only
 - a. two new tires maximum per night
 - b. teams will leave minimum of two tires (labeled with name and car number) at the track in impound area within 10 minutes of conclusion of feature or semi-feature event. These tires must have been run in their feature/semi event.
 - c. All tires must be mounted in impound area and be marked for that night on both sides.
 - d. Tires will be released just prior to the final hot lap session (scuff session).
 - e. Visiting cars will be allowed maximum of two new tires. Balance of tires must be used and approved by DRP tire marshall. These four tires will be kept in impound area until released for scuff session.
 - f. Issues with tires must be discussed with DRP tire marshall. His decision will be final.

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
3. Transponder location: 12” behind centerline of rear axle
4. Team driving will be allowed, maximum of two drivers per team. Championship points will be awarded to this team using the same rules as for individual driver cars. Teams wishing to do this must register as such with the promoter before the first night of the racing season. Each driver must race a minimum of three nights.
5. Championship points will be awarded per your finishing position. If drivers are disqualified, drivers behind them do not advance.

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. Officials decision 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

