

Super Late Model Specifications & Guidelines

2011



IMPORTANT: Competitors **MUST READ** the "Additional Series/Track Rules" Section at the end for additional rules specific to a Track or Series.

A. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. Current A-B-C Body Rules apply unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details. Also, no panels allowed extending top edge of doors. No under car panning outside of frame rails and no further than drivers' box front or rear.
2. Rub rail are discouraged and may only be used if they are polycarbonate.
3. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Pipe must not protrude through door.
4. At all times, the ABC "A" measurement must maintain a min. length of 11.5 inches. Also, 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
5. The air box between the nose and radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead...air may only be directed to the brake rotors.
6. Minimum Base Weight: 2750 lbs (see "Series/Track Additional Rules" section for additional weight breaks or penalties)
7. 58.0% Maximum left side weight at all times (without refueling). For post-race total weight requirements, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
8. 66 inch maximum tread width for all cars.
9. All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Any issue that is discovered in pre-practice tech that is not fixed to officials' satisfaction by pre-qualifying tech will result in the loss of one qualifying lap.
10. Digital gauges or in-car timing devices may not be used in competition.

B. Engines

Basic Engine Guidelines

1. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback.
2. Engines may not be offset more than one inch (1") from centerline of car.
3. Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
4. No Ford D3, "SC", or other High Port heads. The following are the ONLY approved Ford cylinder heads: A, B, C, C3, and C35. These heads must remain unaltered other than porting and polishing. No altering of these heads will be allowed so as to change runner floor or roof height to raise port or ports, these heads will be considered high ports and are not permitted. Runner floor and runner roof heights must remain as manufactured from Ford.
5. No Overhead Camshafts.
6. A maximum 16 inch (O.D.) air element and housing must be used.
7. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

9:1 Compression Engine 362 Max Cubic Inches/Cast Iron Block

1. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Officials.
2. Minimum valve angle: GM-18 degrees; Ford 9 degrees with 4 degrees valve center; and Mopar 12 degrees. (+/- 2 degrees)
3. Steel or aluminum cylinder heads.
4. Steel standard production crankshaft; balancing, lightening, stroking allowed.
5. Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.

6. Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carburetor height. No welded on spacers or air deflection devices allowed in the intake. No part of carb spacer shall enter the intake.
7. 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time regardless of temperature. Booster bar may be removed from center of booster (max inside dia. of booster .473) and the booster may be tapered from the center seam down (booster must retain .700 length minimum) but all 4 boosters must be the same style. No other modifications are allowed on carburetors.
8. 1" Maximum spacer allowed but cannot extend into manifold.

Steel Head Engine 362 Max Cubic Inches/Cast Iron Block

1. Any flat-topped piston may have valve reliefs. Piston cannot extend out of block.
2. Cast or steel production crankshaft. Balancing allowed. Maximum 362 cubic inches. Maximum Compression of 12.5 to 1 (cannot exceed this).
3. Any flat tappet hydraulic or roller camshaft allowed.
4. Cast Iron Bowtie, Sportsman II or Iron Eagle 200 heads only. +/- 2 degrees from standard 23.
5. Maximum valve size: GM intake 2.055/exhaust 1.625; Ford intake 2.085/exhaust 1.656; Mopar intake 2.020/exhaust 1.625. Minimum valve stem size 5/16".
6. Multi-angle valve job allowed, no blending between cutter and casting. No work in runners bowls or chambers. 75 degree maximum cut. GM heads may be port matched to Mr. Gasket #102 intake gasket. Maximum depth of port matching is 1" from machined surface; grinding only, no polishing. Titanium valves and retainers allowed. Maximum intake runner volume - 208 cc.
7. Unaltered 750 CFM 4bbl Part #4779 or #80528 Carburetors must pass inspection at any time regardless of temperature.
8. 1" Maximum spacer allowed but cannot extend into manifold.

"Other Engines"

1. S.E.A.L. approved McGunegill and Hamner "Sealed Engines" may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. The Sealed Engines must utilize the S.E.A.L. approved unaltered Mallory ignition system or the MSD "6 Series" ignition which uses an rpm-limiting device set to a series mandated 7400 rpm for the McGunegill and 7600 for the Hamner. The 7400 for the McGunegill is on a test basis in 2011. Both engines must use the gauge legal, 750 carb as described in the steel head section. A FORD Sealed engine is also being tested and may be approved for full production at a later date.
2. The "ACE" Engine as commonly used in the ASA Midwest Series may also be used with a 750 carb as described in Steel Head Engines section. Series officials may add or subtract weight to ensure fair competition.
3. Crate engines may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. The following crate engines may be used (with no other weight breaks or deductions allowed): GM 410 horsepower crate engine - part number 88958604, Ford crate engine - part number M-6007-D347 or McGunegill Ford part number ASA 425 LM, and Dodge crate engine - part number P5007958. These engines must use a "Box Stock" 650 CFM Holley 4150 HP P/N 80541-1, with maximum 6300 rev limiting chip utilized.
4. Florida SPEC Super Late Model engines may compete with a 390 carb described above or the 750 carb described above with a 1.300 restrictor, and must add 25 to 50 lbs (to be announced per track).

C. Fuel System

1. A Spec Fuel or Fuel Standards may be announced at a later date. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane,

nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate disqualification and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting that event, in the event it is not the announced spec fuel.

2. No electric fuel pumps or forced induction of any kind are permitted.
3. No icing or cooling of fuel system.
4. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a metal container.

D. Ignition

1. Battery powered ignition. Vehicle MUST start under own power.
2. Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No Magnetos.
3. All wiring must be sealed. No unplugged wiring. **All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.**

E. Suspension

1. No fifth (5th) coil, lift bar, or bird cage type suspensions will be permitted.
2. No cockpit, driver adjustments, other than brake bias.
3. Coil Springs and Spindles must be Steel. (Unless using the approved Coleman Spindle).
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities.
5. One shock per wheel.

F. Wheels and Tires

1. Steel 10" wheels only. Tires to be announced by series
2. **Bleeders are not allowed. Hidden bleeders will be checked for!!!**
3. Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars that run the last chance race on qualifying tires will be allowed to change tires prior to the feature.
4. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points & money.

G. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
2. A minimum of one reverse and two forward gears will be required.
3. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs penalty.
4. No carbon fiber or nonstandard material clutches. **The minimum clutch diameter is 5.5".**
5. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Drive shafts must be made of Aluminum or Steel only, and use no other materials (i.e. carbon fiber, etc).

H. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber rotors. **Only steel rotors are allowed (no titanium).**
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

I. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have the capability to monitor series race control with a scanner.

2. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required.
3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be 2000 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
5. Clean full driving suit for fire protection will be mandatory, along with approved racing gloves
6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
7. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine. No Tungsten or similar weight allowed!
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
12. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
14. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell. Main Frame rails must be a minimum of 2" x 3" rectangular steel.
15. No part of any cooling system may be located in driver's compartment
16. Batteries must be securely fastened and mounted outside of driver's compartment.

OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is rendered, such decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.

Additional 5-Flags, Mobile & S.A.S. Rules Section

1. Track Fuel Required. A minimum 10 gallon purchase is required at each event.
2. Tires to be announced.