



# 2010 Late Model Rules

## Open Engine:

Any Aluminum engine must have 50lbs. on or in front of the mid-plate, total car weight must be 2,400 lbs. minimum after event, 8" spoiler, 1 single 390cfm 4 barrel carb

## Open Engine Steel Block:

Total car weight 2,350 lbs. after event, 8" spoiler, 1 single 390cfm 4 barrel carb

## WISSOTA Spec Engine

2,350 lbs. after event, 8" spoiler, 1 single 4 barrel gas or Alky carb, 360 CID max

## IMCA Spec Engine

10.5:1 compression limit,  
360 CID max, 10" tall rear spoiler, 8"x36" max front air foil, 1 single 4-barrel unrestricted carb

## SPI Brodix Spec Engine

Same as WISSOTA Spec Engine rules

## Wagner Spec Engine

Same as Open Engine rules

## Limited Late Model

Steel headed and block engine  
Any carb  
No weight  
12" x 72" rear spoiler, front air foil 6" x 36"

## Tires

D-55 WRS or WRS 2 Hooiser, HD-56 American Racer, D-55 WISSOTA Hoosier, EC2 or IMCA Hoosier  
All tires must durometer 55 or more after event, Aluminum wheels only, 14" wide max

# Late Model

## CAR & BODY:

1. Stock appearing nose section is required. Nose extensions may not flair out; they must run parallel with door panels. Rear roof panels may be mounted per body style of car using. Left and right side roof panels must be the same length and design.
2. Rear of car must be enclosed between bumper and deck lid, attached top and bottom.
3. Paint all cars neatly and brightly. Bright or light colors are recommended. Numbers must be painted NEATLY on both sides and top of car. Numbering must be done using minimum 24"

height with 3" width. Cars must have a 6x6 number plate in the upper front and rear passenger window. Must be white with a contrasting colored number. No duplicate or 4 digit letter/numbers.

4. Minimum four-point roll cage of suitable piping or tubing base or upright members shall be solidly welded to frame.  
Cage shall be braced to rear frame kick ups and diagonally side to side between rear uprights. At least 3 side bars on drivers side between front and rear uprights running horizontally, outside diameter of tubing must be at least 1 3/4" with a minimum wall thickness of .095.
5. Racing seat must be bolted or welded or otherwise rigidly fixed. Back of seat must be fastened to roll bar members. Seats will be closely inspected. Seat must be on left side of car. NO center steering.
6. 5 point racing harness required. Must be fastened to roll bar members. Shoulder harness should be fastened at a level no higher than the seat back.
7. Side bars or nerf bars may be used on the outside or inside of the car, but must be NO higher than 4" above the axle centerline. All edges and corners must be round and smooth. Must be flush with body and be painted the same color as the body behind the bars.
8. Rear firewall must separate driver's compartment from rear wheels and fuel cell. Front firewall must be solid with all holes covered. Firewall should be a minimum of .031 materials.
9. All cars must have a tow hook on the front and rear.
10. Full width bumpers, small neat bumpers may be built from tubing or pipe but can be NO wider than tires. Bumpers must be stock height and may be reinforced behind bumpers. Must be neat in appearance NO jagged edges allowed.
11. Wheelbase minimum of 103 inches, NO TOLERANCE.
12. No mirrors allowed.
13. Must have working fire extinguisher mounted securely.
14. Safety, general & miscellaneous rules apply to all classes.

## **SUSPENSION & REAR END**

1. Cars are allowed a maximum 6" engine setback. Cars with a factory front stub are allowed a maximum 8" setback. Must retain stock steering and idler arm, lower control arms, and standard frame rail to be consider a factory front stub.
2. Any type truck or passenger rear end allowed, any gear ratio Ford floater or Grand National type allowed, safety hubs optional. Quick change allowed.

## **TRANSMISSION & CLUTCH**

1. Any type of transmission allowed except quick-change transmissions.
2. NO "in and out" boxes allowed. Brinn and Bert type transmissions allowed. All cars must have reverse.
3. May use multiple disc clutches.
4. Clutch type transmissions require an explosion proof bell housing of at least 3/16" thick steel. 1' inspection hole must be in underside of bell housing. Clutch in bell housing.
5. Blankets are recommended for automatics.
6. No carbon fiber drive shafts. Aluminum driveshaft is allowed.

## **BRAKES**

1. Working brakes required on all 4 wheels.
2. Cast iron or cast steel brake rotors only. Calipers may be steel or aluminum.
3. No carbon fiber or ceramic brakes.

## **RADIATOR**

1. Any type radiator is allowed which will fit under the hood with minor cutting or altering stock fit of hood.
2. NO coolers of any type allowed in drivers compartment.
3. Overflow hose must be pointed at the ground.

4. All radiator screens must be behind the bumper line.

## FUEL & FUEL TANKS

1. An approved fuel cell with a maximum capacity of 32 gallons.
2. Fuel cells must be securely mounted between the frame rails as far forward as possible. Firewall MUST be between driver and fuel cell. Rollover check valve mandatory.
3. The bottom of the fuel cell should be NO lower than the bottom of the rear end tubes.
4. Fuel cell must be encased in an approved container of NO less than 18-gauge metal. All cars must have a fuel cell guard that is separate from the fuel cell and made out of at least 1 1/2" tubing. Guard must come to the bottom of the fuel cell.
5. Vacuum fuel pumps only. Absolutely NO electric fuel pumps.
6. Bare fuel lines not permitted in driver's compartment. May run through steel tubing that penetrates front and rear firewall and is welded to cage.
7. No nitrous oxide or other additives allowed.
8. Safety, general & misc. rules apply to all classes.

## Limited Late Model

### ENGINE

1. Any two or four barrel carburetor.
2. All cars must have an operable starter.
3. NO electric fuel pumps.
4. Any ignition. NO magnetos.
5. Headers are allowed. Mufflers are required and must meet a maximum noise level of 98 DBA at 100 feet.
6. Air cleaner must be one-piece metal top & bottom, and must set on carburetor. Maximum height 4 inches and 17 inch diameter.
7. Roller cams allowed. Roller rockers allowed.
8. No limit on engine cubes. NO aluminum heads or blocks. Valve angle must be within 1 1/2 degree of OEM.
9. Any Aluminum or cast iron intake is allowed. Edelbrock Victor series manifolds only with above small engine option.
10. NO dry sumps allowed.

## Wissota Aluminum Spec Heads - 0-362 c.i.

1. WISSOTA approved Brodix Spec Aluminum heads allowed. Allowed part numbers include:

- Chevrolet - SPCH WISSOTA
- Ford - SPFO WISSOTA
- Mopar - SPMO WISSOTA

2. Absolutely NO removing, relocating, grinding, polishing or defacing of any letters or numbers cast into the Brodix WISSOTA Spec aluminum cylinder heads.
3. Heads may be angle milled, although valve angle must remain within 1 (one) degree original manufactured specification.
4. Valve guides must remain in original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened in any way.
5. Absolutely no welding or adding material of any kind to the head.
6. Removal of material from the head is only allowed as listed below:
  - Chamber may be ground for dome clearance and polished.
  - Intake Port - Intake bowl may be blended and polished from the valve seat to the edge of the letter C in the word "Spec" on the roof and floor of the intake port. The side of the intake port may also be blended and polished from the valve seat to the same point as the roof and floor. Absolutely no grinding or polishing along the side walls where the spec logo is cast. Factory CNC port match must not be altered in any way.

- Exhaust Port - Exhaust seat may be blended into the exhaust bowl and exhaust port may be polished as long as the word "Spec" in the roof of the exhaust port is not touched and the exhaust port exit at the header flange remains in the original as cast location, size and shape.
  - May machine for pushrod clearance.
7. Absolutely no enlarging, relocating or other altering of any head bolt hole, dowel hole, or threaded hole in the head except as noted below:
  8. May spot face head bolt holes after angle milling head.
  9. Heli coils may be used for repairs.
  10. Absolutely no grinding or polishing of any kind anywhere on the casting, except in the combustion chamber, and in the areas of the intake port and exhaust ports as stated above, and for pushrod clearance.
  11. Any internally repaired spec head must be recertified by Brodix.

## IMCA SPEC ENGINE RULES:

1. Steel blocks only.
2. Maximum 361 c.i. (GM), 362 c.i. (Ford) 364 c.i. (Chrysler). Minimum four-inch bore.  
Minimum stroke: GM - 3.48 inch, Ford - 3.40 inch, Chrysler - 3.313 inch.
3. Maximum compression - 10.5 to 1, checked at any time with Whistler. No tolerance.
4. Brodix/IMCA spec cylinder heads only. No grinding, polishing or altering of any kind. No use of any substance that may change or alter shape or size of ports, runners or combustion chambers. Only alteration allowed to heads are for push rod clearance and to install shaft rocker system. Maximum valve sizes are 2.08 intake and 1.600 exhaust. Valve seats and guides to remain as manufactured and in as-cast positions. Minimum combustion chamber size to be 62 cc volume. Valve angle to remain as manufactured. Approved cylinder heads as follows:
  - General Motors (i.e. small block Chevrolet) - Brodix # 46 221
  - Ford Motor Company (i.e. small block Windsor) Brodix #46 223
  - Chrysler Corporation - Mopar - Brodix #46 222
5. No modification to intake manifolds, must be used as produced by manufacturer. All engines must run unaltered one inch carburetor spacer - Flow Design part #FD7060. Maximum 0.100-inch thickness gaskets only, one on top and one on bottom of spacer. List of approved intakes as follows:
  - General Motors - Brodix #HV100946
  - Ford Motor Company -Edelbrock #2981 or 2980 (351) or #2921 (302)
  - Chrysler Corporation- Edelbrock #2915
6. Camshafts may be of roller, flat tappet or mushroom design.
7. Crankshafts and connecting rods must be steel. One inch inspection hole required in pan - no obstructions to crank and rods. If obstructions are present, must remove pan for inspection.
8. Flat top pistons only

## SPI Brodix Spec Engine

- Small engine option: 364CI maximum. Only approved Brodix heads-Chevy #SPCH SPI, Ford #SPFO SPI, Dodge #SPMO SPI as cast, must fit templates. No titanium parts except for valve spring retainers. Cast iron block only.

**The track reserves the right to confiscate any parts found to be illegal.**