

2019 - Limited Late Model

UPDATED: 3/26/2019

***Rules have been completely revised for 2019, consider all rules as revised from 2018.
Variations from any specification or rule must be approved by the speedway tech officials.***

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management of Clinton County Motor Speedway.

Basics:

- No rear view mirrors of any type.

Frames:

- No aluminum frames are permitted in construction of the car.
- Frame rails must be either
 - 8" in circumference (2x2 box) minimum and have a wall thickness of no less than 0.080"
 - tube frame design with main rails of 1-3/4 OD tubing with a minimum wall thickness of 0.083".
- Front and rear sub-frames must be welded not bolted to main frame rails.
- Roll bars to be a boxed frame, well braced of at least 1- 1/2 O.D. Steel pipe or tubing, with a wall thickness minimum of 0.080" DOM steel or 0.065" Chromoly tubing allowing for manufacturer's tolerance.
- Driver's side must have a minimum of four protective sidebars, three protective bars on the opposite side of cage.

Front Suspensions:

- No driver adjustable weight jacks
- No torsion bar suspension
- Stacked springs are allowed
- Only solid material bump stops permitted (rubber, urethane, plastic).

Rear Suspension:

- No driver adjustable weight jacks
- No torsion bar suspension
- Stacked springs are allowed
- Steel bird cages and steel axle tubes allowed but must be run on both sides. Left and right combinations (bell, tube, cages) must weigh within 2 lbs of each other.
- Only solid material bump stops permitted (rubber, urethane, plastic).
- No spring rods allowed for link bars.

Shocks:

- Only one rebound and one compression adjustable steel or aluminum shock.
- No air shock, air dump, air bumps or air limiters permitted.
- Shocks are the only gas charged components allowed.

Engines:

It is recommended that all engines be pumped, whistled and have a Clinton County Motor Speedway seal attached before entering competition. Having this done is mandatory after two races.

Options for engines inspection and sealing other than during a post race technical inspection. ALL options require advance scheduling with Speedway tech officials.

1. At one of the scheduled Speedway tech days.
2. At the speedway on race day. (1 week advance notice required)
3. Scheduling a shop visit with Speedway tech officials.

Engine – General

Displacement: 358 Cubic Inch (plus a 2 cubic inch tolerance) is MAXIMUM displacement allowed.

Compression: ALL ENGINES, 11:1 Compression Ratio MAXIMUM with track whistle box.

Pistons: Flat top pistons only.

Exhaust: Headers permitted.

Oiling System: Dry sump systems allowed. Wet sump may be used.

Water pump: Water pump must bolt directly to block

Engine - Block:

- Block must be a standard OEM production block or aftermarket. No aluminum blocks.
- **Chevy engines must use a Generation 1 style.**

Engine - Rods:

- Any steel rod (No titanium or aluminum) may be used.
- Rods, block, and crank to be used in the same combination that factory originally manufactured.
- Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Aftermarket rods must be in factory condition.
- No needle bearing rod bearings

Engine - Heads:

- Aftermarket steel heads are permitted. No aluminum heads. Standard valve angle per manufacturer.
- **Chevy engines must use a 23° Generation 1 style cylinder head.**

Engine - Cams:

- Only hydraulic or solid flat tappet cams are permitted.
- No roller cams or roller, radius, or mushroom lifters permitted.
- NO 4-7 swap camshafts permitted. STOCK OEM FIRING ORDER must be maintained.
- No needle bearing cam

Engine - Valve Train:

- NO titanium, except for valve spring retainers and locks.
- Shaft rockers are permitted.
- Roller rockers are permitted.
- High valve covers are permitted.
- Any steel/SS Valve with 11/32" min. diameter valve stem.
- Max 2.08" Intake and 1.625" Exhaust.
- Stock valve guide angle no relocating valve guides.

Engine - Crankshafts:

- Any stock appearing cast iron or forged steel crankshaft is permitted. (No titanium)
- No polishing or reworking.
- No addition or removal of metal other than normal balancing.
- No external adjustable cam timing device.
- No needle bearing crank

Engine – Intake:

- Any approved intake other than a smoke ram or tunnel ram.
- Intake height to be a maximum of 8 inches measured from the top of the carburetor bowl using a straight edge from the bowl to the #3 or #4 runner of the intake manifold.

Engine – Carburetor/Fuel:

- Racing gas or Methanol only. Methanol according to Federal Standards of Purity, Grade A or AA.
- Top Lube is permitted.
- Fuel is subject to testing by Technical Director at any time. Person(s) caught with fuel that does not comply are subject to immediate penalties.
- No electric fuel pumps or pressurized fuel systems. No inboard (in driver's compartment) fuel pumps.
- Single carburetor only. Maximum of four barrels of carburetion.
- No superchargers, fuel injection or turbo chargers

Engine - Setback:

- A maximum of 25 ½ - inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.

Wheelbase:

- Minimum wheelbase of 103 inches tolerance of ½ inch

Body - General:

- Follow Lucas Oil Series Body Rules
- Maximum 8" high spoiler. 8" spoiler may be Lexan or aluminum. Maximum width 72".

Tires:

- Hoosier tires 1300 and harder, American Racers 44 or harder.
- Tires must be 11" with a maximum circumference of 93".
- All sidewall markings must remain visible at all times. Tape may be used to cover compounds. However tech inspector may remove tape at anytime to verify compound.

Wheels:

- Maximum width 14" steel or aluminum.
- No knock off wheels.

Brakes:

- All four wheels must have operating brakes.
- No plastic brake lines.

Weight:

- Crate motors (602/ 604) - 2250 lbs.
- 358 engines - 2350 lbs.
- No weight allowed on the axle tube.
- All bolt-on weight must be contained under the body.
- Maximum weight 2800 lbs.

- All weight must be secured by ½ inch or larger bolt.
- All weights must be painted white with car number on it.
- 50lb weight break on cars with all oil shocks.

Safety Equipment:

- The drive shaft is to be painted white.

Other Suggested Safety Equipment:

- Knee pads or padding around steering.
- Flame retardant underwear.
- Flame retardant head sock
- Flame retardant foot socks.
- Neck collars.
- Headrest padding.
- Right side head net or support with quick release capabilities.
- Arm restraints.
- Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)
- Securely mounted fire extinguisher within reach of driver.

Fuel Cell/Trunk Area:

- Fuel cell must be encased approved materials.
- The cell should be located far enough front of the rear bumper and support bars to decrease the possibility of the cell being punctured in a crash.

BATTERY:

- NO batteries to be located in the driver's compartment/cockpit.
- The battery must be securely mounted with positive fasteners and brackets.

Note - these rules are subject to change during the racing season. The officials' interpretation of these rules is FINAL. Variations from any specification or rule must be approved by the speedway tech officials. All cars are subject to technical inspection at any time. Refusal to allow technical inspection may result in disqualification and loss of points and prize money for that event.