

Late Model Rules

2010 1-01-2010 # 2

INFO. TEL. # 843-209-4768 FLORENCE MOTOR SPEEDWAY GENERAL RULES APPLY

e-mail - cpsupertrk@aol.com - www.florencemotorspeedway.com

Race procedure - All starts and restarts will be double file including special events. You will time trial for your starting position each event. Drivers that finish 1st and 2nd each week will start in the last 2 starting positions the next feature event they enter.

FMS officials may check any part of car, at any time without paying a protest fee. The driver may protest the car that completed the race on the lead lap in front of his car. Protested car/driver may protest the drivers car that protested his car

A Visual protest must be filled a minimum of 30 minutes before time trials

A tear down protest must be filled within 5 minutes following the display of the checkered flag .Your car and the car you want to protest must have finished the race on the lead lap for a valid protest to be valid.

Any driver that refuses to allow his car to be inspected by the FMS official will forfeit all points and prize money. Any part that is inspected by an FMS official and does not meet the rules and specifications listed in the FMS rules, the car will be disqualified and the parts/items that were determined illegal will be forfeited to the FMS tec. official in the same condition as the part was used on the car. The driver or anyone associated with the driver that damages any illegal part, the driver will be fined \$1000.00. The driver will be suspended from participating in any future events at FMS until the \$1000.00 fine is paid

CAR & ENGINE;

1968 through 2010. Minimum 102" wheel base. Brand of engine in car body is optional, Example; Ford body, Chev. Engine.

ENGINE LOCATION; The center of the front of the crankshaft must be a minimum of 12" from the ground

Engine must be centered in chassis and center of the number 1 spark plug hole in line with the upper ball joint . Ford and Dodge front of right side cylinder head must be even with the center of the upper ball joint on the right side of the engine.

Type of engine mounts is optional

CRATE ENGINE

All engine parts must meet the engine manufactures specifications. After market distributor and ignition box is permitted in all engines

CRATE ENGINE PROTEST;

Protest fee is \$600. When a crate engine is protested, the engine must be removed from the car within 2 hours after being officially protested. The engine will be taken to Todd Corsey's shop by Todd the FMS Tec. official and inspected. The results will be given to the car owner and the person that protested the engine as soon as possible. If the engine is legal and the owner would like his engine put back together race ready the protest money \$600 will be payment in full for the inspection and assembly of the engine or \$200 of protest fee will be deducted from the \$600 and you can assemble your own engine. (Any engine parts that are broken or worn and need to be replaced will be paid for by the owner of the engine) Items that may be checked, are the carburetor, intake, camshaft, cam lift, cylinder heads, valves and springs, bore and stroke, crankshaft, pistons, engine block, piston to deck & etc.. All engine parts must be parts provided by GM, Ford and Dodge for a crate engine

HEADERS

Headers permitted. No 180 headers

OIL PAN Wet sump oil pan required. FMS approved standard enlarged oil pans permitted. All oil pan bolts must be accessible from the outside pan rail. **Call 843-209-4768 if not sure of type of approved oil pan.**

The 602 crate engine may use the 603 oil pan.

F M S BUILT ENGINE – Protest fee top parts of engine \$400, track fee \$100 – complete engine \$800 track fee \$200

350 C.I. FMS engine -.060 maximum overbore. OEM or OEM replacement flat top pistons. No part of the piston may be above top of engine block. All pistons must be a 3 ring piston with all rings in place on the piston.

CRANKSHAFT & RODS

OEM 350 steel or cast crankshaft. After market crankshafts allowed , All Crankshafts Minimum Weight, **50 lbs.** No grinding or machining, you may weld or drill a minimal number of holes for balancing only. OEM replacement or after market rods allowed, **maximum length 6"**. No grinding or polishing of engine block, cylinder heads, intake, crankshaft or rods.

CAMSHAFT FMS ENGINE

Hydraulic or flat tappet cam maximum lift Chev. .480 – Ford .512 – Dodge .500. FMS tec. checked on the valve spring retainer

CYLINDER HEADS / VALVES F M S BUILT ENGINES

Heads must be stock cast iron for make of engine, minimum cc Chev. 70 – Ford Clev. 68 – win..58 – Dodge 68. No modifications allowed! **World Products 4360 -1 cylinder head permitted. (50 lbs. must be added to total car weight if used)** No grinding, polishing, port matching, glass beading etc. No angle milling, Roller rocker arms with any ratio, polly locks are permitted Screw in stubs and guide plates permitted. Valve size 1.94” intake 1.50” exhaust. Hi performance pro flow valves allowed. Standard three angel valve valve job permitted, do not blend, bevel or radius end of the cut below the valve seat. Any valve spring and retainers allowed. No vortex cylinder heads on a FMS built engine

INTAKE

An approved or a Edelbrock Performer aluminum intake. Chev. 2101 – Ford M9424-P- Clev. 2665 –Dodge P5007381. All intake manifolds must be approved by FMS. No modifications permitted

FMS BUILT ENGINES - WEIGHT - CARBURETOR - SPACER & PLATE

A FMS approved Holley 7448 – 350 two barrel carburetor with out a restrictor plate, or a Holly 4412, 500 with a ***1.??- restrictor plate**. Either carb. will use a maximum **3/4”** thick aluminum spacer plate with two 1&1/2” holes centered in the plate with straight cut, no bevel or angle cut. Maximum .065 thick gaskets, (1) between spacer and carburetor and (1) between intake and spacer plate. Minimum 3100 lbs. total and 44% right side before & after the race with the driver.

*Size of restrictor to be determined after testing

Crate engine

602 GM Crate Engine -May use a F.M.S. approved Holly 7448 – a 350 or 4412 - 500 or a Holly 4150 / 0-80507-1 HP 390 carburetor and weigh a minimum of 3100 lbs total and 44 % right side with the driver before & after the race.

603 GM Crate Engine - May use a FMS approved Holly 7448 - 350 or 4412 - 500 or a Holley 4150 / 0-80507- 1 HP 390 carburetor and must weigh a minimum of 3150 lbs. total and 44 % right side, before and after the race with the driver.

*** Late Model Stock Engine & Car** – The engine, chassis, body and drive train must meet **ALL** of the Late Model Stock rules listed in the 2008 NASCAR rule book. The car must weigh **3200 lbs. and 45 %** on the right side with the driver before and after the race. Carburetor must be a FMS approved Holly 7448, 350 carburetor and a **1.250”** F M S provided restrictor plate.

FUEL PUMP

Mechanical or electric fuel pumps allowed. If electric fuel pump equipped pump must have a emergency cut off switch on dash

WATER PUMP & PULLEYS

OEM steel or aluminum water pump

Aluminum or steel water pump, crankshaft, and pulley combination may be used

AIR CLEANER AND AIR FILTER

Only approved round air cleaner housing and a paper or K & N element minimum 1 ½ “ - maximum 4 inches high, must be used in the air cleaner housing at all times. All air shall be filtered through element. Top of air cleaner must be solid, no holes. No cold air boxes or cowl induction. No ducts or baffles on or leading to air cleaner. **Air cleaner base must not be above the choke horn on the carburetor.** Offset air cleaner base may be used to clear the distributor.

IGNITION ALL ENGINES After market distributors and ignition boxes are permitted on F M S built and Crate engines.

MSD Ignition box may be claimed for **\$275..00** from any car by any driver that completes the race on the lead lap.

Traction Control is not permitted – You get caught, you will be suspended indefinitely.

All tachometers must have a quick disconnect and disconnected during the race.Only (1) one ignition switch permitted.

Racing coils permitted such as Accell, MSD, etc.

FLY WHEEL & CLUTCH

OEM type flywheel and clutch assembly or an after market 7 & 1/4” minimum diameter steel assembly

No grinding or machining to lighten flywheel. Protest fee \$100.00. (\$25 tec.fee)

TRANSMISSIONS & DRIVESHAFT

OEM Automatic or manual transmissions. Drive shaft must be steel and painted white

REAR ENDS

May be interchanged between manufacturer: i.e. Ford in Chevrolet, Chevrolet in Ford, Ford floater or a quick change. May be locked, or a Standard Ratchet permitted.

SPRINGS

After market steel leaf or coil springs permitted. Coil springs minimum 2 & 1/2 "o.d.. Spring spacers and screw jacks allowed

SHOCKS

Steel or aluminum - No on car adjustable shocks – No separate reservoir shocks. **There is not a shock claim rule.**

FRAME RAILS "A" FRAMES - STEERING & SUSPENSION PARTS

Front sub Frame and frame rails OEM stock or 2"x 3" Tubing frames allowed. May use O E M Stock or fabricated spindles upper and lower "A" frames - Lower "A" frames and spindles must be same length left and right. OEM type steering. Lower trailing arms may be tubing with rubber, teflon or metal bushings maximum length 30". A fabricated steel top link and track bar permitted.

WHEELS

Steel wheels maximum ten 10" wide. Any back spacing.

WHEEL BASE & TREAD WIDTH

Wheel base, minimum 102". Tread width maximum 66"

TIRES

All tires must be F M S approved and purchased for your car from the FMS tire official each race. No tire treatment allowed

FUEL

Speedway racing fuel only. No mixtures of any kind. You may gas up after the race maximum 8 gal. for a regular race

FUEL CELL

Fuel cell required maximum 21 gallon capacity All fuel cells must be vented high and to the left side of rear of car

STARTER & BATTERY

OEM or after market starter. Only one 12v battery permitted

RADIATOR & ANTIFREEZE

Any radiator allowed, copper or aluminum. Antifreeze not permitted. All cars should have a overflow hose to the right rear corner of race car

BRAKES

Disc brakes permitted One or Two piston aluminum or steel caliper permitted. All four wheels must work! Dual master cylinders permitted .After market brake and clutch pedal assembly permitted Brake bias adjusters permitted

BODIES

Stock appearing May use metal or fiber glass after market body, nose piece and rear bumper cover. Hood & Roof metal or fiberglass. Hood must fit to windshield. Dash may be removed and replaced with sheet metal. All body holes must be closed in, front and rear, with solid metal and painted. color of car

Rear view mirror permitted (inside car only)

GROUND CLEARANCE

Minimum chassis ground clearance 4". Body parts including nose piece and rocker panels min.4" ground clearance

WINDOWS

Back window required No side door windows. Permitted, ¼ windows ok.-. vent windows 12" max. length at bottom.

A windshield of glass, lexan or ¼" mesh screen is required

SPOILERS - F M S type car

Lexan or aluminum spoilers. 5" high max. 60" wide max. must be self supporting. **LMS car 5"x 54"**

BUMPERS

May use after market bumper covers

Bracing is allowed behind bumper only. nothing above bumper or outside of grill **Must have hook on front and rear of car to allow wrecker to lift car**

SAFETY EQUIPMENT

Full roll cage required Minimum 1 5/8" roll bar tubing in drivers area; 4 bars in left door and 4 bars in right door

Roll bars in drivers area must have roll bar padding installed

All cars seat belts & shoulder harness are required. Driver must have a racing helmet on any time you are on the race track.

It is recommended that all drivers wear a driving suit made of or treated with a fire retardant material or a long sleeved shirt and long pants. Shoes required at all times A window net is required

Any car that does not meet the minimum or maximum Speedway rules and specifications may be allowed to participate with a weight adjustment or restrictor plate

Any rules that are not clearly understood or you need an explanation call Charlie at 843 -209-4768

We can now print a picture of your race car and you on "T" Shirts, Plus Race Car Lettering
Call Kathy or A J at 803-481-0996

For number registration call 843-761-1428