



2019 BLUE RIDGE MOTORSPORTS PARK RULEBOOK – LIMITED LATE MODEL

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 specification 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.

DELAWARE DOUBLE-FILE RESTARTS PROCEDURE

- Once a caution is thrown, cars must slow down. Field will be put into correct running order in a single-file line. All cars one lap down to the leader will be placed at the rear of the single-file line.
- Once the correct running order is established, field will be placed in "Delaware Double-File Restart" order.
- The leader of the race will be placed alone in the front row of the field. Second place car must signal and make choice of either inside or outside of row number two. Rest of the field will line up accordingly, double-file style.
 - Example: Second place driver chooses outside. Third place goes inside of second place; fourth place goes outside of row three, fifth place goes inside, etc...
 - Example: Second place driver chooses inside. Third place goes outside of second place car in row 2. Fourth place goes inside of row 3, fifth place goes outside, etc.

BODY:

- Standard dirt style body required.
- A stock appearing nose is required.
- Schaeffer Oil Southern Nationals body rules apply.
- See tech inspector if you have any questions.

- All B posts must match from one side to the other (solid or open has to be the same on both sides).
- Rear deck height is 38" at all times with a 1" tolerance – 39" max
- Spoilers: 8" height max, 72" width max.
- No more than 3 spoiler supports may be used.

CHASSIS/FRAME:

- No aluminum frames or front clips.
- All frames must be of steel construction and must be a minimum of 2"x2" square with a minimum material thickness of .083".
- If round tube frame, tubing must have a minimum of 1 3/4" outside diameter with a minimum thickness of .083".
- Wheelbase a minimum of 103" (no tolerance).
- No wings or tunnels of any kind allowed underneath the body or chassis of the car.

ROLL CAGE:

- All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
- Side roll bars are mandatory and must extend into the door panels.
- A minimum of three (3) bars must be used on the left side.
- Each bar must be 1 1/2" in diameter with a minimum material thickness of .083".
- Roll cages must be welded to frame.

DRIVER COMPARTMENT SAFETY:

- Drivers seat must be a proper racing seat design and securely attached to frame (full containment seats are recommended).
- A full racing seat belt harness must be used; harness must be secured to the frame, not the seat.
- All cars must have a quick release type steering wheel.
- All cars must have a working fire extinguisher securely mounted within easy reach of the driver.
- All drivers must wear full fire-resistant driving suits (gloves optional).
- Hanz device or any type of approved head and neck restraint is strongly recommended.
- No electronic or computer-controlled devices or data acquisition systems allowed.

FUEL CELL/FUEL

- An approved fuel cell (32-gal max) must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of two 2"x1/8" steel straps.
- All fuel cells must have flap in top with a ball valve to keep fuel from running out if car is upside down.
- Fuel cells must have the pickup line coming from the top half of the cell.
- Gas only.
- No alcohol, nitrous oxide, nitro methane or other nitrate additives.

TRANSMISSION:

- Drive train must have transmission mounted on rear of engine – no direct drive or inboxes.
- Any transmission with working forward and reverse gears permitted and must lead to one drive shaft.
- All drive shafts must be painted white or silver and must be protected by a minimum of one (1) safety hoop or a sling (carbon fiber shafts are recommended for safety).

REAR END

- Any type of rear end/differential permitted.
- No exotic materials allowed.
- Any steel or alum tube permitted.
- No lead may be bolted to the rear end.

BRAKES:

- All cars must have operational four-wheel braking.
- No carbon fiber brakes allowed.

WHEELS:

- Any brand or type of wheel allowed.
- Must be mounted with lug nuts.
- No knock-off or center lock wheels.
- 14” maximum wheel width

TIRES:

- American Racer 48 and above
- Hoosier 1350 and above, 21 or crate 21
- All 48’s and 1350’s must punch 45 and 56’s and 1600 must punch 58 with our durometer.
- Tires must have all numbers and names on the tire.
- No grinding off numbers or names.
- Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. BRMP has a no tolerance rule for tire treatment or prep to these tires. If BRMP takes a sample from you, your money will be held until the results have been returned to BRMP. BRMP tech official’s decision will be final and there will be no resending of the samples.

EXHAUST/MUFFLERS:

- Collector type headers required.
- Mufflers are mandatory.
- Any car that is judged to be too loud by track officials under race conditions may be black flagged.

ENGINES: ENGINE (A)

- 2,400 lb. 365 cubic inch maximum
- Cast iron block only.
- (.060) overbore permitted.
- High performance camshafts permitted.
- Any solid cam permitted.
- Roller cam permitted.
- Any wet sump oil pans permitted.
- Balancing permitted.
- Engine may be crossed from one manufacturer to another.
- Ford (S374) sealed racing engine permitted.

HEADS:

- Cast iron only (no cc limit).
- H.P. valve springs and retainers permitted.
- Titanium retainers permitted.
- Needle bearing rocker arms permitted.
- Chevy 23-degree heads only.
- Angle heads permitted.
- Screw in studs and guide plates permitted.
- 10-degree Ford heads must add 50 lbs.
- Porting and polishing permitted on steel heads only.

INTAKE:

- Any single four-barrel intake permitted.
- May port and polish.
- Any size carburetor spacer permitted.

CARBURETOR:

- One four-barrel carburetor only of any manufacture.
- No turbo-chargers, blowers or fuel injections.
- All engines must be naturally aspirated.

OIL SYSTEMS:

- Wet sump systems, internal or external pumps permitted.
- Dry sump oil systems permitted. Must add 50lb.

WATER PUMP:

- No electric water pumps.

FUEL PUMP:

- No electric fuel pumps.

DISTRIBUTOR:

- Any ignition with the exception of magnetos.
- No magnetos.
- No traction controls.
- \$400 claim rule on each ignition box.

ENGINES: ENGINE (B)

- 2,300 lbs.

BLOCK:

- OEM cast iron V-8 block only. No dart, Brodix, aftermarket. All must weigh as "A" engine if using anything but production OEM blocks.
- Engines using Bowtie, Chevy Performance, Ford SVO, Ford Performance, Mopar Performance must weigh as "A" motors.
- Maximum cylinder bore size: Chevrolet 4.060, Ford 4.0606, Chrysler 4.060
- Aftermarket steel splayed main caps permitted.
- Main cap studs and straps permitted.
- Deburring block and plugging deck to strengthen block permitted.
- Plug or vent and screen oil drain hole in lifter valley permitted.
- May surface block.
- Lifter bore must be OEM diameter for engine: Chevrolet 0.840, Ford 0.875, Chrysler 0.901

CRANK:

- Any steel crank with the exception of (no Pendulum Undercut counterweights and titanium or other Exotic materials).
- Must be standard stroke for engine: Chevrolet 3.480, Ford 3.500, Chrysler 3.580
- No stroking or de-stroking of crank.
- May balance engine.

RODS:

- Steel rods only.
- No titanium or aluminum rods.

PISTONS:

- Any flat top pistons and pins permitted.
- No dome pistons.

CAM:

- Solid lift cam only.
- No roller, mushroom or radius cams.

LIFTERS:

- Solid lifters only.
- No roller, mushroom or radius lifters.
- Lifter retaining tray permitted.
- Lifter must be OEM diameter for engine.

HEADS:

- These are the only heads permitted: OEM cast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Pro Action cast iron heads, Dart Iron Eagle cast iron heads, World Products Sportsman !! cast iron heads, Ford SVO Sportsman cast iron heads, and Chrysler cast iron W-2.
- All heads must remain as-cast.
- No cc limit.
- Valve angle and spacing must remain original production specs for heads being used.
- Steel valves only – no titanium valves.
- Valve size maximum for (B) engine: intake 2.055, exhaust 1.600
- Valve stem diameter 1 1/32 minimum for all engines.
- Under cut stems permitted, any type guides.
- Any valve springs, retainers and keepers.
- Guide plates, screw in stud girdles permitted.
- Roller rocker arms, stud or shaft mount permitted.
- No porting or polishing; all heads must remain as-cast.
- No port matching intake or exhaust runners.
- Racing valve job permitted; machine cuts only.
- No blending valve job to casting.
- No de-burring intake or exhaust runners.

OTHER OPTIONS:

- Any head or block not listed in rules above must conform to engine (A) weights.

TIMING CHAIN:

- Any chain and gears.
- No gear drive or belt drive.

WATER PUMP:

- Cast or aluminum permitted.
- No electric water pumps.

OIL SYSTEM:

- Wet sump systems, internal or external pumps permitted.
- Dry sump systems permitted.

FUEL PUMP:

- No electric fuel pumps.

DISTRIBUTOR:

- Any ignition with the exception of magnetos.
- No magnetos.
- No traction controls.
- \$400 claim rule on each ignition box.

CARBURETOR:

- One four-barrel carburetor only of any manufacture.
- No turbo-chargers, blowers or fuel injections.
- All engines must be naturally aspirated.

INTAKE:

- Any single four-barrel intake permitted.
- May port and polish.
- Any size carburetor spacer permitted.

ENGINES: ENGINE (C) 525 GM CRATE ENGINE

- Must have Neismith or FUEL series program in the ignition box and not exceed 7200 rpm
- Must weigh 2350 lbs to include 50 lbs in front of mid plate

ENGINES SETBACK:

- Engine setback will be 6" from center of top ball joint to the most forward spark plug.
- 1" tolerance on engine setback.
- Engines may be crossed from one manufacturer's line to another. Example: Chevy, Ford, Dodge, etc.

WEIGHT:

- Engine (A) 2,400 lbs. – 8” spoiler Maximum weight for Engine (A) 2450 lbs
- Engine (B) 2,300 lbs. – 8” spoiler
- Engine (C) 2,350 lbs. – 8” spoiler
- No weight allowance after time trials.
- One pound per lap weight allowance plus 5 after race.
- Minimum weight will be measured with driver in car.
- No rear wheel covers, or rear end covers allowed on car while car is being weighed.
- All cars must have specified weight posted on top left side of car.
- Track reserves the right to adjust weights in interest of competition should it deem necessary.

PROTEST FEES:

BRMP will reserve \$25 of each of the following protest fees:

- \$350 one head
- \$300 oil pan
- \$600 bottom end
- \$50 engine set back
- Any item not listed in protest fees is considered a visual protest item and must be protested before race.