



2019 BLUE RIDGE MOTORSPORTS PARK RULEBOOK – SUPER 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.
- See tech inspector if you have any questions.
- All B posts must match from one side to the other. (Solid or open - must be the same on both sides)
- Rear deck height is 38" at all times with a 1" tolerance - 39" max.
- Open engine cars may have an 8" max spoiler height by 72" width.
- All spec engines with alum. heads or 525 crate engines may have an 8" spoiler height by 72" width with 12-inch sides.
- All steel engines and 604 crate engines may have a 12" max spoiler height by 72" width.
- No more than 3 spoiler supports may be used.

CHASIS & FRAME

- No aluminum frames or front clips. All frames must be of steel construction, and must be a minimum of 2" by 2" square with a minimum material thickness of .083 inch.
- If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, with a minimum thickness of .083 inch.
- Wheelbase a minimum of 103 inches. (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 inch.
- Roll cages must be welded to frame.

DRIVER COMPARTMENT SAFETY

- Driver 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 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” by 1/8” steel straps.
- All fuel cells must have a flap in top with a ball valve to keep fuel from running out if car is upside down.
- Fuel cell must have a pickup line coming from the top half of the cell.
- Gas only. NO alcohol – no 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 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/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 – 44 and above
- Hoosier – 1300 and above
- PRO 2, spec 48 or RR 56 permitted. Hoosier spec 21, or RR55 and RR FT 400 permitted.
- Tires must have all numbers and names visible – no grinding of numbers or names.
- Tires may and will be confiscated at any time the officials deem necessary for samples or to check to tire prep in or outside the tire. BRMP has no tolerance rules for tire treatment of 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 officials’ 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 the track officials under race conditions may be flagged.

ENGINES:

- Engine set back will be 6” maximum for all engines measured from center of top ball joint to most forward spark plug (1” tolerance).
- All heads are limited to 1 spark plug and 2 valves per cylinder.
- No titanium or other “exotic” material, crankshaft or connecting rods allowed.
- There must be an inspection hole, 1” diameter in oil pan for rod and crank inspection or be willing to remove the oil pan for inspection.
- One four-barrel carburetor only of any manufacturer. No turbo-chargers, blowers or fuel injections. All engines must be naturally aspirated.
- Mechanical fuel pumps only, no electric fuel pumps and no pressurized fuel systems.
- Magnetos permitted but all cars must have an operating self-starter. No traction control

WEIGHT:

- All cast iron heads, blocks and 604 crates: 2,200 lbs. 12” spoiler and sides
- All cast iron block, aluminum heads and 525 crates: 2,250 lbs. 8” spoiler and sides
- All aluminum block and head (open): 2,300 lbs. 8” spoiler and sides
- 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.

SUPER LATE MODEL PROTEST FEES:

- \$200 Rod and Crank inspection. Pan must have 1” hole; if not, pan must be removed.
- \$50 Engine set back.
- \$400 traction control (claim rule on each ignition box).
- Any item not listed in protest fees is considered a visual protest item and must be protested before race.
- Track reserves the right to delete, change, or amend rules in the interest of competition.