

LEE COUNTY SPEEDWAY

2016 Late Model Rules

Revised 03-27-2016

1. BODY: No composite or plastic body panels allowed except roof rock guard and hood scoop. Nose piece (molded type material) mounted in unaltered approved manner. Roof supports and window side panels must extend to edge of body. Rear spoiler may be maximum eight inches in material height and maximum 72 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top.

2. WEIGHT: **Crate 602 – 2,200 lbs. and 6700 MSD chip.**

Crate 604 – 2,250 lbs. and 6700 MSD chip.

IMCA spec engine - 2,300 lbs., 8400 MSD chip and .950 restrictor.

Weights must be painted white. Must be securely fastened with minimum two 0.5 inch steel bolts, inside body panels, not on rear bumper. No weights and/or loose objects in driver's compartment.

3. SHOCKS:

Option 1: Crate motor cars must run this option. Twin-tube oil, non – adjustable constructed of aluminum or steel. One left rear gas adjustable traction shock allowed.

Option 2: Gas shocks may be run on IMCA cars ONLY

4. REAR END: Quick changes allowed. No open tube or cambered rear ends.

5. BUMPERS: Must be either capped, or bent forward at ends, no sharp edges.

6. TIRES/WHEELS:

Option 1: Hoosier D55 WRS 2 11.0x15x88,90,92, Grooving is allowed.

Option 2: IMCA stamped Super Chain Link (SCL) Hoosier Race Tires. 29 x 11 x 15 allowed. 28 or 27.5 x 11 x 15 'stagger tires' allowed on left rear only. IMCA spec engines can only use option 2 on tires.

No softening or conditioning allowed.

12" or 14" wheels allowed. Bead locks allowed on right side.

7. BRAKES: Must be operative and lock up all four wheels during any inspection. Steel brake rotors only. Brake shut-off allowed on right front only (electric or mechanical).

8. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No merge collectors. No tri-y headers. Collector and turn down length maximum twenty inches total.

9. FUEL SYSTEM: Any Holley four barrel carburetor. Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 20 gauge container. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Cell must be mounted between frame rails, behind rear end.
10. FUEL: Gasoline, alcohol or E85 allowed. No oxidized fuel. No performance enhancing additives or pressurized fuel systems. Fuel must pass both dielectric meter and chemical tests for additives. Fuel sample may be taken from any car at any time.
11. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver allowed, but can be no wider than cockpit and no farther back than steering wheel. Aluminum high back seats only, must be bolted in with 0.375 inch bolts. No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off.
12. BATTERY/STARTER: Battery must be securely mounted to chassis and protected by tubing. Starter must be in working order. Car must start under its own power. Car must leave initial staging area on demand, unaided, or go to rear of that race.
13. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials. All crate motor cars MUST use maximum 6,700 rpm rev limiter. This may be accomplished using one, non-adjustable, ignition box with one high-end rev-limiter chip. All components must be out of reach of driver, but accessible for inspection. No crank triggers. No electronic traction control devices.
14. TRANSMISSION/DRIVESHAFT: Must have at least two gears forward and one gear reverse, plus a neutral position. Must be able to put in and out of gear with car sitting still and engine running. No overdrive transmissions. All transmissions must bolt directly to back of bellhousing that bolts directly to engine block. Must use steel, aluminum or carbon fiber driveshaft and be painted white.
15. ENGINE LOCATION: Maximum setback is eight inches.
16. ENGINE RULES:

Option 1: The Chevrolet Performance Part 602 engine (GM Part Number – 19258602) or the Chevrolet Performance Part 604 crate engine (GM Part Number – 19318604) will be the only two engines permitted for competition under Option 1. All engines must have an IMCA seal. Changes to the engine, intake manifold, cylinder heads, valve covers, valve components, front cover, oil pan, harmonic balancer and/or any parts on or in the engine will not be permitted. Lee County Speedway reserve the right to exchange or impound any engine at any time for competitive analysis and for inspection. Failure to allow the engine to be retained for the impound procedure will result in disqualification from the event and possible further penalties. The engine that has been impounded and/or exchanged will retain all components as the engine was received from the factory or on the factory sale list. Magnetos will not be permitted. Electronic ignition will be permitted. Lee County Speedway retains the right to change MSD boxes with any car at any time without notice. Any maximum 750 CFM carburetor will be permitted. The carburetor must have a maximum 1-11/16"-inch base plate. A maximum one (1) inch spacer measured between the bottom of the base plate and the top of the intake manifold, including gaskets, will be permitted. Spacers must not extend into the intake manifold, no wedge spacers allowed. Only the standard GM Wet Sump Oil Pump will be permitted. External engine oil pumps of any size or 'stage' even if considered a wet-sump single stage-type will not be permitted. One (1) remote type oil filter and external oil lines that transfer oil through the filter will be permitted. One (1) oil cooler will be permitted.

Option 2: IMCA engine must have steel blocks. 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. Maximum compression – 10.5 to 1, checked at any time with Whistler. No Tolerance. 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 chamber. 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

No modification to intake manifolds, must be used as produced by manufacturer.

All IMCA Spec engines must run unaltered one inch .950 restrictor and 8400 chip.

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

Camshafts may be of roller, flat tappet or mushroom design. 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. Flat top pistons only.

17. EIRI: (Except in rare instances) Decisions of Lee Country Speedway Official(s) are final and binding without exception. In some cases, track safety rules may take precedence.

18. Any rules may be adjusted.

19. Weight rule for IMCA motors could be adjusted at any time.