



## 2010 Silver Dollar Speedway Limited Late Models Rules

HRP-LtdLMRules-022810.1

**THIS BOOK IS EFFECTIVE JANUARY 1, 2010 & SUPERCEDES ALL PREVIOUS RULES.**

Interpretation of these rules or amendment to these rules may be made at any time. 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 registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these 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 participants.

### **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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED 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. Referee's decision is final.

### THE MANAGEMENT OF SILVER DOLLAR SPEEDWAY

#### **AMB TRANSPONDERS ARE MANDATORY**

AMB TRANSPONDERS | [www.amb-it.com](http://www.amb-it.com)

**Personal TranX260 Direct Powered Transponder:** By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

**Personal TranX260 Rechargeable Transponder:** Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

**In 2011 the chassis and roll bar specs will be the same as the Western Late Model series**

**1. CHASSIS**

- A. Any car not less than 103" wheel base.
- B. Stock front clip or fabricated front clip allowed. May be adjusted with weight.
- C. Tracking width is 88 inches maximum. Measured from outside to outside of tires.
- D. Aftermarket lower A-arms OK.
- E. Aftermarket upper A-arms OK.
- F. Four wheel drives, sports cars, convertibles, front wheel drives or station wagons are Not allowed.
- G. Uni-body cars must have 2" x 4" minimum sub-frame connectors. Material .095 minimum. (NO IN 2011)
- H. Vehicle must be de-chromed and all glass and flammable material must be removed (Excepting gauges and bumpers). NO MIRRORS PERMITTED.

**2. BODY**

- A. Aluminum bodies only "Late Model Style". Steel bodies are not allowed!
- B. Body must be mounted securely on chassis from the rear of driver's seat forward.
- C. Nose to be late model plastic.
- D. Standard Dirt type bodies only. No wedge bodies.
- E. No wings or roof mounted spoilers. No Gurney lips, foils, or ruder of any kind.
- F. Floor pan / firewall must be steel or aluminum from the rear of drivers seat (left to right) forward.
- G. No outside Iron rails (Nerf bars).
- H. Front fenders and hood must be level and flat from left side to right side of car and at least as far back as engine plate. No protruding sharp edges will be allowed
- I. Hood must be secured on all four corners.
- J. Car will NOT be allowed to run without hood in place. NO HOOD, NO RACE.
- K. Body width to be 71" minimum and 76" inches maximum rear width measured at spoiler. 82" max at bottom of door.
- L. Ground to top of deck maximum 38".
- M. Quarter panels may not be higher than rear deck.
- N. Flat aftermarket aluminum or fiberglass roofs.
- O. Drivers compartment must be enclosed.
- P. No devices allowing adjustment from driver's compartment, other than brake bias.
- Q. All windows must have a minimum 12" (twelve inches) vertical opening. The entire interior must have 12" (twelve inches) of clearance from interior deck to roof and all sections of roll cage.
- R. All cars should have a minimum of half the windshield area in front of the driver to be covered with wire mesh of 1/4" to 1/2" square and MUST have 3 posts or straps located in front of driver. Post will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps.

**S.** Must have at least one number on both doors and on roof. Minimum size of number 18" tall 2" wide and contrasting color of car.

**T.** No mirrors or electronic communication devices of any kind, No sign boards.

**U.** Spoiler specs Maximum height 8" tall by 72" wide.

### **3. ROLL CAGE**

**A.** All roll bars to be built using round tube.

**B.** Roll bars shall be of the full cage type, mild seamed steel 1 ½" or 1 ¾" X .095 wall minimum. 4130 Chromoly 1 ½" or 1 ¾" X .095 wall minimum, with full loop from frame over the driver. These bars are to be connected on the top of both sides with another bar. Cage shall be within 3" to top of car and 6" of sides of top. In the back loop, running from the right top to the bottom bar at about 45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded to the frame/chassis.

**C.** All "T" intersection must be gusseted and welded on both sides.

**D.** Cage to be above driver's helmet by 2".

**E.** Must have one bar front to rear approximately center of cage.

**F.** Roll cage must include three door bars on driver's side within 3" of the door. Welded to both the front and back uprights, evenly spaced to protect the driver's hips and legs. Minimum of one brace running vertically. 1/8" steel or ¼" aluminum door bar plate on driver's side is REQUIRED.

**G.** Front loops are allowed inside the body in front or behind radiator.

**H.** There will be two bars angled from top of cage towards rear end, which can extend past rear axle to frame rail.

**I.** You may be asked to drill 1/4" hole in roll cage for inspection purposes.

**J.** All cars must be equipped with a tow hook or similar device both front and rear.

**K.** Radiators may be mounted to a front bar with stock mounts removed. Bar may extend to fenders but must remain behind bumper. Bar must be independent of cage and NO larger than roll bar material.

**L.** In 2011 the chassis and roll bar specs will be the same as the Western Late Model series.

**M.** The technical official or race committee must approve all roll cages

### **4. SUSPENSION AND STEERING COMPONENTS**

**A.** Steering box or Rack & Pinion steering is Allowed.

**B.** Quick release steering wheel required.

**C.** Cockpit operated suspension devices are NOT Allowed.

### **5. WEIGHT**

**A.** See specific class rules.

## **6. ENGINE SETBACK**

- A.** The engine setback rule in this class is open, from 0" to 16". This is compensated for with weight rule.
- B.** Beginning in 2011, the engine set back will be no more than 6" from the center or top of ball joint to the forward most spark plug or 25 ½" inches measured from center of ball joint to front of engine plate for those cars that have engine plates.
- C.** Centerline of crankshaft may not vary more than 1" from centerline of front stub.

## **7. ENGINE**

- A.** Cast Iron block and heads (Except 604 crate motor).
- B.** No Titanium rotating parts. Crank and rods.
- C.** No Dry Sump oiling systems
- D.** Solid motor mounts are allowed.
- E.** See class rules for specific regulations.

## **8. RODS**

- A.** Any steel rods only!

## **9. PISTONS**

- A.** Any

## **10. CAMS**

- A.** Roller cams are allowed.
- B.** No roller cam bearings.

## **11. GEAR DRIVES**

- A.** Allowed for non 604 crate motors 2010 only. Will be addressed for 2011.

## **12. CYLINDER HEADS**

- A.** Must be OEM or aftermarket cast iron heads only. (Except 604 crate motor).
- B.** All heads must be stock valve angle for make:  
(Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree)
- C.** No angle milling of heads.

## **13. ROCKER ARMS**

- A.** Any

## **14. INTAKE MANIFOLD**

- A.** Any production intake manifold.
- B.** No fabricated intakes.

## **15. CARBURETOR**

- A.** Must have TWO return springs.
- B.** Must have toe strap on throttle pedal.
- C.** Maximum 1 ½" spacer plate is allowed with straight bore.
- D.** See Class Rules for specific regulations.
- E.** EVACUATION SYSTEMS ARE NOT ALLOWED OF ANY TYPE PERIOD! Note: This means any type vacuum system.

## **16. IGNITION**

- A.** No magnetos. Ignition box must be out of drivers reach.
- B.** A kill switch is required within easy reach of the driver AND SAFETY CREWS. It must be clearly labeled "ON" and "OFF".

## **17. FUEL PUMP**

- A.** No electric pumps.

## **18. FUEL**

- A.** Pump or race gas ONLY. NO ADDITIVES OF ANY KIND ! SUBJECT TO INSPECTION AT ANY TIME.

## **19. FUEL SHUTOFF**

- A.** All cars to have a 1/4 turn off valve in the fuel line in the drivers compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type. Must be clearly marked ON - OFF.

## **20. FUEL CELL**

- A.** Approved fuel cell (Maximum capacity 32 gallons) in approved fuel cell can required, must be fastened securely.
- B.** A fire shield of no less than 18-gauge metal to be placed between tank and driver. Must have L shaped shield in front and bottom of fuel cell.
- C.** Fuel cell is to have a full sealing cap and a roll over vent.
- D.** Tanks must be protected with one tubular bar in front of tank and behind tank not to exceed 2" in outside diameter.
- E.** All fuel cell mounts subject to safety inspector's or race committee approval.
- F.** Any car leaking or spilling fuel will be BLACK-flagged.

## **21. RADIATOR**

- A.** Must be in front of engine.
- B.** ANTI-FREEZE IS NOT ALLOWED.
- C.** WATER WETTER & WATER SUGGESTED.

## **22. TRANSMISSION**

- A. Must have two forward and reverse gear.
- B. Bert, Brinn, Falcon, etc. or OEM manual transmissions are allowed.
- C. Starter may mount on reverse side of motor for Bert, Brinn, and etc. transmission.
- D. Must run approved scatter shield for manual.
- E. All cars must be able to move smoothly and slowly thru pits.
- F. If trans cooler is used and located inside car it must be shielded from driver.

## **23. DRIVE-LINE**

- A. Steel or aluminum, Must be painted white.
- B. Drive shaft loop (360 degrees) are mandatory. Must be placed 6" minimum to 16" maximum from the transmission tail shaft

## **24. REAR-END**

- A. Full Floater rear end is allowed.
- B. Quick change rear ends are allowed. No live axles (sprint car).
- C. Maximum track width 88".

## **25. REAR SPRINGS. REAR SUSPENSION**

- A. Any type rear suspension (except independent) is allowed.

## **26. BATTERY**

- A. All batteries must be mounted in an approved manner.
- B. 'Maintenance Free', no vent caps and sealed battery highly suggested.
- C. Batteries that are not sealed must be sealed in a marine type box.
- D. Batteries are not allowed in the driver's compartment.

## **27. BUMPERS**

- A. Front bumpers will be of aftermarket tubular design, and must be behind nosepiece.
- B. Rear bumpers may be made from round 1 ½ inch and/or square stock 2x3 inches or less.
- C. Main horizontal bumper bar may extend past the main frame rails.
- D. Bumper cannot extend past body and cannot have sharp edges at ends.
- E. A lower hoop and upper hoop off the main bar is required to protect the fuel cell.
- F. Stock bumpers are not allowed.

## **28. TIRES**

- A. Hoosier 88.0/11-15 / D55, 90.0/11-15 / D55, 92.0/11-15 / D55.
- B. No Grinding!! Buffing only with sander to remove feathering (glaze). Grooving and sipping is allowed.
- C. Tires can be inspected at any time.

## **29. WHEELS**

- A. Steel or Aluminum wheels only. Carbon fiber and titanium wheels will not be allowed.
- B. 10", 12" or 14" wheel for 11" tire.
- C. Wheel studs minimum 5/8" and 5/8" lug nuts are required.
- D. Bead locks are allowed, Mud plugs are allowed.
- E. Bleeder valves are allowed.

## **30. BRAKES**

- A. Must have at least Three wheel brakes operational. L/F and both rear.
- B. Rotors must be all steel. Carbon Fiber brakes are not allowed.
- C. No copper or plastic brake lines.
- D. Aftermarket brake pedals with bias controller allowed.

## **31. EXHAUST / MUFFLERS**

- A. Stock exhaust manifolds or headers bottom dump or over the engine are allowed.
- B. 180 degree headers are not allowed, but not suggested.
- C. Mufflers are mandatory. Type optional.
- D. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification.
- E. Exhaust pipe must extend beyond driver compartment.
- F. Track DBA requirements must be met 95dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE STRICTLY ENFORCED.

## **32. BINDING COMPONENTS**

- A. No leather straps, ropes, chains or wire may be used to hold or bind components together.

## **33. SEATS**

- A. Car must have approved racing type bucket seat.
- B. Seat must be mounted securely to ROLL CAGE.
- C. Headrest is mandatory or high back seat is required.
- D. Upholstered and padded highly suggested.
- E. Positively No Homemade Aluminum, Plastic or Fiberglass seats allowed.

## **34. SAFETY BELT REQUIREMENTS**

- A. General - Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B. Seat Belts - Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device ok).

**C.** Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.

**D.** It is the responsibility of the driver, not the Track, Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

**E.** All belts must be mounted to the roll cage separately from the seat with 7/16" grade five bolts minimum.

**F.** A steel plate may be welded to roll cage at driver's right side for belt attachment to prevent drivers from sliding side to side under belt.

**G.** Belts must come from behind driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.

**H.** Harness/belts must be worn at all times when the car is on the track.

**I.** 2yrs old on belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

### **35. SAFETY**

**A.** Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired.

**B.** The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.

**C.** Head and Neck restraints are strongly suggested. If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.

**D.** Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.

**E.** Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

**F.** Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, are mandatory.

**G.** Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.

**H.** Drivers Side window Net Required. Arm restraints are suggested. Window nets must be equipped with quick release mechanisms. All steel release system highly recommended.

**I.** Other Safety Items

**1)** No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

**2)** A marked electrical kill switch in reach of driver.

**3)** A marked fuel shut off valve in reach of driver.

- 4) Flame retardant seat, roll bar, knee and steering pads or padding are suggested.
- 5) Drive line u-joint scatter shields are suggested.

### **36. FIRE CONTROL**

- A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.
- B. Valve plunger (actuator) must be mounted at right of driver and in plain view.
- C. On-board system will be inspected and must be passed by Tech inspector or race committee.
- D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent., in addition to in car system.
- E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket, for the driver's safety.

### **37. SPECIFIC CLASS (ENGINE / CAR) WEIGHT RULES: NO TRACTION CONTROL DEVICES OF ANY KIND!**

#### **CLASS A**

**ENGINE:** GM Crate #604, Late Model chassis only.

**CARBURETOR:** One STOCK four barrel, 650 maximum CFM,

**WEIGHT:** 2400Lbs (All weights enforced with the driver at anytime).

#### **Class B**

**ENGINE:** All Cast Iron Motor, 406Cubic inch max. LATE MODEL CHASSIS.

**CARBURETOR:** One stock 4412 with no modifications

**WEIGHT:** 2450Lbs (All weights enforced with driver at anytime).

#### **CLASS C**

**ENGINE:** All Cast Iron Motor, 363ci,10.5:1. Iron wet sump block, any intake, any steel head untouched With stock valve angles 23 degrees, any stud girdle, roller rockers, flat tappet cam, timing gear drive, No Aluminum or Titanium rods. No roller cams. No shaft rockers. LATE MODEL CHASSIS.

**CARBURETOR:** up to one 750cfm carburetor

**WEIGHT:** 2500Lbs (All weights enforced with driver at anytime).

#### **CLASS D**

**ENGINE:** All Cast Iron Motor, 406 Cubic Inch max. Stock front clip chassis. (2010 season only)

**CARBURETOR:** One Two Barrel Carburetor.

**WEIGHT:** 2500Lbs (All weights enforced with driver at anytime).

Above weights may change during season to equalize the racing!  
Maximum Weight 2750.

1) All added weight must be in block form, PAINTED WHITE, with the car number on it. Weight must be securely fastened, with minimum ½ inch bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount. One bolt 25 pounds, two bolts 50 pounds. No one piece over 50lbs.

### **38. PROTEST ENGINE/TRANSMISSIONS/CHASSIS:**

**A.** Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must be still running competitively at end of feature. The protest must be filed with the track referee or the Technical Inspector with a \$450 deposit (\$400 protest \$50 Tech Time) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or converter/clutch. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. No engine protest's last 4 races of the season. **MUST BE REGISTERED PARTICIPANT OF TRACK.**

**B.** Tear down location shall be agreed upon before leaving Placerville Speedway. Both parties must agree and sign protest agreement. Driver/Owner being protested may have first choice of where tear down will take place, must be in Local area and shop properly equipped. Officials will make final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.

**C.** Tear downs will be made by the driver, one pitman or mechanic, the Technical Inspector or person chosen by him to be an observer and two alternates. The committee will also safely check cars and assist in rules interpretations.

**D.** If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protester, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!

**E.** No alcohol before or during the protest inspection!

**F.** Do not abuse this rule!

**Decisions of SILVER DOLLAR Speedway Official(s) are final and binding without exception. PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY. ALL DECISIONS WILL BE FINAL AT THE PROMOTERS DISCRETION.**

**2010 STATE RULES ALLOWS NO LIQUID DUMPING  
FACILITIES AT THE FAIRGROUNDS.**

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of SILVER DOLLAR SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense. NO TIRES ARE TO BE LEFT AT SILVER DOLLAR SPEEDWAY.



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