

Madison International Speedway Limited Late Model Rules

SAFETY AND APPEARANCE

SEATS

- Approved aluminum driver's seat required.
- Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars.
- Shoulder supports on right and left sides of seat and head support on right are required.
- Full containment seats recommended.

SAFETY BELTS

- Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required.
- Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required.
- Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height.
- Belts must be dated 2004 or newer.
- 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT

- Cockpit must be completely sealed off from engine compartment and fuel cell.
- Padding required around driver including steering post
- Securely mounted fully charged fire extinguisher with visible dial type gauge required.
- Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended.
- Clearly labeled push-pull or toggle type kill switch accessible from either side of car required.
- No suspension components including stabilizer bar can be adjustable from the driving compartment.

DRIVER'S ATTIRE

- Complete approved fire retardant driving suit and gloves required.
- Eye protection and a Snell SA-2000 helmet or newer required.
- SFI-38.1 Head and Neck restraints, fireproof shoes, and fire systems recommended.

APPEARANCE

- A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste.

- Numbers: 18-inches on both doors, and roof, readable from the right side.
- 1" square rub rails allowed, mounting must be within 3" of ends & ends must be tapered and capped.

CHASSIS, ENGINE & BODY

WHEELBASE & TREAD WIDTH

- Minimum wheelbase 104"
- Maximum tread width 65", measured center to center of tires at spindle height (front and rear).

CHASSIS

- Tube or stock stub allowed. Frame rails must be a minimum of 2-inch by 3-inch .125 wall tubing.
- Minimum ground clearance 3.5" with driver!

ROLL CAGE

- All roll cage tubing must be at least 1.75" –.090" wall. Welded gussets required on all joints. At least four evenly spaced
- horizontal bars required on left, and three on right side. X-configuration on right side, counts as one bar.
- All door bars must be mounted to the frame rails and the main roll cage uprights.
- Door bars must be connected with a minimum of two equally spaced vertical tubes.
- Left side door bar deflector plates of at least .125" steel required. Diagonal bar in top hoop required.
- Floor pan under driver must be heavy-gauge steel.

SUSPENSION -

- Conventionally mounted 5-inch springs or coil over type suspensions.
- Steel or aluminum bodied, non-adjustable, shocks. Maximum retail price \$180.
- Limit Bumpers allowed on Shock Absorbers only. No added bump-stop systems. One shock / spring per wheel.
- Rear suspension must be solidly mounted (no rubber bushings).
- No lift bar, fifth coil or other spring-loaded suspension device allowed. No rear stabilizer bars.

SPINDLES & HUBS

- Any steel spindle allowed. Aftermarket hubs with 5/8inch wheel studs required. No gun-drilled studs permitted.
- Wide five hubs and spindles allowed with 20 lb weight penalty.

STEERING

- Rack & Pinion, or steering box with center link style required.
- Quick release steering wheel hub required.
- Steering column must incorporate a minimum of two U-Joints
- Collapsible steering shaft recommended.

REAR END

- Stock or rear spur gear type quick change units with steel tubes, No mini type quick change. Maximum camber 1/2 degree.
- Spool, Detroit Locker (ratchet type), and Torque Sensing, differentials are permitted.
- One-piece straight spline drive plates only. Drain plugs must be safety wired.

BRAKES

- Four wheel brakes required at all times.
- Single or dual piston (steel or aluminum) calipers.
- Four (4) piston calipers allowed with 30 lb weight penalty. Maximum retail price \$190.
- Maximum diameter 12 1/4" rotors, no drilling permitted.
- No floating calipers or rotors, ABS units or brake recirculation systems.
- Only one brake bias adjusting unit per car.

ENGINE LOCATION

- GM engines must be located so that the furthest forward spark plug is no more than 2 inches behind the front axle centerline.
- Ford and Chrysler allowed 4" engine set back.
- Crankshaft centerline 10" minimum ground clearance.

ENGINES

- Limited Concept Engine- Call for provisions, where home track rules differ.
- Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All
- engines must meet the following specifications regardless of manufacturer:
 - Stock or stock replacement cast iron unaltered
- heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058,
- 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 allowed. Ford
- 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Gasket matching not permitted. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero
- deck height required. 10.8 to one maximum compression ratio. Connecting

- rods must be magnetic steel. Honda journal rods
- not permitted. A 3/4inch NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod
- journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole
- required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters allowed. Lifters must be able to rotate
- in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600inch (measured at retainer). OEM style rocker arm
- mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory
- circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft
- with normal configuration counter weights. No dry-sump or vacuum systems of any kind allowed. External single stage oil pump
- allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for
- CID over 362 in 2009
- Carburetor: Holley 4412-2 bbl. Holley 4412 Carburetor Rework Guidelines:
- Body of Carbs: No polishing, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing.
- The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.
- Boosters may not be changed. Height, size, and shape must remain standard and unaltered.
- Venturi area must not be altered in any manner. Casting ring must not be removed.
- Base plate must not be altered in shape or size.
- Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard.
- Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
- Any attempt to pull outside air other than straight down through the venture is not permitted.
- Jets may be changed. No dial-a-jet devices.
- No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.
- Carb Adaptor: 1.5inch adapter plate maximum thickness, with gaskets.
- Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as-produced. No porting modifications, including gasket matching.

GM Crate Engine

- Part number 88958604, must be used as produced. Maximum 2" set back.

- Ignition: MSD with Rev-control required, with 6400 RPM chip. Mounting on right side of dash required.
- Carburetor: Holley 650-HP P/N 80541-1 required. No modifications allowed.
- Certification will be required from REDI 608-276-5554. Cost for certification at time of printing is \$425 and includes
- fresh oil and filter, new spark plugs (all engines will be run with spec spark plug and REDI carburetor) and gas.
- Additionally, new dist cap, rotor and plug wires will be installed and billed for if needed.

Ford Crate Motor must also be certified at REDI and will run at 6400 RPM with no weight penalty. Must use 1.50 to 1 ratio rocker arms.

RETURN SPRINGS & AIR CLEANER

- Double return springs required
- Air boxes allowed with cowl inlet only.

EXHAUST

- Headers allowed on all engines. Tri-Y Headers or Merge-Collectors- add 20 lbs. in 2008, add 50 lbs. in 2009
- Cast iron manifolds allowed with no alterations or modifications except generator bracket may be removed from exhaust manifold.
- Exhaust must remain under car body and exhaust must exit behind driver, beneath car, pointing downward. 100-decibel max.
- NO custom, one of a kind or homemade headers.

CLUTCH, TRANSMISSION & DRIVESHAFT

- Stock transmission with operating reverse gear required. No straight cut gears. Counter gear must be driven by input shaft.
- Made-for-racing clutch required. Two disk 5 1/2" minimum. Carbon clutch not permitted.
- Minimum diameter 2 1/2" driveshaft. Safety hoop required on front half of driveshaft.
- Driveshaft must be painted a bright reflective color.

RADIATOR/COOLING

- Metal radiator mounted in front of engine, between frame horns.
- Fan protection and overflow tank located in engine compartment required.
- Water pump must be stock type in stock location.
- Antifreeze is not allowed.

FUEL & FUEL CELL

- Fuel cell complete with 11-gauge or heavier container, interior bladder, foam baffle and rollover valve required.
- Fuel cell must be mounted behind rear axle, between frame rails.
- Rear protection or ASA bar must extend below bumper and be triangulated back to main frame.
- Bottom of fuel cell must be at least 10 inches from the ground.
- Filler must be accessed through deck lid. Filler spout may be extended, but not connected to bodywork.
- All vents must be valved to eliminate leakage.
- Steel gas lines must be located outside driver's compartment.
- Gasoline only, must meet specific gravity of manufacturer.

BODY & APPEARANCE

- Five Star, ARP or equivalent only.
- Minimum roof height 47".
- Spoiler: Single plane, 5" x 60" max.
- Deck height 34.5" max.
- Minimum ground clearance including nose and rocker panel is 4" with driver.
- All windows must be of Lexan. 12" max vent (wing) window.
- Weight penalties may be assessed for bodies not conforming to Five Star guidelines, dimensions, and/or templates.

WEIGHT

- Limited Concept Engine- 2850 lbs.
- GM Crate Engine with RPM Rev-control - 2800 lbs
- LaCrosse 9 to 1 with iron intake manifold - 2825 lbs.
- LaCrosse 9 to 1 with iron intake manifold and iron exhaust manifold - 2800 lbs.
- Add 30 lbs for four (4) piston brake calipers.
- Add 20 lbs for wide five hubs.
- Add 20 lbs for Tri-Y Headers/Merge Collectors
- Gas allowance for Heats and Features one pound per lap.
- Front axle 49% and right side 42% apply at all times. All weights include driver in seat.
- Ballast must be painted white and lettered with car number.

WHEELS & TIRES

- Aftermarket made for racing, steel wheels required. 15"x 8" maximum.
- Goodyear 2462 / 2663. The 2462 are left side tires only. Tire availability information to be posted on entry form.
- Chemical treatment of tires (softening) not permitted.

- All tires will be checked for maximum tread-depth and wear (feather) prior to Qualifying.
- Maximum tread-depth is new minus 1/32nd inch.
- Failure to meet tread-depth maximum results in loss of qualifying lap.

RADIOS: All radio frequencies must be registered with MIS.

TOW HOOKS: Tow hooks on front and rear required.

BATTERY: 12-volt systems max.

- Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines.
- Batteries in driving compartment must be in approved sealed battery box.
- Battery (negative post) disconnect switch recommended.