

2008 Madison International Speedway Super Late Model Rules

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of MIS officials, whose decisions are final.

A. Eligible Cars and Bodies

1. All competing cars will be full-sized, stock American manufactured passenger car bodies, 2004 or newer. 2008 A-B-C Body Rules apply unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details. In 2008 the penalty for not using an ABC body will be 25lbs. The A-B-C Body Guidelines will be posted at www.asamidwesttour.com

- Spoilers- 5 x 60 required.
- 103 min. wheelbase plus or minus 2"
- 65" track width **maximum**, measured at spindle height

B. Engines

2. Statement- There will be Two (2) engine combinations approved for all events at all times. (9 to 1 Aluminum, A.C.E. are the (2) preferred choices) "Other" types of engine packages will be approved for competition and listed in this section. Weights for all engines will be listed below.

3. Block must be cast iron. (Exception: Schwanke and Wegner Spec engines only)

4. No 18 degree or SB2 Chevrolet Heads

5. Minimum Crank Height is 10 inches measured from the center of the forward crank bolt.

6. All GM V-8 engines must be located so that the centerline of the forward most spark plug hole is no more than 2 inches behind front axle centerline. Ford and

Mopar engines may be located a maximum of 4 inches behind front axle centerline.

7. Antifreeze is strictly prohibited

C. A.C.E. Head Engine

- Must be able sell Heads, complete for \$2300.00 (hardware, valves, valves springs, retainers, keepers and guide plates.) Heads must be stock out of box.
- Valves 11/32 Valve Stem or 5/16 Valve Stem may be used
- Approved valve part numbers

GM-Ford Intake Exhaust

- BRODIX BR81019 BR81621
- Engine Tech BR810198 BR81621
- FERREA F1121P F1476P
- MANLEY 11818 11595
- REV CL-1643 CL-1604 CL-8003 CL-1171

Mopar

BRODIX BR60029 BR60037

All valve spring sizes must be 1.55 MAX

No shaft rocker arms allowed except on Mopar engines

Steel or Titanium Valve Spring Retainers are permissible

Maximum 4 stage oil pump

May have one extra water line per head

1. ACE Engine MANIFOLDS

Any production type intake manifold allowed - provided it is readily available to

all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may match port the runners a maximum of 1".

2. ACE Engine PISTONS

Flat top pistons only - no part of piston may protrude above top of cylinder. (Maximum) compression ratio 10.5 to 1 (10.510 is illegal). Maximum Engine displacement for GM and Ford is 358 C.I. inches, Dodge will be 360 C.I. and Minimum 350 C.I. for GM, 346 C.I. for Ford.

3. ACE Engine CAMSHAFT

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (Titanium, aluminum or graphite are prohibited). No roller bearing camshaft journals. Magnetic steel lifters no ceramic.

4. ACE Engine CONNECTING RODS

No titanium, aluminum, graphite or stainless steel. Rods using 3/8" bolts are allowed.

5. ACE Engine BLOCKS

Must be standard factory production cast iron. (Only 010 or bowtie approved). No aluminum blocks permitted. No altering of Engine block permitted..* Absolutely NO Grinding or lighting of blocks .

6. ACE Engine CRANKSHAFT

- Standard steel type only, Minimum allowed weight of 43 Lbs.
- No Honda journal crankshafts.

- Stroke 3.400 Min to 3.500 Maximum.

- Minimum 1.980-rod journals or any under sized journals under factory dimensions.

7. ACE INSPECTION

- A 1.5" plug must be installed in the oil pan for inspection purposes. This hole

must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder head removal after any race may be required for inspection purposes.

D. 9 to 1 Aluminum Head Engines

1. ENGINE BLOCK

- Must be standard factory production cast iron.
- Stock appearing
- No aluminum blocks permitted.

2. CRANKSHAFT

- Standard steel type only, minimum allowed weight of 38 lbs.

3. PISTONS

- Flat top pistons - no part of piston may protrude above top of cylinder.
- 9 to 1 aluminum headed motors will have a 9.5 to 1 MAXIMUM compression ratio.
- Maximum engine displacement of 358 C.I. and minimum 347 C.I.
- Aluminum headed motors may use dished or inverted dome pistons.

4. CONNECTING RODS

- No titanium, aluminum, graphite rods or Stainless steel are allowed.

5. CAMSHAFT

- Only steel push rods (titanium, aluminum or graphite are prohibited).
- 9 to 1 Aluminum headed engines are allowed roller cams and rev kits.

6. HEADS

- All cylinder heads must be approved by MIS and all modifications must be submitted to MIS before any proposed modifications will be approved. All cast in part numbers must remain unaltered.
- Painting and /or coating of the heads will not be permitted.
- No 18-degree heads.
- Heads that are already approved are:

General Motors

- a. air flow research AFR 215 and 220
- b. all pro AP227

- c. brodix 3941075
- d. Chevrolet 10051101
- e. Edelbrock 7755
- f. Pontiac 10033867

Ford

- a. Brodix 3941078
- b. Ford M-6049-C302 with 4 degree valve cant

Mopar

a.

For all 9.5 compression motors the cylinder heads must be acceptable to MIS officials and meet the following requirements:

- Only steel or titanium valves will be permitted
- Only magnetic steel valve springs will be permitted
- Only 2 valves per cylinder will be permitted
- There are no valve size restriction
- Internal polishing and porting will be permitted
- Spark plug holes must remain in stock location
- Valve angle must remain within 2 degrees of stock angle
- Valves must remain in the stock location in relation to the cylinder bore centerline

7 INTAKE MANIFOLDS

- No Fabricated Intakes
- Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head
- No spacer or wedge type gaskets allowed..
- May be polished and ported
- Not permitted will be:
- Added directional devices will not be permitted inside the intake manifold
- Air holes will not be permitted to be opened in the intake manifold
- Painting and /or coating of the intake manifold will not be permitted.

8 CARBURETOR

- One carburetor only must be official approved.
- Any 4412 Holley 2 bbl 500 CFM, carburetor will be permitted.

9 MISC

- No engine part may be composite
- All part numbers must remain on all engine parts
- No crank fire Ignitions

E. Iron Headed Concept

DELETED

F. Carburetors

1. No tapered boosters.
2. 4412 2 bbl. Removal of choke (Butterfly) is the only modification allowed.
3. Air horn removal not permitted.
4. Holly 500 CFM Model #s 0-4412s or 0-4412c. 2bbl Carb.
5. Carburetors must pass inspection using MIS tech tools.
6. Double return springs required.
7. Air cleaner required.
8. Air box allowed with cowl inlet only (rear of hood).
9. Spacers can be 1 1/2 max and bores must be perpendicular to the base. No tapered spacers.

G. Fuel and Fuel cell

- No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. Violations will result in immediate disqualification from the event; forfeiture of Owner and Driver points, and monies/contingencies earned for the event. A Series fuel to be determined will be mandatory at all events. Ethanol (E-85) will be permitted on a test basis only.
- Fuel cells with rubber bladders highly recommended.
- Fuel cell plates or fuel cell tubs are mandatory.
- Fuel cell protector plate 1/8 thick steel/aluminum must be mounted on

outside of frame rails. The plates must cover the sides and rear of the fuel cell and be official approved. Fuel cell minimum height 11 inches. Fuel cell must be banded both ways with two straps each way. 1-inch minimum straps.

- Fuel cell tub 1/8 thick steel with one-inch lip. Front, bottom and rear will be one piece. The top of the box will use current 18 or 20 gauge top with 1 inch by 1/8 straps with two in each direction.
- All fuel cell cans must be magnetic steel. All fuel cells must have check balls in place. Racing pump fuel only

Madison Crate	2600 #	60% L/side with 650 HP P/N 80541-1	6400 RPM CHIP
Ace	2750 #	58% left side with 4412 2bbl Holley-	500 CFM
McGunegill	2750 #	58 % left side with 4412 2bbl Holley-	500 CFM
Schwanke	2775 #	58 % left side with 4412 2bbl Holley-	500 CFM
Wegner Spec	2725 #	58 % left side with 4412 2bbl Holley-	500 CFM
9 to 1	2800 #	58 % left side with 4412 2bbl Holley-	500 CFM

H. Mufflers and Headers

Mufflers are required for competition at MIS. Any car not meeting the 95 decibels WILL NOT RACE. All exhaust highly recommended to exit under car to meet this requirement. All exhaust systems must have mufflers that are not tampered with or hollowed. No custom high dollar headers (no lightweight stainless, Titanium or Inconel) allowed. Any collector may be used with out a cone style inserts. No one off custom header allowed.

ANY CAR NOT MEETING THE 95 DECIBELS WILL NOT RACE

I. Air Intake

1. Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat.
2. No devices for directing the flow of the air into the air cleaner are permitted.
3. No additives allowed in air filter.

J. Clutch

1. The 5.5 inch or bigger will be the only clutch allowed. Max price msrp. \$1600
2. Absolutely no carbon fiber or poly clutches allowed.

Bell housing must have a minimum 2 1/2" hole at bottom
(to allow a clear view of clutch).

K. Transmissions

- Bert or Brinn style transmissions ARE allowed.
- No bottom load transmissions.
- Must have two forward and 1 reverse working gears minimum.
- One single lever shifter.
- Must be self starting.

L. Brakes

1. All cars must have functioning brakes on each wheel.
2. No more than 4 piston brake calipers.
3. Fixed mounted or Floating rotors are the only steel rotors allowed.

Maximum \$500 limit on brake calipers for all SLM'S

M. Shocks

1. Maximum cost on racing shocks is MSRP \$525 and Canisters are \$275

N. Suspension - Coil over or leaf allowed. - No computer or hand operated controlled suspension. - No aluminum axle tubes, no titanium axle shafts, no aluminum rotors, no carbon fiber rotors.

O. Roll Cage Construction

- Following are the minimum specification requirements for roll cage construction approved for MIS competition. MIS Officials reserve the right to sonic test any or all, structural chassis members at any time during a

sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting sub-structures. Wall thickness; size and/or diameters are specified where necessary.

- A four-point (4) roll cage structure utilizing a minimum 1.75-inch x .090-inch (1-3/4"x.090") OD D.O.M. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars.
- A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as Mid-Section Rails. Main frame rails and side rails must be located within the normal Tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing is optional for Front Clip Rails, Rear Clip or Kick-up Rails. No material substitution permitted.
- Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.500-inch x .063-inch OD steel tube. No material substitution permitted. **ABSOLUTELY NO Aluminum** allowed on the structure of the chassis.

P. Driver Side Door Plates

- Left side driver support bars or plates are mandatory. See Option A or B listed. No material substitution is permitted. All support bars or plate installation is subject to approval.
- Plan - A 0.125-inch, (1/8") solid steel plate bolted to the left side door portion of the roll cage. Doorplate must be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is prohibited.
- Plan – B- Minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar.
- Offset chassis right side door bars commonly called The Outrigger or The Kick-Up Bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. All supporting Sub-structure must be

constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.

Q. Driveshaft

The driveshaft shall be made of steel or aluminum. Carbon-fiber driveshafts are not permitted. Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and must be 4-5 inches minimum behind front yoke.

R. Front Suspension

Independent front suspension with articulated upper and lower control arm(s) is mandatory. The type of shock absorbers and suspension springs are optional. One (1) shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver's compartment area. Knob-type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible in the driver's compartment.

S. Rear Suspension

Non-independent, live axle type rear suspension is mandatory. Rear ends may be Quick-change (no 8") with full-floating hubs or 9-inch Ford type. Rear axle tubes must be steel. No open tube rear ends permitted. Maximum rear camber is + or - 1 degree measured with the rear axle level. Material used for rear end center section is at the discretion of the team, but hub pins must be steel. Rear end coolers are recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area. All pumps used to circulate fluid for the purpose of cooling the rear end, must be mounted in the center of the car.

T. Wheels

Approved wheels must be 15-inch diameter; five-lug (5) steel; 5" x 5" hub or wide 5 patterns; 10-inch rim width. Bleeder and/or pop-off valve devices are not permitted; alteration or defacing of wheel identification numbers; labels; code

numbers or serial numbers is not permitted. Wheel(s) failing this criteria will be ineligible for competition. A minimum weight of 17lbs is required

U. Wheel Studs and Spacers

A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub. Wheel Spacers, if used, must be made of steel or aluminum and a minimum 6.75 inches in diameter. Shims are not permitted when mounting wheel studs to hubs.

V. Safety

In all matters pertaining to safety, Car Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Car Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to, helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any Safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re-inspected. Drivers wearing dental plates or dentures are required to remove them for any hot-track activity

W. Driver Seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by MIS Officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted.

Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception- LaJoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to MIS Officials approval. Bolt on systems are approved for competition.

Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.

Recommendation- a minimum 1/8" (.125-inch) thick steel plate be mounted on the

front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

A.1 Seat Belt and Shoulder Harness Installation

All seat belt and shoulder harness systems must meet SFI Specification 16.1, type 1. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory.

Competitors using the HANS Device may use a standard three-inch (3") or the Schroth Racing two inch (2") wide shoulder strap. The Schroth Racing shoulder strap system has been specifically designed for use with the HANS Device. Schroth part numbers are Profi III-6FH; Hybrid III-H; Profi III-6H.

Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers. **See Illustration A.2 and A.3**

B.1 Driver Helmet

All driver helmets must reflect a Snell 2005 certification. SFI or Snell approval sticker must be visible for MIS Officials inspection. Eye protection is mandatory at all times.

C.1 Left Side Window Net

Left side driver window net is mandatory. Construction may be either wide-mesh or web-type safety net with mechanical release.

Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "A" pillar end of the bar. Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member.

D.1 Fire Suppression System

A minimum five-pound (5) on-board fire suppression system, with multiple discharge points is highly recommended for series traveling competitors.

Cold Fire recommended for cockpit usage.

E.1 Driver Head/Neck Restraint System and Driver Uniform

Use of head and neck restraint devices is mandatory for all hot-track activity. Approved devices are the HANS Device, LFT Technologies R3, Simpson and the Hutchens II Device. Driver uniform must be a multi-layer, full-coverage, one-piece fire-retardant uniform specifically designed for racing; fire retardant gloves; socks; underwear; and shoes.

F.1 Tires

MIS will implement a two tire per night rule.

Hoosier Tires are the official tire of MIS. The Hoosier 3035 left side and the Hoosier 3045 right side will be required.

Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of tire identification numbers; labels; code numbers or serial numbers. Any violation of this nature causes the tire(s) to be deemed ineligible for competition.

G.1 Traction Control and On-Board Computer or Analysis Equipment.

No equipment of this nature is permitted on any car or located in the pit area of any event and will subject the team(s) to confiscation of equipment and penalties by MIS.

H.1 Ignition

All ignition systems must be 12 volts.

MSD boxes may be switched by MIS from car to car or swapped with Tour's house MSD box.

MSD Boxes approved: MSD 6A, MSD 6T, MSD 6AL, MSD 6ALN, MSD 6TN

MSD Connector: The 6 wire harness must be 24" long Maximum and have a female 6 pin, weather pack connector.

SIX PIN WIRING DIAGRAM

A- IGNITION Switch 12v (SMALL RED)

B -POINTS PICK-UP (SMALL WHITE) brown gm boxes

C -COIL NEGATIVE (SMALL BLACK)

D -COIL POSTIVE (SMALL ORANGE)

E - BATTERY POSITIVE (LARGE RED)

F -BATTERY NEGATIVE (LARGE BLACK)

Two pin optional for these two.

A -BATTERY POSITIVE (LARGE RED)

B -BATTERY NEGATIVE (LARGE BLACK)

NON - COMPLIANCE WITH THE SPECIFICATIONS OUTLINED HEREIN
MAY SUBJECT THE PARTICIPANTS (OWNER/DRIVER) TO
DISQUALIFICATION, LOSS OF MONIES AND POINTS EARNED AT THE
EVENT. FURTHERMORE, THE OWNER MAY BE FINED UP TO \$5000 AND
ALL NON-COMPLYING COMPONENTS WILL BE SEIZED BY MIS
TECHNICAL INSPECTOR. OWNER/DRIVER MUST PROVIDE TOOLS TO
REMOVE PARTS