



Late Model

2023

General

- a. If you are building a car for the first time, please contact sandsspeedway@gmail.com to speak to an MCDA representative before building.
- b. All rules will be enforced as written. Each driver and crew are responsible for knowing the track policies. All cars will be inspected for safety and rule compliance.

- c. Drivers and crews are responsible for knowing and following MCDA General Regulations, Track Policies and the Late Model Rules.
- d. Rearview mirrors are highly recommended.
- e. Two-way radios are allowed, one spotter per car. Frequency must be given to the MCDA Board at your first race of the season.
- i. Communication with the driver must be done in the designated spotter area anytime the car is in competition (top two rows of stands in the pits)
- ii. Failure to follow spotter rules will result in driver disqualification.
- f. The first time a driver visits the track, he/she will be granted a one (1) time grace period to comply with all the rules.

Car Eligibility

- i. Competing Models:
 - 1. American made 1990 to current year.
 - 2. Minimum wheelbase of 104"
 - 3. Rear wheel drive only.
- ii. Weight and Engine Combinations:
 - 1. Crate engines unaltered, 2,600 lbs., 60% left side weight
 - 2. Eligible Engines:
 - 1.a.a. GM 604
 - 1.a.b. Ford 347sr
 - 1.a.c. McGunegil D347sr
 - 3. All Other Engines
 - 1.a.a. 2,700 lbs.
 - 1.a.b. Maximum 60% left side weight.
 - 4. All cars must weigh in before qualifying.
- ii.1.a. Top 5 scored positions must weigh in directly after completion of a feature race.
- i. Disqualification if you do not
- ii.1.b. 25 lbs. fuel burn off allowance after the feature event only.

Safety Requirements

- a. Fire suits are mandatory.
- b. A fire extinguisher that is 2 lbs or more, BC rated for metal with a gauge must be mounted in a quick release bracket and is required to be within reach of the driver. Except for cars with an onboard fire system.
- c. An approved racing seat is required. It must be mounted with the center of the seat at a minimum of 15 ½" from the inside of the driver door bar.
- d. A 5-point racing harness is required.

- i. Mounting of belts and seats **MUST** be approved by the Tech Inspector.
- e. Head and neck restraints are highly recommended.
- f. Window nets are required on driver's window.
- g. Fan shroud is mandatory.
- h. Leather or racing gloves required. No mechanics gloves allowed.
- i. Leather boots or racing boots required. No athletic shoes allowed.
- j. A helmet is mandatory. SA2010 or newer helmet recommended. DOT mandatory. Neck brace is recommended. Eye protection is mandatory.
- k. A kill switch is required within easy reach of driver and safety workers. It must be clearly marked "Off" and "On" with an orange or red background. It must shut off the entire car.
- l. Fuel must be gasoline **ONLY**. No nitrous oxide.
- m. Cars must have provisions for towing.
- n. Explosion proof bell housing or scatter shield required.
- o. Must have a minimum of 2 driveshaft hoops.
- p. Tech Inspector and Sands Speedway Ownership (SSO) have the final say on any safety related items/decisions.

Body

- a. Must be identifiable as a car. No extreme or advantageous body line.
- b. No station wagon, convertibles or pickup truck bodies allowed.
- c. 215" maximum total length.
- d. 82" maximum total width.
- e. Maximum height of 48", minimum of 45".
- f. 15" minimum tolerance from any body length or width maximum dimension.
- g. Tire sidewall may not protrude outside of the body more than 2".
- h. 4" minimum ground clearance from lowest point of the body.
- i. Rear spoiler dimensions are 60" wide by 6 1/2" high.
 - i. Any radical body designs will be assessed by the Late Model Class Representative for approval.
- j. Firewall may be altered for body and chassis construction. Driver compartment must be sealed from the engine bay, trunk, and fuel cell area. Floorboards must run from the engine firewall to the rear of the driver seat.
- k. Booger bars (exterior body panel protectors) must be designed so that they cannot hook or catch competitors' equipment. They can be made of steel, aluminum or custom molded with racing plastic.
- l. A full Lexan windshield and rear window are required. No full door windows allowed.

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Chassis

- a. All cars must have a full steel frame. Production racing or custom-built frames will be allowed with a .120" wall minimum.
- b. Roll cage must be constructed of 1 ¾" outside diameter and .090" wall thickness round tubing for the main roll cage.
 - i. Must be an 8-point cage, 4 uprights in driver compartment, complete halo and 4 supporting tubes (2 from main cage to engine bay and 2 from main cage to the rear frame behind the driver).
 - ii. 4 horizontal door bars on the driver side with a minimum height of 29". Right side must have 3 complete door bars. Support bracing can be the minimum of 1 ¼" outside diameter and .060" wall tubing.
 - iii. Cage must be properly braced and supported with all joints completely welded.
 - iv. Additional leg protector bar is mandatory.
 - v. Driver side door bar openings must be plated in with 1/8" plate.
 - vi. Driver rollbar padding is mandatory.
 - vii. Bumpers are mandatory.
- c. Any added ballast (weight) must be painted white and have the car number on it. Mercury is NOT allowed. Weight must be securely fastened with a minimum of ½" diameter bolts. Penalty weights will be painted yellow.
- d. Coil or leaf springs allowed, and any shock allowed; one shock per wheel. Maximum tread width 66" front and rear, measured at the center of the spindle height and center of the rear axle. No electronic traction aided devices.
- e. Fuel cells are required. They must be completely isolated from the driver compartment. They will be securely mounted in a 5 sided, 11 Ga, metal canister. It must be mounted behind the rear axle at a minimum of 10" off the ground.
- f. Must have fully operational 4-wheel brakes. Rotors must be made of iron.
- g. Wheels must be steel only. 15" diameter, 10" width (measured from the inside of the bead flange).
- h. Tires must be Hoosier 40/50 and purchased only through the MCDA and branded by the Tech Inspector.
- i. May order as many tires as you want at the beginning of the season, but you may only race 4 branded new tires the first week. For the rest of the season, you can run one new Hoosier per week. 2 new tires allowed for special/big races. You should always have at least 3 branded tires on the car.

- ii. Each competitor must race on the same 4 tires they qualified with that day.
- iii. New competitors may run 4 new Hoosiers, but practice, qualification and races must be done on the same 4 tires that day.
- iv. MCDA will allow you to race American Racer EC21 or EC31 and Towel City recaps until their inventory is depleted.
- v. The use of tire softener is not permitted.
 - i. Cars that want to compete from other tracks can run on used tires from their track one time but will not be eligible for points. You will be scored as a phantom car and will receive money earned.
 - j. **MUFFLERS MUST BE UNDER 100 DECIBALS FROM 100'! NO EXCEPTIONS!**
 - i. Exhausted must exit under the car with tip pointed toward the racing surface and behind the driver.

Drivetrain

- a. Any cast iron block American engine
 - i. 4" setback for:
 - a.i.1. GM 604
 - a.i.2. Ford 347sr
 - a.i.3. McGunegill D347sr
 - ii. 2" setback for all other engines
- iii. Setback is measured from the center of the upper ball joint to the center of the number 1 sparkplug
- iv. Pushrod engines only.
 - b. Carburetors:
 - i. 4-Barrel Holley 4150hp, 650 cfm p/n 80541 allowed on unaltered GM 604, For 347sr and McGunegill D347sr
 - ii. 2-barrel Holley 4412 on all other engines.

Clutch, Transmission and Rear Differential

- a. Must have a minimum 5 1/2" clutch
- b. Any transmission with 2 forward working gears and 1 reverse working gear.
- c. No internal style clutch transmissions.
- d. Any floater style type rear end or quick change allowed. No titanium allowed.

Electrical

- a. No onboard computers allowed.
- b. 12-volt battery only, securely mounted.
- c. 12-volt ignition only.
- d. Self-starting.

Any driver questions or concerns are to be directed to the Late Model Representative or MCDA Board.

All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition. If the car is deemed unsafe it will not be allowed to race.