



2012 Potomac Speedway Super Late Model Rules

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of Potomac Speedway and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all events.
3. In the event of any dispute the Race Directors decision will be final.
4. All racecars are subject to be inspected by the Technical Director/Inspector at any time during the event.
5. Potomac Speedway reserves the right to alter or amend these rules and/or regulations in the interest of fair competition.

BODIES:

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1") and a maximum of two inches (2") of roll at top of fenders, doors, and quarter panels. A sharp edge will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain in the same general area as the general design of the car.
- E. Windshield screen or bars are mandatory.
- F. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K. No wings or tunnels of any kind are permitted underneath the body of chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18"x18" and mounted only from the upper right frame rail to the lower right frame rail.
- L. All non-approved bodies will be assessed a fifty pound (50#) minimum weight penalty.
- M. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is illegal.
- N. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one inch (1") in height above any part of the air cleaner. The scoop cannot be designed with fins or

raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening from the in height at the front.

O. No adjustable shocks, hydraulic or pneumatic weight jacks, tracers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES:

- A. Technical Inspector must approve all stock nosepieces.
- B. Nosepieces must be made of molded type material.
- C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.
- D. The nosepiece must be mounted so as not to alter its original shape.
- E. No material can be removed from the nosepiece. Not cutting from bottom, top or sides is permitted.
- F. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted.
- G. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward.
- H. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
- I. Front fender flairs must have collapsible support.
- J. The nosepiece must have a headlight decal package attached. One warning will be permitted and then the car must run contrasting color tape in the shape of a headlight.

ROOF & ROOF SUPPORTS:

- A. The roof length size must be a minimum of forth-four inches (44") to a maximum of fifty-four inches (54").
- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.
- D. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.
- E. The roof must be mounted parallel to body and near center of the car.
- F. A maximum one and one half inch (1 ½") roll, turned downward, is permitted along the front edge of the roof. A maximum one inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof.)
- G. No flat or odd shaped roofs permitted.
- H. All roof side panels must extend to the edge of the body. Maximum Roof side panel window size – seventeen inches (17") at the top, forty three inches (43") maximum at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both left open. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two inch (2") bow in either direction in rear roof side panels is permitted.
- I. Front posts must be flat and in uniform width from top to bottom – four inches (4") maximum width.
- J. Any sun shields, four inches (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS & HOOD:

- A. Must be level and flat from left to right side of car.
- B. Fenders are not permitted to gain height from rear to front of car.
- C. No part of fender or hood can be outside of the bodyline.
- D. The front fender can be a maximum of thirty six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS:

- A. Door to door cannot exceed seventy six inches (76") in width at the top of the doors.
- B. Door to door cannot exceed eighty two inches (82") in width at the bottom in the center of the car.

- C. Doors cannot exceed thirty six inches (36") in height measured from the ground.
- D. At no point can the door sides break in towards the center of the car between the top and bottom measurements.
- E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS:

- A. No offset quarter panels permitted. Must be equally tapered towards the center of the car.
- B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C. At no point can quarter panel sides break in towards center of the car.

FRAMES:

- A. No aluminum frames permitted in construction of car.
- B. Minimum 103" wheelbase.
- C. Rectangle or Square Tubing:
The frame of all cars must be constructed of two inch (2") by two inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty three thousands inch (.083") wall thickness.
- D. Tube Frame:
The frame of all cars must be constructed of a minimum of one and three quarter inch (1 ¾") round tubing and must have a wall thickness of eighty three thousands inch (.083") wall thickness minimum.
- E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- F. It is recommended that all cars be equipped with a tow hook or strap.
- G. All battery supports must be braced in two axis – tow horizontal and one vertical.

ROLL CAGES:

- A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.
- B. Side roll bars are mandatory and must extend into the door panels.
- C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one half inch (1 ½") in diameter with a minimum thickness of ninety five thousands inch (.095").
- D. Roll cage must be welded to the frame.
- E. Roll cage must be above the drivers' helmet.
- F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.

INTERIORS:

- A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. Interior must gradually taper up to the quarter panel height and be level for thirty two inches (32") from the rear of the quarter panel.
- C. Interior must be fastened flush at the top of the door and quarter panels and may taper gradually towards the center of the car not creating a "lip effect."
- D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve inch (12") clearance from the roll cage for easy exiting from either side of the car.
- F. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- G. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons.

SPOILER:

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight inch (8") height measured from deck to tip of material. Maximum seventy two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

ENGINES:

- A. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- B. No fuel injection devices, electric fuel pumps, turbo charges, or blowers permitted.
- C. Magnetos are permitted. However, the engine must have an operating self-starter.
- D. The engine may be set back a maximum of six inches (6") from the center of ball joint to front spark plug hole.
- E. Carburetor is limited to one four barrel.
- F. All engines are limited to one spark plug and two valves per cylinder.

FUEL SYSTEMS:

- A. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car inside a 20 gauge metal box supported by two (2) 1/8 x 2" steel straps.
- B. A firewall must be installed between the fuel tank and drivers' compartment.
- C. Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted.

TRANSMISSION, CLUTCH & REAR END:

- A. Any transmission with working reverse and working forward gears is permitted.
- B. Manual Transmission must be equipped with an operational clutch.
- C. Automatic transmissions are permitted.
- D. The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E. No "live-axle" rear ends are permitted.
- F. No independent rear suspensions are permitted.
- G. All rear ends using a cable to lock in the rear end must have the cable mounted outside the cockpit area and not in reach of the driver.

DRIVE SHAFTS:

- A. All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be painted silver or white.
- B. Only one drive shaft is permitted.
- C. The drive shaft must be protected with a secure drive shaft hoop or sling.

TIRES:

- A. Open tire rule: any brand, any compound.
- B. Largest permitted tire is twenty nine inches (29") by eleven inches (11") by fifteen inches (15").
- C. Maximum circumference permitted is ninety three inches (93").
- D. Maximum cross section width permitted is sixteen and three quarters inches (16 3/4").
- E. Hoops for inspection must pass over tire freely.
- F. No tire softeners or conditioners.

WHEELS:

- A. Steel, aluminum, carbon fiber or plastic wheels are allowed.

- B. Wheels must be mounted with lug nuts; no knock-off mounting devices are allowed.
- C. Maximum wheel width is fourteen inches (14”).
- D. Maximum width outside of front tires is ninety inches (90”).
- E. Maximum width outside of rear tires is eighty eight inches (88”).

BRAKES:

- A. Must be equipped with sufficient braking system.

SHOCKS & SPRINGS:

- A. Shocks must be constructed of aluminum or steel. Remote reservoirs are permitted.
- B. Coil springs must be steel. Leaf springs may be composite or steel.

REMOTE CONTROL SUSPENSION DEVICES:

- A. NO “in-cockpit driver controlled” suspension devices are permitted. NO weight jacks of any kind permitted. (This includes fifth (5th) coils, etc.). ANY driver using “in-cockpit driver controlled” suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

MUFFLERS:

- A. Mufflers are MANDATORY.
- B. Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.

TRACTION CONTROL DEVICES:

- A. All Traction Control Devices are strictly prohibited during any form of racing at Potomac Speedway.
- B. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- C. At NO time during the 2010 season and beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.
- D. A competitor found with any of the above mentioned will lose the complete device permanently and could lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Inspector/Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

WEIGHT LIMIT:

- A. 2250 lbs with driver and without added fuel after a race.

SAFETY EQUIPMENT:

- A. NO batteries to be located in the drivers’ compartment/cockpit.
- B. ALL cars MUST have an approved fire extinguisher securely mounted within reach of the driver/safety crew.
- C. Nylon mesh window screens are recommended but not required.
- D. New NASCAR style Braced with Head/Shoulder Support Racing seats are Strongly Recommended!
- E. Updated commercially manufactured racing seat belts with shoulder harness are REQUIRED and MUST securely fasten to the car frame.
- F. A driveline “sling” is REQUIRED.

- G. An approved racing helmet is REQUIRED.
- H. Fire resistant driving uniforms are REQUIRED.
- I. Fire resistant gloves, underwear and socks are recommended.
- J. Eighteen (18) gauge steel or one and one eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
- K. Weight ballast MUST be painted white or yellow and have number of car painted on them.
- L. Added weight or ballast MUST be securely fastened.
- M. HANS DEVICE Strongly Recommended!

MISCELLANEOUS:

- A. Any driver or crewmember found altering the racing surface will be disqualified.
- B. NO two way radios. No crew to driver radio or transmitted communications of any kind.
- C. NO "in cockpit driver controlled" electronic devices of any kind permitted.
- D. NO computer controlled devices of any kind permitted.
- E. NO rearview mirrors of any kind permitted.
- F. Officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

RACECEIVERS:

Raceceiver one-way radios are mandatory for use in every portion/segment of an event.

Race Director and Head Scorer are the only people permitted to transmit on a Raceceiver device. Use of any other type of radio is NOT permitted.

TECHNICAL INSPECTION:

Technical Inspection will be held at an area designated by the Technical Inspectors, and all cars must sign in and pass through Technical Inspection before going out onto the track. No Exceptions. Failure to follow this procedure may result in forfeiture of Qualifying Time. When the car is presented for Technical Inspection the hood must be removed.

All racecars must pass through Technical Inspection before Drivers' Meeting. ALL racecars must pass Technical Inspection before a Technical Sticker is issued.

Any changes or alterations required must be completed, and the racecar returned to Technical Inspection before Hot Laps – No sticker means NO Hot Laps – NO EXCEPTIONS.

After a racecar has passed Technical Inspection, and sticker has been issued. No alterations may be made to the racecar. Any changes to spoiler height, deck height, quarter panels, doors or any other part of the body will result in loss of Qualifying Time or loss of position in either Heat Races or Last Chance Races.

Spot checks can be made by the Technical Inspector at any time, and penalties will be applied to cars found illegal after Tech stickers have been issued. If a car is found illegal after qualifying, the Driver will lose his/her time and start at the rear of a Heat Race. If a car is found illegal at the start of a Heat Race, the Driver will lose his time and have to start at the rear of a Last Chance Race. All racecars are subject to be inspected by the Technical Director/Inspector at any time during an event.

Any racecar found to be illegal, as a result of changes, on the Starting Grid for the Main Feature or a Last Chance Race, will be changed back to legal and will start from the rear – changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in

immediate disqualification, and the grid being filled with the next alternate. Please Note: If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he/she may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the Driver's responsibility to return before the one-to-go signal has been given in order to retain his starting position, or start from the rear. No Exceptions.

DRIVERS MEETING:

It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps.

Any rule, format or schedule changes will be discussed at the Drivers Meeting.

ALL DRIVERS will be responsible for information discussed at the drives meeting. The drivers meeting is not a social gathering, your attendance and attention are mandatory.

Failure to attend a drivers meeting will result in that driver starting in the tail of his respective Heat Race.

SPECIFICATIONS: