



SUPER LATE MODEL

BODY:

A. Standard Dirt Style body required. A stock appearing nose is required.

B. Schaeffer Oil Southern Nationals Body rules apply.

C. See tech inspector if you have any questions.

D. All B posts must match from one side to the other. (Solid or open has to be the same on both sides)

E. Rear deck height is 38" at all times with a 1" tolerance. 39" max.

F. Open engine cars may have an 8" max. Spoiler height by 72" width

G. All spec engines with alum. Heads or 525 crate engines may compete under the Blue Ridge Outlaw Late Model Series Rules. (Including Tires & weight) SEE BRO RULES at -- www.blueridgeolm.com

H. All steel engines and 604 Crate may compete under the Blue Ridge Outlaw Late Model Series Rules. (Including Tires & weight) SEE BRO RULES at – www.blueridgeolm.com

G. No more than 3 spoiler supports may be used under Sugar Creek Super Late Model Rules.

CHASSIS / FRAME

A. No aluminum frames or front clips. All frames must be of steel construction, and must be a minimum of 2" by 2" square with a minimum material thickness of .083 inch.

B. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, with a minimum thickness of .083 inch.

C. Wheelbase a minimum of 103 inches. (No tolerance)

D. No wings or tunnels of any kind allowed underneath the body or chassis of the car.

ROLL CAGE

A. All cars must have a suitable steel roll cage protecting the driver's 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.
- D. Each bar must be 1-1/2 "in diameter, with a minimum material thickness of .083 inch.
- E. Roll cages must be welded to frame.

DRIVER COMPARTMENT SAFETY

- A. Drivers seat must be a proper racing seat design, and securely attached to frame. (FULL CONTAINMENT SEATS ARE HIGHLY RECOMMENDED!)
- B. A full racing seat belt harness must be used; harness must be secured to the frame, not seat.
- C. All cars MUST have a quick release type steering wheel.
- D. All cars must have a working fire extinguisher securely mounted within easy reach of the driver. (ON BOARD FIRE SUPPRESSION SYSTEM IS HIGHLY RECOMMENDED!)
- E. All drivers must wear full fire resistant driving suits and gloves.
- F. Hanz device or any type of approved head and neck restraint is MANDANTORY. Anyone not having a restraint must start at the rear of the feature for safety and may not finish in the top 5 of the A Main feature.
- G. No electronic or computer controlled devices or data acquisition systems allowed.

FUEL CELL / FUEL:

- A. An approved fuel cell (32 gal max) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" inch by 1/8" inch steel straps.
- B. All fuel cell must have a flap in top with a ball valve to keep fuel from running out if car is upside down.
- C. Fuel cell must have a pickup line coming from the top half of the cell.
- D. Gas only. NO alcohol- no nitrous oxide, nitro methane or other nitrate additives.

TRANSMISSION:

- A. Drive train must have transmission, mounted on rear of engine – no direct drive or in-boxes.
- B. Any transmission, with working forward and reverse gears permitted, and must lead to one drive shaft.
- C. All drive shafts must be painted white or silver, and must be protected by a minimum of one (1) safety hoop or a sling. (Carbon Fiber Shafts are recommended for safety.)

REAREND:

- A. Any type of rear end/differential permitted. No exotic materials allowed.

B. Any steel/alum tube permitted. No lead may be bolted to the rear end.

BRAKES:

A. All cars must have operational four wheel braking. NO CARBON FIBER Brakes allowed.

WHEELS:

A. Any brand or type of wheel allowed. Must be mounted with lug nuts. No knock-off or center lock wheels.

B. Maximum wheel width – 14” inches.

TIRES:

A. Hoosier and American Racer tires only.

Hoosier NLMT 21/55 and NLMT 2, 3, and 4

American Racer 44, 48, 56 and Pro 2, 3, and 4

B. Tires must have all numbers and names on the tire. No grinding off of numbers or names.

C. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. SCR has a no tolerance rule for tire treatment or prep to these tires. If SCR takes a sample from you, your money will be held until the results have been returned to SCR. SCR tech official's decision will be final and there will be NO resending of the samples.

EXHAUST/MUFFLERS:

A. Collector type headers required.

B. Mufflers are mandatory

C. Any car that is judged to be too loud, by the track officials, under race conditions, may be black flagged.

ENGINES:

A. Engine set back will be 6” inches maximum for all engines measured from center of top ball joint to most forward spark plug. (1 inch tolerance)

B. All heads are limited to 1 spark plug and 2 valves per cylinder.

C. No titanium, or other “exotic” material, crankshaft or connecting rods allowed.

D. There must be an inspection hole, 1” diameter in oil pan for Rod and Crank inspection or be willing to remove the oil pan for inspection.

E. One four-barrel carburetor only of any manufacture. No turbo-chargers, blowers or fuel injections. All engines must be naturally aspirated.

F. Mechanical fuel pumps only, no electric fuel pumps and no pressurized fuel systems.

G. Magnetos permitted, but all cars must have an operating self-starter. NO TRACTION CONTROL.

WEIGHT:

A. All cast iron heads and blocks and 604 crates: Same as BROLM 2250lb.

B. All cast iron block and aluminum heads and 525 crates: Same as BROLM 2250lb.

C. All aluminum block and heads (open) 2250lb. 8" spoiler and sides

D. No weight allowance after time trials.

E. One pound per lap weight allowance plus 5 after race.

F. Minimum weight will be measured with driver in car.

G. No rear wheel covers or rear end covers allowed on car while car is being weighed.

H. All cars must have specified weight posted on top left side of car.

I. Track reserves the right to adjust weights in interest of competition should it deem necessary.

SUPER LATE MODEL PROTEST FEES:

A. \$200.00 Rod and Crank inspection. (Pan must have 1" hole, if not pan must be removed)

B. Engine set back \$50.00

Any item not listed in protest fees is considered a visual protest item and must be protested before race. Track reserves the right to delete, change, or amend rules in the interest of competition.