

2016 SGMP LATE MODEL C-CLASS

Driver Eligibility:

If you have won a Late Model race within the last five years Or Limited Feature race within the last three years you are not eligible to compete in the C Class Late Model division without approval of the C Class Late Model Competition Committee.

1: Late model Frame and suspension with tube clip or stock clip ok. Late Model body & frame rules apply. Tube clip car must have 40 pounds of weight bolted in front of the flywheel. All cars will weigh 2500lbs with a one pound per lap burn off.

2: All chassis rules are the same as Late Model with the following exceptions

A: A maximum of five shocks & springs can be used, one shock & spring per wheel plus lift bar shock & spring or shock over rear end pumpkin & pull bar spring. Mono Leaf cars will be allowed. No traction shock on the left rear. No bump stops or stacked spring assemblies allowed.

B: Shocks must be non- adjustable twin tube 2-9 valve shocks. (shocks may be checked with a shock dyno) No gas shocks allowed. Shocks can be claimed for \$150 each after race by anyone finishing on the lead lap. The claim does not include coil over kit.

C: Brakes must be cast iron rotors with conventional pads. Exotic high dollar brake parts are not allowed.

D: All four link trailing bars must consist of an aluminum or steel threaded tube with two heim joints. No springs, rubber biscuits or sliding parts allowed on trailing bars.

3: ENGINE

A: HEI type ignition is the only ignition allowed. No Ignition box of any kind allowed. No racing high dollar parts allowed in distributor. Rev Limiter ok but must be mounted out of drivers reach.

B: Stock type water pump with manual fan only, may be aluminum. No Electric fans or water pumps

C: Roller rocker arms with maximum 1.52 ratio will be allowed. Stud Girdle ok

D: Stock type fuel pump in stock location. Pump gas 93 octane only: No additives: No racing gas of any kind: No E85. No fragrance allowed in fuel.

E: 600 cfm 1850 or 80457 unaltered Holley only. You may use a metering plate (Not Metering Block!) with jets in the rear. No additional metering blocks allowed. May remove Choke butterfly and shaft. Carburetor will be checked with go no go gauges.

GM 602 Engine ok. If the engine has been rebuilt you must add 50lbs. You may bore block a maximum of

.030 but must use exact same type piston. All other engine parts must meet 602 specs.

Built Engine:

1: All parts must have a stock, part, or I. D. number: No titanium parts of any kind
2: GM 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. Engines 4: 060 for bore plus .010 wear

3: Engine balancing permitted. Stock stroke for engine used (3.48"chevy)

4: Deck may be surfaced, but pistons may not exceed the top of block

5: Any flat top piston. No dome pistons permitted

6: Any flat tappet hydraulic cam (no 4-7 swap) No gear drive or belt. Any timing chain

7: Factory Replacement heads: * World Product head #4360, 4361 * RHS head #12400

Engine Quest CH-350-I *Dart #10024360 * OEM Factory heads ok

8: Minimum of 72cc combustion chamber Open Chamber Heads with a head gasket of .039 minimum compressed thickness.

9: Minimum 63cc combustion chamber Closed Chamber double hump Heads May be used with a head gasket of .065 minimum compressed thickness.

10: Three angle valve job ok. No porting and polishing on heads. (No alterations)

11: NO Vortec Heads. NO BOWTIE OF ANY KIND. No angle plug heads

12: No mismatching of Cleveland or Windsor heads, Ford production Iron head only. Mopar production Iron head only

13: Lifters must be stock diameter to make of engine. No cheater lifters

14: May run screw in studs 7/16 ok and guide plates. May run poly locks

15: Stock type valve springs only (1.265) valve spring size. No Beehives. No double valve springs.

16: Valve size 1.94 intake 1.5 exhaust. Undercut valves ok. Valve lash must be 0.00

17: Stock length rod of make. Example (Chevy 5.7 connecting rod – H or I beam)

18: 7/16 rod bolts ok. No aluminum, titanium, Carrillo rods

19: 48 pound crankshaft (will be weighted with pilot bushing, cam gear, bolt, and washer)

20: Crankshaft must be stock stroke. Steel crankshaft ok No knife edge or winged cranks. No billets

21: 1 inch spacer on intake ok (no higher than 1.250 with gasket)

22: Any Dual Plane low rise aluminum or cast iron intake- (no high rise, or, air gap allowed) Edelbrock 7101 and GM cast iron bowtie ok but no carburetor spacer allowed.

23: Intake no higher than low rise manufactures specs, (If the manufactures specs say it's a high-rise, it's a high rise.)

24: Carb pad height will be no higher than A-B measurement (4.55), A-B measurement is without spacer

25: No porting, cutting or polishing of any kind

26: Any intake not meeting above specs will be assessed a 100 pound penalty and may not use a carb spacer

27: Headers must have four tubes into one collector of a consistent diameter. No Tri y or merged headers allowed. Mufflers are mandatory at all times.

Wheels & Tires:

1: 12 or 14 inch wheels ok.

2: Hoosier D21, D70, NRM D70 only! Racers must race the feature event with the tires they qualified or heat raced with. In the event of a tire that must be replaced due to a puncture or other similar reason a track official must approve it.

3: Racers may replace a D21 Right Rear tire before the feature event with a D70 tire if they choose. A NRM Rib D70 tire can be grooved to match the D21 groove pattern.

4: Tire cannot be Grooved, Sipped Needled, or Buffed with a buffing tool that leaves grooves in tire surface. The tire must punch 48 with track durometer. The tire can be buffed with a sanding disk of no lower grit than 24.

5: Tire cannot be treated with chemicals of any kind. Tire may be washed with a mild soap such as Simple Green or a similar cleaner.

6: Track reserves the right to lab test any racers tire at any time. If the tire is suspicious in any way it will be lab tested for compliance of tire rules. In the event of tire lab test feature winner's monies will be held until results of tire test are known.

