2022 Charleston Speedway

Limited Late Model Rules

TO ALL COMPETITORS/PARTICIPANTS

- Under the guidelines of the 2022 Charleston Speedway Limited Late Model rules, any/all rules as stated in the 2022 Charleston Speedway General Rules, shall apply to all divisions.
- The following are the 2022 Charleston Speedway Limited Late Model rules. All amendments/changes herein, supersede any previous rules regarding any technical article and/or aspect of the Charleston Limited Late Model rules.

4.1 - Engine

A. Maximum 360 cubic inch.
B. Steel, Stock, OEM Block ONLY.
C. Stroker Engines will NOT be allowed.
D. Dry sump oiling systems will NOT be allowed.
E. Must use 23 degree heads. Can be Steel or Aluminum.
F. 602 or 604, UMP, DIRTcar sealed engines are allowed.

4.2 - Electronics and Ignition Systems

A. Traction controlling devices or traction enhancers of any type are not permitted.
B. Maximum engine RPM is **6600rpm**. Must have an “easy” access panel to inspect ignition box. Must be able to “easily” verify proper rev limit.
C. “Chip” type or “DIAL” type rev limiting boxes will be allowed. Box MUST be mounted out of the reach of the driver.
D. Battery must be securely mounted with both terminals covered.
F. Data transmitting or recording devices of any type will not be permitted. In car cameras such as a Go-Pro type, and others, are allowed.

4.3 - Carburetor

A. Only 1(one) 4 barrel carburetor is allowed.
B. Super Bowl carburetors are allowed.

4.4 - Exhaust System

A. Any Late Model type headers or exhaust system will be allowed.

4.5 - Transmission & Driveline

A. Driveshaft ***MUST*** be painted white.
B. Carbon fiber driveshafts will be allowed.
C. Traction controlling devices or traction enhancers of any type are not permitted.
D. Any Late Model type transmission will be allowed.
E. Any Late Model type rear axle will be allowed.

4.6 Chassis / Frame / Roll Cage

A. Any Late Model type chassis will be allowed.

4.7 - Weight

A. Minimum weight is 2400 pounds with driver, at the completion of the on track activity(Qualifying, Heat, B-Feature, A-Feature, Etc.).
B. Any removable weight ***MUST BE*** painted white and securely mounted as to not fall off during competition.

4.8 - Fuel Cells and Fuel

A. Cars must have a full firewall between fuel cell and driver.
B. Fuel lines in the drivers compartment MUST be inside of steel tubing.
C. Pump gas, racing gas or E85 ONLY.
D. Alcohol, Nitrous Oxide, Nitrous Methane, Propylene Oxide or performance additives are NOT permitted.

4.9 - Body

A. ANY Late Model type body will be allowed.
B. Bodies need to be along the lines of the body rules as outlined in the DIRTcar rule book for Pro Late Models.
C. “WINGS” are optional, allowed, but not required. If “WINGS”, or side boards are used, ALL “WINGS” MUST be used and measurements below MUST be followed.
    1. Drivers side wing maximum 24” X 60”, minimum 22” X 55”.
    2. Passenger side wing maximum 12” X 40”, minimum 10” X 36”.
    3. Nose wing maximum 6” X 30”.
    4. ALL wings MUST be clear “LEXAN” only. Wings can not be covered so as to obstruct visibility in, around, and through the wing. Small sponsor logos that do not cause visibility issues, are allowed.

4.10 - Wheels and Tires

A. Any Late Model type tire, compound and brand will be allowed.
B. Siping and grooving of tires is allowed for 2022 season due to tire shortage. This rule will be reevaluated for 2023, and will likely go back to NO grooving or siping.

4.10 - Wheels and Tires(continued)

C. Any type of chemical alteration to the face, tread and/or sidewall of the tire is not allowed.
D. Any Late Model type wheel will be allowed.
E. ONLY approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of 3 (three) 1/4”(inch) or 5/16”(inch) diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener are not permitted.
F. Approved fastening (nut assembly) systems:
   a) Keyser Manufacturing – Part # 1007-101
   b) Wehr’s Machine – Part # WM377A-312 Aluminum 5/16 or WM377S-312 Steel 5/16.
   c) Triple X Chassis – Part # SC-WH-7810 (1” spring) or SC-WH-7820 (1 3/8” spring).
   d) Smith Precision Products – Part # MC-516-18.

4.11 - Suspension

A. Shocks can be any steel or aluminum gas or twin tube (oil) shock.
B. Adjustable shocks are allowed.
C. Cockpit mounted shock adjuster and cables are not allowed.
D. Remote canister type shocks are not allowed.

4.12 - Personal Protective Equipment
(See section A. in the Charleston Speedway General Rules)

It is the sole responsibility of each competitor to verify the effectiveness, ensure proper installation per the manufacturer’s specifications, and properly use, every component of the competitors safety equipment. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

4.13 - Seat Belt and Restraint System

A. Each car must be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions.
B. In any type of manufacturer’s installation, the fasteners must be as supplied by the manufacturer.
C. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

4.14 - Protective Clothing

A. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform.
B. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
C. Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

4.15 - Seats

A. Aluminum and/or carbon fiber-type composite seats are required. If a carbon fiber-type composite seat is used, it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 ratings are recommended.
B. All seats must be mounted to the frame as required by the seat and chassis manufacturer.
C. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.
D. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions. Combining components may not meet SFI 39.2 Certification.
E. Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
F. If the left side head surround is 7"(inch) or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. A minimum left side head surround of 4"(inch) is required.
G. Seats must be securely fastened to the frame and/or cage in 6(six) positions with a minimum of 6(six) 3/8" bolts. There should be a minimum of 4(four) bolts on the bottom of the seat, and 2(two) in the back of the seat. Only single piece high back type seats will be allowed.
H. All seats must have a minimum of 1/8" steel plate under the seat, up the back 4" and be as wide as the seat.

4.16 - Helmets

A. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, FIA 8860-2018, Snell SA 2015, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

4.17 - Head and Neck Restraints

A. Drivers, at all times they are on the track, should have their helmets correctly and properly (following manufacturers installation and use instructions). connected to an approved head and neck restraint.
B. Head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
C. Neck braces should be used when a head & neck restraint device is not used.

4.18 - Fire Suppression *It is HIGHLY recommended.*

A. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and has a minimum of two (2) thermally activated discharge nozzles.
B. All systems must meet or exceed SFI 17.1 specifications.
C. Systems must be fully charged with DuPont FE-36, 3M NOVEC 1230, or FireAde and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
D. Cylinders must be securely mounted to the frame/roll cage assembly, forward of the fuel cell. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete. For systems with one activation point, the activation point may be mounted in the cockpit or rear of the car close to the fuel cell.
E. The cylinder must be connected to the nozzles with steel or steel reinforced lines.
F. 2 (two) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area.
G. An optional manual override cable is recommended.

4.19 - Other

A. Only SFI 45.1 roll bar padding may be used. Knee protecting padding, steering column pads and/or additional padding may be utilized, but must be SFI 45.1 rated.
B. All teams MUST have an easily accessible fire extinguisher or its equivalent in the team's pit area.

4.20 - Appearance

A. Cars must have an 18”(inch) number on each door and the roof. The roof number shall be oriented in such as way as to be easily read from the grandstands as the car travels past the grandstands in the normal racing direction.

B. There must be a 6”(inch) number on the rear of the car, easily read from the rear of the car while the car is on the track.

C. All numbers and letters must be very visible and EASILY read by the track officials and fellow competitors. In the situation of duplicate numbers, the track officials may assign a letter to you. It is your responsibility to add this letter to your car on the roof and doors. Failure to do so will cause you to be scored last for your event.

END OF 2022 LIMIITED LATE MODEL SPECIFIC RULES