

Southern Oregon Speedway

LATE MODELS

2009

1) WEIGHT

2300 pounds minimum track scale weight.

2) BODY:

Standard dirt late model bodies.

OEM style nose piece. No wedge noses. Nose piece can extend a maximum of fifty-two inches (52") from center of hub to farthest point extending forward.

103" minimum / 105" maximum wheel base (either side)

No side boards.

Minimum drivers side window opening 12".

Spoiler 8" tall and 72" long

Max deck height 38".

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

Roof side panel window size must be a minimum of ten by fifteen inches (10" x 15"). The window area may be covered with clear lexan or equivalent, be cut out, or be represented by a decal. Both roof support openings must be covered or both must be left open. Left and right side window panels must match. A maximum bow of two inches (2") outward on the window side panels as viewed from behind will be permitted.

Cockpit adjustable components are NOT permitted, except brake bias adjusters. Adjusters for adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components of any kind are NOT permitted inside the cockpit of the car or within reach of the seated driver.

3) ENGINE

Engine set back max 8" from #1 spark plug to center of left ball joint.

1 Carburetor – Naturally aspirated.

All engines are limited to one spark plug and two valves per cylinder.

All cars must be self-starting. Cars unable to start the race under their own power may lose their starting position for that event (i.e. heat, 'B' main, Main).

4) WHEELS AND TIRES

MAX 14" wide wheels

Hoosier D 55 spec, WRS or WRS-2. Grooving, siping and grinding ok. Must durometer no lower than 52 ANYTIME. NO TOLERANCE.

5) TRANSMISSION

Must have forward and reverse gears.

6) SAFETY

Rough / Retaliation: This is taken very seriously. Drivers taking part in these activities will be dealt with on a case by case basis. Penalties can range from losing positions to suspension and / or fines.

Mufflers required 95 db's @ 100 ft. If a car loses a muffler they will be blacked flagged for that race. (heat race, B-Main, A-Main etc.)

Approved fuel cell w/ safety valve. No bottom feed fittings (fuel fitting under fuel cell).

Driveline strap or enclosure is required.

Steel Drive shafts are not recommended

All drive shafts must be painted white or silver

NO elec. fuel pumps.

Full mesh driver's window net or arm restraints required.

No 2-way radios.

All lead must be painted white w/car #. ALL lead must be double bolted with ½ bolts. Any car losing a piece of lead ANYTIME thru out the night will be

disqualified for entire night. (If you can't mount your lead good enough in your shop, then there is no way you can mount it good enough at the track)

Full face helmet with shield and have a minimum Snell rating of SA2002. Helmet shall be in good physical and visual condition.

Driver's suits shall be a minimum of two-layer fire retardant and in good condition (no tears, rips, etc.)

All safety equipment shall be properly worn at all times when vehicle is on the track. No Exceptions.

7) MISC.

NO TRACTION CONTROL DEVICES

Large contrasting colored Numbers on roof and sides.

8) TECH

All cars must pass thru tech before hot lapping. Present your helmet to the tech official for inspection.

All cars must scale before qualifying. All transfer positions from each event and the TOP 5 in the MAIN shall scale immediately following the event.

No car will qualify without Tech Inspector approval. All cars must be available for inspection prior to the advertised time of the driver's meeting.

Following the drivers meeting, covers of any type are prohibited until the feature is completed.

All race cars are subject to inspection by officials at any time.