

2020 Senoia Raceway Rulebook – Super Late Model

All drivers must adhere to the general rules, in addition to the division specific rules set forth below.

BODY

1. Standard dirt style body required. A stock appearing Monte Carlo/Grand Prix/Taurus, etc. style nose is required.
 - a. For roof size and roof support size, SEE DRAWINGS.
2. No wedge style bodies, no roof mounted spoilers or wings.
3. All cars must have a minimum of 1-1/2" inch roll at the top of the fenders, doors and quarter panels, a sharp edge will not be allowed. Body roll must go from sides over upper body, not upper body oversides. A single strip affixed to the edge and pop-riveted will not be allowed.
4. No part of deck may extend beyond quarter panels at rear.
5. All cars must have a number at least 18" inches high, clearly visible and identifiable on both sides and on roof. All cars must have numbers at least 3" inches high on nosepiece in the approximate position of the headlight, and at the rear on the fuel cell, at least 6" inches high, in a visible position. This rule is for the benefit of all competitors who wish their car to be scored correctly on each lap. In the event of more than one car with the same number, where confusion may occur, a team may be asked to alter their number in some way to avoid any misunderstanding. The first car to sign in will take precedence in retaining its original number.
6. All body panels must be solid. No holes, slots or air gaps are permitted.

INTERIORS:

1. The interior bodywork of the car may be dropped to a maximum of 6" inches below the top of the doors, and must also be a minimum of 11" inches below the roll cage.
2. If a dropped interior is used, the interior panel must fasten flush at the top of the doors, and must taper gradually towards center of car, without creating any lips.
3. If a dropped interior is used, it must taper up, in a straight line to the quarter panel height at the spoiler.
4. If interior is flat throughout the car, it must maintain a minimum clearance of 11" inches from the rollcage, to allow for easy exit.
5. If interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler / rear of deck lid.

NOSE PIECE:

1. Nose extensions must be flexible, and must not extend outside front tires with wheels pointing straight ahead. They cannot alter original shape of nosepiece, and must be braced with collapsible supports.
2. A stock appearing nose must be used; it must be made of molded type material and must be mounted level. No material may be removed from, or added to nosepiece, no cutting from bottom, top or sides. Fender flares must not alter original shape of nosepiece. The valence may be cut for ground clearance.
3. Minimum heights for stock nosepieces is 18".
4. These are the minimum vertical measurements from the bottom of the nosepiece, where sheet metal is attached.
5. Inspector to determine specs on any make not mentioned.
6. Two-piece nose must be fastened together without any spacers to increase width.
7. Stock nosepiece may extend to a maximum of 54" inches from center of front hub to furthest point forward.

FRONT FENDERS AND HOOD:

1. Must be level and flat from left side to right side of car and, at least, as far back as firewall / engine plate. 1" tolerance allowed.
2. No part of fenders or hood may be below outside bodyline. 1" tolerance allowed.

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- Fenders may not gain height from rear to front of car.

DOORS:

- Top of doors, on both sides, can be no higher than 36" inches from ground, with a maximum material depth of 32" inches including any skirts or body extensions.
- At no point may doors break in towards center of car. No dishing.

ROOFS—MANDATORY:

- All models regardless of brand will have the following roof dimensions.
 - Minimum—48" wide X 46" in length.
 - Maximum—50" wide X 51" in length.
- Roof post / supports are mandatory.
- All posts must go from roof edge to outside edge of body on both sides.
 - Roof supports dimensions: 14" minimum to 17" maximum across top and 40" minimum to 43" maximum across the bottom. (SEE DRAWINGS)
 - The roof supports must be aligned from side to side on all cars. If the roof support windows are cut out, must be cut out on both sides and must be the same size on both sides. Holes may be filled with lexan.
- No flat or odd shaped roofs.
- A maximum 1" inch roll is allowed along the front edge of the roof, a maximum 1" inch roll is allowed along the rear edge.
- Any sun / anti-glare shields (maximum 4" inches) deep must be hinged for easy exiting.

REAR QUARTERPANELS:

- Tire clearance from doors and quarter panels must be a minimum of 2" inches tire must be fully visible from the side no wheel skirts.

SPOILER:

- Rear spoilers only - must be securely attached to top of rear body along entire width.
- No material height adjustable type spoilers allowed. Spoiler may be hinged to rear body to allow for change in angle of deflection.
- No more than three (3) spoiler supports may be used.
- Spoilers may be made of sheet aluminum or a transparent material, such as Lexan, and of adequate strength.
- All spoilers will have a maximum size of 8" height, by 72" width.
- Note: Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements, Spoilers will be measured according to total length of and width of material, in any shape.
- Spoiler template will be used for spoiler supports.

CHASSIS / FRAME:

- No aluminum frames or front clips. All frames must be of steel construction, and must be as minimum of 2" by 2" square, or rectangular, with a minimum material thickness of .083" inch.
- If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, with a minimum material thickness of .083" inch. These frames must use 4130 chrome moly steel for construction.
- No front bumpers allowed. Rear bumpers allowed, may be re-inforced, but no rear extensions except for push bar. Push bar must not extend more than 6" beyond rear quarter panels, and must have welded supports to frame at each end. In any case, bumper may not extend beyond center of rear tire.
- Wheelbase a minimum of 103" inches.

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5. No wings or tunnels of any kind allowed underneath the body or chassis of the car.
6. A mud shield on the right frame must measure no larger than the bottom of the frame to the roll bar and front to rear from the midplate to the four bar bracket.

ROLL CAGE:

1. All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
2. Side roll bars are mandatory, and must extend into the door panels.
3. A minimum of three (3) bars must be used on the left side.
4. Each bar must be at least 1-½" in diameter, with a minimum material thickness of .083".
5. Roll cages must be welded to frame.

DRIVER COMPARTMENT / SAFETY:

1. A full metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.
2. Driver's seat must be of a proper racing seat design, located on left side of car and securely attached to frame.
3. A full racing seat belt harness must be used, harness must be secured to frame, not seat.
4. All cars must have a quick release type steering wheel.
5. All cars must have a working starter, operated from inside car.
6. Battery must not be located in driver's compartment.
7. Approved helmet and full fire resistant driver's suit required.
 - a. 50 lbs. weight break for head and neck restraint and/or full containment seat.
8. We strongly suggest that all cars have an approved fire extinguisher – securely mounted, within easy reach of the driver. A 5 lb. Halon System is recommended.

FUEL CELL / FUEL

1. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box, or .80 aluminum, supported by a minimum of two 2" inch by 1/8" inch steel straps.
2. All fuel cells must be completely visible from rear of car.
3. Fuel cell must not be mounted lower than bottom of quick-change rear end.
4. Pump gas or racing fuel only. (*RACING FUEL AVAILABLE AT TRACK*)
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
 - b. Gas must pass acid test.
5. E85 Fuel is allowed.
 - a. Fuel must check within 1% at any time checked, (MIN 84%ETHANOL-MAX 86%)
 - b. E85 MUST REMAIN NATURAL CLEAR COLOR, any sample taken of any other color will illegal.
6. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitro methane, nitro propane, or any nitrate additives.

TRANSMISSION:

1. Drive train must have transmission, mounted on rear of engine-no direct drive or in-out boxes.
2. Any transmission, with working forward and reverse gears permitted, and must lead to one driveshaft.
3. All drive shafts that are not carbon fiber, must be painted white or silver, and must be protected by a minimum of one (1) safety hoop or a sling.

REAR END:

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1. Any type of rear end / differential permitted.
2. No independent rear suspension allowed.

SHOCKS AND SPRINGS:

- A) Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
1. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- B) No cross connected shocks are allowed.
1. The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- C) No "Rod -Through" designs are allowed
1. "Rod-Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- D) No Inerters are allowed.
1. No rotating parts inside the damper.
 2. No inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- E) No electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside of any components or dampers. No portion of the race car including, and not limited to, shock and spring components or chassis components may have the ability to communicate, transfer, transmit, receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device, phone, computer, tablet, ipad, or a mechanical remote device.
- F) Springs must be made of steel. Torsion bars are not allowed in the rear.
- G) Coil springs must be steel.
- H) Shock Locations
1. Only one shock per wheel is permitted at the left front, right front, and right rear corners.
 2. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
 3. One 5th coil shock permitted
 4. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates
- I) Drop chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.
- J) Bump stops and/or bump springs are permitted
- K) Suspension covers are not allowed. Rear covers on race car are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.

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L) A swing arm and/or Z Link suspension is permitted as long as the top and bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The shock on a swing arm or Z link suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS

A) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.

B) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. Example: floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.

C) Bolted components must match the correct bolt size with the hole and be torqued to a minimum of 40 foot pounds per inch. Example: No 3/8" bolts in a 1/2" hole, this is illegal.

D) Rear Suspension Mounts

1. Single shear mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum
2. Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
3. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
4. Double sheer mount must be no wider than 4 inches with a minimum 1/2" grade 8 bolt with steel or aluminum spacers only.

E) Only one mechanical traction device is permitted. Only one pull bar or one lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.

F) Lift Arm and Pull Bar:

1. Floating, pivoting, and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar of lift arm) are not allowed.
2. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coilover combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
3. 6th coil or braking spring assemblies are permitted, must be in front of the 5th coil shock
4. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

G) Radius Rods:

1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
2. Radius rods must be minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be minimum of .095 steel or .120 aluminum in tubing thickness.
3. Heim joints must be a minimum 5/8", and a maximum 3/4" steel heim. No rubber bushings
4. ONLY 2 radius rods per slide.
 - a. Radius rods must be spaced on the frame a minimum of 6"
 - b. Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12".
 - c. Measurements will be made from center of each radius rod bolt.

H) Birdcages:

1. Birdcages may consist of multiple barrels but must bolt or weld together to work as a single barrel birdcage.

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2. Limited one birdcage per side.
3. Shocks and radius rods must be mounted to the birdcage.
4. Floating, pivoting, and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

REMOTE CONTROL SUSPENSION DEVICES

A) NO "in cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted, (this includes 5th coils, etc). ANY driver using "in cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION.

BRAKES:

1. All cars must have operational four wheel braking.
2. No carbon fiber brake parts will be allowed.

WHEELS:

1. Any brand or type of wheel allowed must be mounted with lug nuts.
2. No knock-off or center lock wheels.
3. Maximum wheel width - 14" inches.
4. Maximum width, side to side on outside of front tires 90" inches.
5. Maximum width, side to side on outside of rear tires 88" inches.

TIRES:

1. Hoosier 1350, 1600, 21 or 55 and American Racer 48,56 allowed.
2. Grooving, siping, and buffing tires permitted.
3. All numbers, codes, and manufacturer names must remain visible on the tire. No grinding off of numbers, codes or names. Any tire that has been altered will be illegal.
4. No tire softeners, or conditioners permitted.
 - a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous, components or chemicals that affect the factory set baseline settings of a given tire.
 - b. ALL competitors are subject to tire inspections.**
5. Tires available on race night or call 770-599-6161.

EXHAUST/MUFFLERS – REQUIRED AT SENOIA RACEWAY

1. Any commercially manufactured muffler – MUST register under 100 decibels.
2. Collector type headers only. No 180 degree headers.
3. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
4. Any car that loses a muffler will automatically be disqualified.
5. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

ENGINES:

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1. Engine setback will be 6" (six) inches maximum for all engines measured from center of top ball joint to most forward spark plug. (1 inch Tolerance)
2. All heads are limited to 1 (one) spark plug and 2 (two) valves per cylinder.
3. One four-barrel carburetor only of any manufacture. No turbo-chargers, blowers or fuel injections. All engines must be naturally aspirated.
4. Mechanical fuel pumps only, No electric fuel pumps and no pressurized fuel systems.
5. Magnetos permitted, but all cars must have an operating self-starter.
6. The GM /CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

A-ENGINE: 2350 LBS.

- All cast iron Heads and Block or Cast Iron block and Aluminum heads.
- 8" Spoiler
- 6" inch maximum engine set back.
- (1 inch Tolerance)

B-ENGINE: 2400 LBS.

- All aluminum Block and Heads
- 8" Spoiler
- 6" inch maximum engine set back.
- (1 inch Tolerance)

C-ENGINE: 2300 LBS.

- GM / CT525
- 8" Spoiler Allowed
- 6" inch maximum engine set back.
- (1 inch Tolerance)

WEIGHT:

1. A-engine /with driver 2350lbs.
2. B-engine /with driver 2400lbs.
3. C-engine /with driver 2300lbs.
4. No weight allowance after time trials.
5. No rear end or wheel covers allowed on car while car is being weighed.
6. All cars must have specified weight posted on top left side of roof.
7. Minimum weight will be measured with driver in car.
8. Attached weight must be securely bolted to frame with ½" or larger bolts, and painted white or silver with car number clearly painted on them.
9. No weight may be attached to rear bumper.
10. No lead pellets or liquid weight.

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11. No driver operated weight adjustment devices.
12. 50 lbs. weight break for head and neck restraint or full containment seat
13. One pound per lap weight allowance after race.
14. Track reserves the right to adjust weights in interest of competition should it deem necessary.

SUPER LATE MODEL PROTEST FEES

Protest fee(s) are as follows:

- \$100.00 Engine setback (1" inch tolerance)
- \$100.00 Gas

Any item not listed in the protest fees above is considered a visual protest item and must be protested **before** race – not after.