

# SEMI LATE RULE BOOK

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## CAR SPECIFICATIONS

- A) ANY NORTH AMERICAN MADE CAR 1960 TO 2022.
- B) WHEELBASE IN ACCORDANCE WITH FACTORY BODY SPEC. GM 108 FORD 105
- C) BODY, FRAME, ENGINE MUST BE ALL OF THE SAME MAKE FORD IN FORD, GM IN GM ETC.
- D) MODIFICATIONS THAT ARE ALLOWED ARE LISTED BELOW:

## BUILT ENGINES:

- A) SOLID LIFTER CAMSHAFT ONLY. NO ROLLER CAMS OR LIFTERS
- B) ROLLER ROCKERS AND SHAFTS PERMITTED
- C) NO TITANIUM VALVES
- D) 410 MAXIMUM CUBIC INCH.
- E) ANY SINGLE DISK CLUTCH & STEEL FLYWHEEL PERMITTED
- F) AFTERMARKET BALANCER PERMITTED AND RECOMMENDED
- G) ANY 2-BARREL CARB NOT TO EXCEED 500 CFM, INCLUDING HOLLEY 500 CFM CARBURETOR
- H) ANY INTAKE MANIFOLD NOT OVER 6 INCHES TALL MEASURED FROM CHINA WALL TO CARBURETOR MOUNTING SURFACE
- I) CARBURETOR SPACER AND ADAPTOR CAN BE NO TALLER THAN 1" TOTAL COMBINED HEIGHT.
- J) ONE GASKET NO MORE THAN 1/8" BETWEEN CARB AND SPACER
- K) CARBURETOR MUST FIT TRACK GAUGE
- L) GASOLINE ONLY NO ADDITIVES
- M) GM IN GM FORD IN FORD CHRYSLER IN CHRYSLER ETC.
- N) HEADERS ALLOWED EXCEPT 180 DEGREE HEADERS
- O) ANY BATTERY POWERED IGNITION
- P) FLAT TOP OR INVERTED DOME PISTONS ONLY
- Q) PISTONS MUST BE AT ZERO DECK HEIGHT OR BELOW THE DECK OF THE BLOCK AT TOP DEAD CENTER.

## CYLINDER HEADS

- A) MINIMUM COMBUSTION CHAMBER SIZE OF 60CC (TOLERANCE OF +/- 3CC ALLOWED)
- B) MINIMUM HEAD GASKET THICKNESS OF .038
- C) CAST IRON CYLINDER HEAD ONLY VALVES MUST BE IN FACTORY LOCATION

## CRATE ENGINES

- A) GM 602/604 CRATE ENGINE & FORD M-6007-D347SR/JR CRATE ENGINE WILL BE THE ONLY CRATE ENGINE ALLOWED.
- B) MUST HAVE SEALS IN PLACE

## CRATE CARBURETOR

- a) ANY ONE (1) CARBURETOR NOT TO EXCEED FOUR (4) BARREL AND NOT TO EXCEED 650 CFM.
- b) ONLY WORK THAT CAN BE DONE TO CARBURETOR IS CHOKE REMOVAL AND SHAFT REMOVAL.

## BODIES

- A) MUST BE COMPLETE AND STOCK APPEARING
- B) GENERIC BODY PANELS PERMITTED (ALL BODY PANELS AND PARTS MUST HAVE COMPLETE FACTORY LINES)
- C) 5 STAR PERFORMANCE, ASA, ALL PRO, ETC. BODY AND BODY PARTS WILL BE PERMITTED
- D) ALUMINUM OR STEEL BODIES ALLOWED
- E) THE REAR INSIDE TRUNK AREA CAN BE OPEN TO ALLOW TECH INSPECTORS TO EASILY VIEW REAR SUSPENSION
- F) BODY MUST HAVE BOW IN THE SIDE DOORS, NO STRAIGHT LINES

- G) IF STOCK BODY PANELS ARE USED DOORS MUST BE WELDED SHUT
- H) NO RUB RAILS ALLOWED

#### **APPEARANCE**

- A) CAR MUST REMAIN STOCK APPEARING AS MANUFACTURED
- B) WHEEL WELLS MAY NOT BE ALTERED EXCEPT FOR MINOR TRIMMING FOR CLEARANCE
- C) FLOORBOARDS AND FRAMES MAY BE PATCHED FOR RUST
- D) ALL OTHER HOLES MUST BE COVERED INDIVIDUALLY
- E) THE DRIVERS' FEET AND LEG AREA AND DRIVERS DOOR SHOULD BE SHIELDED FOR DRIVERS SAFETY USING 1/8 INCH STEEL OR 1/4 INCH ALUMINUM
- F) NO COVERING OF ROLL CAGE OR FRAME WITH SHEET METAL WILL BE PERMITTED
- G) THE SAFETY INSPECTOR WILL HAVE FINAL WORD ON THE APPEARANCE
- H) ALL GLASS MUST BE REMOVED
- I) SCREENS OR BARS ARE MANDATORY IN PLACE OF WINDSHIELD
- J) MUST HAVE REAR BUMPER COVER. YOU MAY HAVE SIX, 1 INCH HOLES PER SIDE IN TAILLIGHT AREA ONLY.
- K) ALL CRATE CARS MUST HAVE A DECAL ABOVE THE DRIVER'S DOOR 2 INCHES IN HEIGHT STATING CRATE.

#### **SPOILERS**

- A) CANNOT PASS REAR BODY PANELS
- B) DECK HEIGHT IS 39 INCHES
- C) SPOILER HEIGHT IS 44 INCHES MEASURED FROM GROUND TO TOP OF SPOILER FOR BUILT ENGINES.
- D) MAXIMUM OF 46 INCHES FROM THE GROUND TO THE TOP OF THE SPOILER FOR CRATE ENGINES.
- E) SPOILER WIDTH OF 65 INCHES, MAXIMUM 5 INCHES TALL FOR BUILT ENGINES.
- F) SPOILER WIDTH OF 65 INCHES, MAXIMUM 7 INCHES TALL FOR CRATE ENGINES.

#### **FRAMES**

- A) MAY BE X BRACED SUPPORTED FOR STRENGTH
- B) IF CAR IS MANUFACTURED WITHOUT A FULL FRAME THEN FRAME MUST BE TIED TOGETHER

#### **ROLL CAGE**

- A) MUST BE A 6 POST DESIGN WITH A FRONT ROLL BAR FOLLOWING THE WINDSHIELD CONTOUR AND REAR ROLL BAR IN BACK OF THE DRIVER'S SEAT
- B) TOP OF ROLL BAR MUST BE CONNECTED TO FORM A BOX SECTION AND BE AT LEAST 4 INCHES ABOVE DRIVER'S HEAD
- C) THE 5<sup>TH</sup> AND 6<sup>TH</sup> POSTS FROM TOP OF ROLL CAGE TO REAR FRAME AT FIREWALL
- D) BARS MUST BE SECURELY FASTENED TO FRAMES BY WELDING
- E) NO SCREWED PIPE FITTINGS
- F) ALL ROLL BARS MUST BE A MINIMUM OF .125 WALL THICKNESS
- G) SEAMLESS TUBING OF 1 1/2" OR SEAMED TUBING OF 2 INCHES OUTSIDE DIAMETER MUST BE USED
- H) SEAT MUST BE FASTENED TO ROLL CAGE AND BE MUST BE IN STOCK LOCATION
- I) ROLL CAGE MAY EXTEND INTO ENGINE AND TRUNK COMPARTMENTS FOR BRACING AND DRIVER SAFETY
- J) TECH INSPECTOR HAS FINAL WORD ON ROLL CAGE AND SEAT MOUNTING

#### **WHEELS**

- A) CARS MUST HAVE REINFORCED WHEELS AND OVERSIZE LUGS ON ALL 4 WHEELS
- B) WHEEL WIDTH 12 INCH MAXIMUM
- C) MUST BE STEEL
- D) BEAD LOCKS ARE PERMITTED

#### **TIRES**

- A) HOOSIER BRAND TIRES ONLY
- B) ANY HOOSIER TIRE 1300 OR HARDER, MUST PASS DUROMETER READING OF 40

#### **REAR ENDS**

- A) REAR ENDS MUST BE LOCKED, 9 INCH FORD REAR ENDS AND FLOATERS ARE PERMITTED ON ANY BRAND CAR
- B) FORD 9 INCH AND FLOATER REARS MUST RUN STANDARD SWING ARM TYPE SUSPENSION OR LEAF SPRING SUSPENSION.
- C) NO INDEPENDENT REAR SUSPENSION
- D) ALL MOUNTING POINTS ON FRAME AND REAR MUST BE STOCK LOCATIONS. NO ALTERING REAR. LOWER CONTROL ARMS MUST BE STRAIGHT EQUAL LENGTH NONADJUSTABLE WITH RUBBER BUSHINGS.

- E) REAR LOWER CONTROL ARM BRACKET ON REAR END HOUSING CAN BE NO LONGER THAN 7 INCHES LONG FOR ADJUSTMENT OF LOWER CONTROL ARM. LOWER CONTROL ARM MOUNTING POSITION MAY NOT BE LOCATED FURTHER THAN 3.5" FROM BOTTOM OF AXLE HOUSING TO CENTER OF MOUNTING BOLT.
- F) GM LOWER ARMS MUST BE 19 INCHES CENTER TO CENTER ON BOTH SIDES

#### **TRANSMISSIONS**

- A) STANDARD STRAIGHT CUT GEAR WITH FORWARD AND REVERSE WORKING GEARS
- B) BERT, BRIN, OR FALCON TRANSMISSION ALLOWED
- C) AUTOMATIC TRANSMISSION ALLOWED
- D) MUST HAVE BLOWPROOF BELL HOUSING OR SCATTER SHIELD ON ALL TRANSMISSIONS, NO REAR MOUNT STARTERS.
- E) MINIMUM 1 ½ INCH HOLE IN SCATTER SHIELD OR BELL HOUSING FOR INSPECTION PURPOSE
- F) DIRECT DRIVE TRANSMISSIONS SUCH AS BERT, BRINN OR FALCON ARE PERMITTED ON CRATE ENGINE.

#### **ENGINE LOCATION**

- A) 2<sup>ND</sup> PLUG ON DRIVERS SIDE MUST BE IN LINE WITH UPPER BALL JOINT

#### **FUEL SYSTEM**

- A) THIRTY-TWO GALLON MAXIMUM SAFETY APPROVED FUEL CELL IN A 20 GAUGE STEEL BOX SUPPORTED BY TWO 1/8 INCH BY 2INCH STEEL STRAPS TOP AND BOTTOM TO SAFELY SECURE FUEL CELL
- B) ALL FUEL CELL MUST BE MOUNTED IN TRUNK AREA OF CAR
- C) FUEL LINES SHOULD RUN UNDER FLOOR OF CAR
- D) FUEL SHALL BE SUBJECT TO TESTING AT ANY TIME
- E) FUEL LINE MUST BE IN STEEL PIPE 1½" DIAMETER FROM FIREWALL TO FIREWALL IF PLACED ABOVE FLOORBOARD
- F) FUEL LINE IS TO BE ON RIGHT SIDE OF CAR AWAY FROM DRIVER AND MOUNTED ON FLOORBOARD
- G) NO WIRES IN PIPE
- H) NO FUEL ADDITIVES

#### **DRIVESHAFT**

- A) THE DRIVESHAFT MUST BE 2INCHES IN DIAMETER
- B) ALL DRIVESHAFTS MUST BE PAINTED WHITE
- C) ONLY ONE DRIVESHAFT IS PERMITTED
- D) A MINIMUM OF ONE DRIVESHAFT LOOP OR SLING MUST BE FASTENED SECURELY TO FRAME . IT IS NOT RECOMMENDED THAT 2 DRIVESHAFT LOOP /SLING BE USED
- E) NO ALUMINUM DRIVESHAFTS STEEL ONLY

#### **SUSPENSION**

- A) ONLY ONE SPRING PER FRONT AND REAR CORNERS
- B) NO STACKING OF SPRINGS
- C) FRONT COIL SPRING 4 ½ INCH DIAMETER MINIMUM 5 ½ INCH MAXIMUM DIAMETER
- D) NO BUMP STOPS OR BUMP SPRINGS ALLOWED.
- E) TUBULAR FRONT UPPER A-ARMS PERMITTED
- F) FRONT UPPER A-ARMS MUST BE MAXIMUM 9 ½" LENGTH WITH MAXIMUM 1 INCH SPLIT.
- G) STEEL SHOCKS ONLY NO ADJUSTABLE SHOCKS
- H) NO ALUMINUM SHOCKS
- I) NO SCHRADER VALVE ON SHOCKS ALLOWED
- J) NO COIL OVER SUSPENSION
- K) NO 3 LINK OR PANHARD BAR SUSPENSIONS
- L) NO CHAINS, CABLES, TIE DOWNS, ROPE, TRAVEL LIMITERS, ETC.
- M) NO BUMP STOP/RUBBERS ON FRAME.
- N) REAR SPRINGS 14" ON THE LEFT WITH UP TO A 2" SPLIT ON THE RIGHT (12"-16")
- O) SHOCKS 7" FRONT, 9" REAR

#### **BRAKES**

- A) STANDARD PRODUCTION BRAKE COMPONENTS ONLY
- B) BRAKES MUST WORK ON ALL 4 CORNERS AT ALL TIMES
- C) DUAL MASTER CYLINDERS AND BRAKE ADJUSTERS ARE PERMITTED

#### **WEIGHT LIMIT**

- A) A MINIMUM WEIGHT LIMIT IS IN EFFECT
- B) THIS WEIGHT LIMIT IS WITH DRIVER AT THE FINISH OF THE RACE WITHOUT ADDING FUEL
- C) MINIMUM OF 3000 LBS. IS IN EFFECT AFTER THE RACE WITH DRIVER AND WITHOUT ADDING ANYTHING TO CAR
- D) IF CAR FAILS TO MAKE WEIGHT OR CROSS SCALES AFTER RACE CAR AND DRIVER WILL BE DISQUALIFIED

**NOTE:** TECH INSPECTOR HAS FINAL WORD ON ALL RULES

**Outlook for 2024:**

- Stock replacement frame is being investigated.