

2024 SEMI LATE TECH RULES

REVISED: 12-19-2023 REVISED: 12-29-2023



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1. FRAME

- 1A ANY NORTH AMERICAN MADE CAR 1960 TO PRESENT.
- 1B WHEELBASE IN ACCORDANCE WITH FACTORY BODY SPEC. GM 108 FORD 105
- 1C FRAME MUST MATCH BODY - FORD TO FORD, GM TO GM ETC
- 1D MAY BE X BRACED SUPPORTED FOR STRENGTH
- 1E FRAMES MAY BE PATCHED FOR RUST
- 1F ALL OTHER HOLES MUST BE COVERED INDIVIDUALLY
- 1G IF CAR IS MANUFACTURED WITHOUT A FULL FRAME, THEN FRAME MUST BE TIED TOGETHER
- 1H BERNHEISEL "M SERIES FULL PERIMETER" IS PERMITTED FOR ENGINE OPTION 2 ONLY. MUST BE CERTIFIED, UNALTERED, HAVE SERIAL NUMBER IN PLACE AND CONFIRM TO BERNHEISEL JIG STANDARDS. ANY VIOLATION MAY RESULT IN DISQUALIFICATION AND/OR SUSPENSION.

2. ROLL CAGE – OEM FRAME

- 2A 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
- 2B TOP OF ROLL BAR MUST BE CONNECTED TO FORM A BOX SECTION AND BE AT LEAST 4 INCHES ABOVE DRIVER'S HEAD
- 2C THE 5TH AND 6TH POSTS FROM TOP OF ROLL CAGE TO REAR FRAME AT FIREWALL
- 2D BARS MUST BE SECURELY FASTENED TO FRAMES BY WELDING
- 2E NO SCREWED PIPE FITTINGS
- 2F ALL ROLL BARS MUST BE A MINIMUM OF .095 WALL THICKNESS
- 2G SEAMLESS TUBING OF 1 ½" OR SEAMED TUBING OF 2 INCHES OUTSIDE DIAMETER MUST BE USED
- 2H SEAT MUST BE FASTENED TO ROLL CAGE AND BE MUST BE IN STOCK LOCATION
- 2I ROLL CAGE MAY EXTEND INTO ENGINE AND TRUNK COMPARTMENTS FOR BRACING AND DRIVER SAFETY
- 2J TECH INSPECTOR HAS FINAL WORD ON ROLL CAGE AND SEAT MOUNTING

3. ROLL CAGE – BERNHEISEL

- 3A MINIMUM 6-POINT ROLL CAGE IS REQUIRED.
- 3B THE ROLL CAGE MUST BE CONSTRUCTED OF MAGNETIC STEEL TUBING THAT IS A MINIMUM OF 1.50 INCH IN DIAMETER, WITH A MINIMUM TUBING THICKNESS OF .095 (WALL THICKNESS).
- 3C THE ROLL CAGE MUST BE LOCATED WITHIN THE STOCK OEM PARAMETERS OF THE DOORS OF THE VEHICLE.
- 3D A MINIMUM OF THREE (3) DOOR BARS ARE REQUIRED ON EACH DOOR.

- 3E A RADIATOR PROTECTION BAR WILL BE PERMITTED.
- 3F NO PORTION OF THE REAR HOOP MAY EXTEND REARWARD PAST THE LOWER TRAILING ARM MOUNT.
- 3G THE REAR VERTICAL ROLL BAR HOOP OF THE ROLL CAGE SHOULD BE PERPENDICULAR TO THE FRAME AND MUST NOT EXCEED A TEN (10) DEGREE VARIATION FROM PERPENDICULAR IN ITS VERTICAL RISE FROM THE FRAME.
- 3H THE TOP HALO MUST BE NO LESS THAN FORTY (40) INCHES ACROSS LEFT TO RIGHT AND TWENTY NINE (29) INCHES FRONT TO BACK, FROM OUTSIDE TO OUTSIDE.
- 3I ANY BARS THAT ARE UTILIZED FOR THE TOP PORTION OF THE ROLL CAGE, INCLUDED, BUT NOT LIMITED TO THE FRONT AND REAR HOOPS, THE TOP HOOP, AND THE UPRIGHTS, MUST EXTEND A MINIMUM OF 2" -INCH ABOVE THE DRIVER'S HELMET.
- 3J A MINIMUM OF ONE CROSS BAR IN TOP HALO OF ROLL CAGE IS REQUIRED.

4. BODY

- 4A MUST BE COMPLETE AND STOCK APPEARING
- 4B GENERIC BODY PANELS PERMITTED (ALL BODY PANELS AND PARTS MUST HAVE COMPLETE FACTORY LINES)
- 4C 5 STAR PERFORMANCE, ASA, ALL PRO, ETC. BODY AND BODY PARTS WILL BE PERMITTED
- 4D ALUMINUM OR STEEL BODIES ALLOWED THE REAR INSIDE TRUNK AREA CAN BE OPEN TO ALLOW TECH INSPECTORS TO EASILY VIEW REAR SUSPENSION
- 4E BODY MUST HAVE BOW IN THE SIDE DOORS, NO STRAIGHT LINES
- 4F IF STOCK BODY PANELS ARE USED DOORS MUST BE WELDED SHUT
- 4G NO RUB RAILS ALLOWED
- 4H DECK HEIGHT IS 39 INCHES MAXIMUM
- 4I WHEEL WELLS MAY NOT BE ALTERED EXCEPT FOR MINOR TRIMMING FOR CLEARANCE
- 4J SPOILER CANNOT PASS REAR BODY PANELS
- 4K SPOILER WIDTH OF 65 INCHES, MAXIMUM 5 INCHES TALL FOR ENGINE OPTION #1
- 4L SPOILER WIDTH OF 65 INCHES, MAXIMUM 7 INCHES TALL FOR ENGINE OPTION #2
- 4M MUST HAVE REAR BUMPER COVER. YOU MAY HAVE SIX, 1 INCH HOLES PER SIDE IN TAILLIGHT AREA ONLY.

5. INTERIOR

- 5A FLOORBOARDS MAY BE PATCHED FOR RUST
- 5B ALL OTHER HOLES MUST BE COVERED INDIVIDUALLY
- 5C 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
- 5D NO COVERING OF ROLL CAGE OR FRAME WITH SHEET METAL WILL BE PERMITTED
- 5E THE SAFETY INSPECTOR WILL HAVE FINAL WORD ON THE APPEARANCE
- 5F ALL GLASS MUST BE REMOVED
- 5G SCREENS OR BARS ARE MANDATORY IN PLACE OF WINDSHIELD

6. SUSPENSION

- 6A NO BUMP STOPS ALLOWED
- 6B TUBULAR FRONT UPPER A-ARMS PERMITTED
- 6C FRONT UPPER A-ARMS MUST BE MAXIMUM 9 1/2" LENGTH WITH MAXIMUM 1 INCH SPLIT
- 6D NO 3 LINK OR PANHARD BAR SUSPENSIONS
- 6E NO CHAINS, CABLES, TIE DOWNS, ROPE, TRAVEL LIMITERS, ETC.
- 6F NO BUMP STOP/RUBBERS ON FRAME

7. STEERING

- 7A COLLAPSABLE STEERING COLUMN HIGHLY RECOMMENDED. MANDATORY FOR 2025

8. SHOCKS

- 8A STEEL SHOCKS ONLY NO ADJUSTABLE SHOCKS
- 8B NO ALUMINUM SHOCKS
- 8C NO SCHRADER VALVE ON SHOCKS ALLOWED
- 8D SHOCKS 7" FRONT, 9" REAR

9. SPRINGS

- 9A ONLY ONE SPRING PER FRONT AND REAR CORNERS
- 9B NO STACKING OF SPRINGS
- 9C NO BUMP SPRINGS
- 9D FRONT COIL SPRING 4 1/2 INCH DIAMETER MINIMUM 5 1/2 INCH MAXIMUM DIAMETER
- 9E REAR SPRINGS 16" MAXIMUM. NO MORE THAN 3" SPLIT BETWEEN LEFT REAR & RIGHT REAR, NOT TO EXCEED 16" ON EITHER SIDE

10. REAR END

- 10A REAR ENDS MUST BE LOCKED, 9 INCH FORD REAR ENDS AND FLOATERS ARE PERMITTED ON ANY BRAND CAR
- 10B FORD 9 INCH AND FLOATER REARS MUST RUN STANDARD SWING ARM TYPE SUSPENSION OR LEAF SPRING SUSPENSION.
- 10C NO INDEPENDENT REAR SUSPENSION
- 10D ALL MOUNTING POINTS ON FRAME AND REAR MUST BE STOCK LOCATIONS. NO ALTERING REAR.
- 10E LOWER CONTROL ARMS MUST BE STRAIGHT EQUAL LENGTH NONADJUSTABLE WITH BUSHINGS. LOWER CONTROL ARMS MUST NOT CONTAIN A HEIM.

- 10F 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.
- 10G GM LOWER ARMS MUST BE 19 INCHES CENTER TO CENTER ON BOTH SIDES

11. TRANSMISSIONS

- 11A STANDARD STRAIGHT CUT GEAR WITH FORWARD AND REVERSE WORKING GEARS
- 11B BERT, BRIN, OR FALCON TRANSMISSION ALLOWED
- 11C AUTOMATIC TRANSMISSION ALLOWED
- 11D MUST HAVE BLOWPROOF BELL HOUSING OR SCATTER SHIELD ON ALL TRANSMISSIONS, NO REAR MOUNT STARTERS.
- 11E MINIMUM 1 1/2 INCH HOLE IN SCATTER SHIELD OR BELL HOUSING FOR INSPECTION PURPOSE

12. DRIVE SHAFTS

- 12A THE DRIVESHAFT MUST BE 2 INCHES IN DIAMETER
- 12B ONLY ONE DRIVESHAFT IS PERMITTED
- 12C ALL DRIVESHAFTS MUST BE PAINTED WHITE
- 12D 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
- 12E NO ALUMINUM DRIVESHAFTS. STEEL ONLY

13. TIRES & WHEELS

- 13A CARS MUST HAVE REINFORCED WHEELS AND OVERSIZE LUG NUTS ON ALL 4 WHEELS
- 13B WHEEL WIDTH 12 INCH MAXIMUM
- 13C WHEELS MUST BE STEEL
- 13D BEAD LOCKS ARE PERMITTED
- 13E FRONT & REAR TIRES:
 - HOOSIER NLMT 2 OR HARDER
 - HOOSIER 1300 OR HARDER
 - AMERICAN RACER 44 OR HARDER PERMITTED.
 - AMERICAN RACER PRO 2 OR HARDER.
- 13F MUST PASS DUROMETER READING OF 40

14. BRAKES

- 14A STANDARD PRODUCTION BRAKE COMPONENTS ONLY
- 14B BRAKES MUST WORK ON ALL 4 CORNERS AT ALL TIMES
- 14C DUAL MASTER CYLINDERS AND BRAKE ADJUSTERS ARE PERMITTED

15. EXHAUST

- 15A HEADERS ALLOWED EXCEPT 180 DEGREE HEADERS

16. FUEL SYSTEM

- 16A 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
- 16B ALL FUEL CELL MUST BE MOUNTED IN TRUNK AREA OF CAR
- 16C FUEL LINES SHOULD RUN UNDER FLOOR OF CAR OR IN STEEL PIPE 1½" DIAMETER FROM FIREWALL TO FIREWALL IF PLACED ABOVE FLOORBOARD
- 16D FUEL LINE IS TO BE ON RIGHT SIDE OF CAR AWAY FROM DRIVER AND MOUNTED ON FLOORBOARD
- 16E NO WIRES IN PIPE

17. FUEL

- 17A ONLY GASOLINE OR RACING GASOLINE ARE PERMITTED.
- 17B NO ADDITIVES
- 17C FUEL SHALL BE SUBJECT TO TESTING AT ANY TIME

18. WEIGHT

- 18A WEIGHT LIMIT IS WITH DRIVER AT THE FINISH OF THE RACE WITHOUT ADDING FUEL
- 18B MINIMUM OF 3000 LBS. FOR ENGINE OPTION #1
- 18C MINIMUM OF 2900 LBS FOR ENGINE OPTIONS #2 & #3
- 18D IF CAR FAILS TO MAKE WEIGHT OR CROSS SCALES AFTER RACE CAR AND DRIVER WILL BE DISQUALIFIED

19. IGNITION/GAUGES/ELECTRONIC

- 19A NO CELL PHONES, UNAPPROVED CAMERAS, TRANSMITTING OR LISTENING DEVICES (EXCEPTION IS ONEWAY RACE RECEIVER RADIO BY OFFICIALS), OR TIMING RETARD CONTROLS.
- 19B ONE 12 VOLT, UNALTERED, NON ADJUSTABLE, IGNITION BOX ALLOWED. ONLY CHANGE ALLOWED TO IGNITION BOX IS ONE HIGH-END REV-LIMITER OR AN INTERNAL SETTING INSIDE BOX.
- 19C ALL COMPONENTS MUST BE OUT OF REACH OF DRIVER.
- 19D NO MAGNETOS OR CRANK TRIGGERS.
- 19E OEM TYPE ALTERNATOR WITH INTERNAL REGULATOR ALLOWED.
- 19F ANY BATTERY POWERED IGNITION

20. ENGINE COMPARTMENT

- 20A ENGINE MUST MATCH OEM
- 20B GM IN GM FORD IN FORD CHRYSLER IN CHRYSLER ETC
- 20C 2ND PLUG ON DRIVERS SIDE MUST BE IN LINE WITH UPPER BALL JOINT

21. ENGINE OPTION #1

- 21A MAXIMUM 410 CUBIC INCH.
- 21B SOLID LIFTER CAMSHAFT ONLY. NO ROLLER CAMS OR LIFTERS
- 21C ROLLER ROCKERS AND SHAFTS PERMITTED
- 21D NO TITANIUM VALVES
- 21E ANY SINGLE DISK CLUTCH & STEEL FLYWHEEL PERMITTED
REMOVED FOR 2024
- 21F AFTERMARKET BALANCER PERMITTED AND RECOMMENDED
- 21G ANY 2-BARREL CARB NOT TO EXCEED 500 CFM, INCLUDING HOLLEY 500 CFM CARBURETOR
- 21H ANY INTAKE MANIFOLD NOT OVER 6 INCHES TALL MEASURED FROM CHINA WALL TO CARBURETOR MOUNTING SURFACE
- 21I CARBURETOR SPACER AND ADAPTOR CAN BE NO TALLER THAN 1" TOTAL COMBINED HEIGHT.
- 21J ONE GASKET NO MORE THAN 1/8" BETWEEN CARB AND SPACER
- 21K CARBURETOR MUST FIT TRACK GAUGE
- 21L FLAT TOP OR INVERTED DOME PISTONS ONLY
- 21M PISTONS MUST BE AT ZERO DECK HEIGHT OR BELOW THE DECK OF THE BLOCK AT TOP DEAD CENTER.
- 21N MINIMUM COMBUSTION CHAMBER SIZE OF 60CC (TOLERANCE OF +/- 3CC ALLOWED) REMOVED FOR 2024
- 21O MINIMUM HEAD GASKET THICKNESS OF .038 REMOVED FOR 2024
- 21P CAST IRON CYLINDER HEAD ONLY VALVES MUST BE IN FACTORY LOCATION

22. ENGINE OPTION #2

- 22A GM 602/604 CRATE ENGINE & FORD M-6007-D347SR/JR CRATE ENGINE WILL BE THE ONLY CRATE ENGINE ALLOWED.
- 22B MUST HAVE SEALS IN PLACE
- 22C ANY ONE (1) CARBURETOR NOT TO EXCEED FOUR (4) BARREL AND NOT TO EXCEED 750 CFM
- 22D ONLY WORK THAT CAN BE DONE TO CARBURETOR IS CHOKE REMOVAL AND SHAFT REMOVAL

23. ENGINE OPTION #3

- 23A MAXIMUM 358 CUBIC INCH
- 23B MUST FOLLOW BEDFORD SPEEDWAY SEMI LATE RULES
- 23C DRIVERS CLAIMING ENGINE OPTION #3 MUST BE ACTIVELY COMPETING AT BEDFORD SPEEDWAY