



2018
Late Model
Rules



SUNSET SPEEDWAY 2018 LATE MODEL RULES

DISCLAIMER

The rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By making application for a competitor permit, it is deemed that the competitor agrees to become familiar with these regulations and abide by the directions set forth and prescribed by Management. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or specifications. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

THE INTERPRETATION OF THESE RULES WILL BE SOLELY THE JUDGMENT OF THE TRACK OFFICIALS & TECH STAFF IN CHARGE AND THEIR DECISION WILL BE FINAL

Any cars being teched will be allowed to have only one driver and two mechanics present in the tech area. Any harassment from any driver and/or crew member to the tech staff (or any other track official) may result in an automatic disqualification, thus forfeiting all money earned that night.

DISQUALIFICATION DECISION FOR ANY REASON WILL BE DEEMED FINAL.

QUALIFYING: Cars missing 2 or more consecutive weeks or starting late, will ALWAYS start at the rear of the field for ALL features on their first night returning.

TECHNICAL SPECIFICATIONS

- The word stock when used herein, shall mean unaltered, as factory available and produced by the OEM for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book and other OEM Specification Book.

1) BODY STYLE

- Any North American built car: fibreglass, aluminum or steel.
- No jeeps, station wagons or convertibles.

2) BODY APPEARANCE

- Body must be stock appearing and in stock position on the frame.
- Bodies are to be template style; 5 Star, ARP etc. New 2010 or later Camaro, Mustang and Challenger **TEMPLATE** Bodies allowed.
- Body must be after market and made of steel, aluminum or fibreglass.
- Bodies are to be run as purchased. No body pods or side rails permitted.
- Rubber front and rear bumper covers are recommended.
- No wedge style, slab side or high performance bodies or DIRT noses allowed.
- When using a fibreglass roof, min. 20 gage sheet metal below the roof in driver compartment area recommended.
- No carbon fibre body parts permitted.
- Wheel opening flares cannot extend past scrub rails.
- Wheels or tires must not extend outside body or scrub rails.

- Absolutely no bars shall extend outside of body panels including the grille and bumper with the exception of side scrub rails.
- Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, maximum 1"x2" welded or bolted to roll cage.
- No sharp edges.
- When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk.
- V type Lexan scrub rails allowed.
- Grille and headlights must retain original appearance.
- Minimum ground clearance is 4"(four) inches at the lowest point of body or skirt and 5"(five) at the frame to the ground, excluding front cross member but including ballast weight (without driver).
- Body height will be a minimum of 46 inches, measured 10" behind top of windshield on roof centerline (without driver).
- Crush panels, minimum of 40 thou. Aluminum can be used to separate the body panels and windshields from the interior.
- Rear spoiler 5" maximum height, and maximum width of 60" of clear Lexan only no coverage no lettering, no sponsors.
- Any lip on top edge of spoiler is included in the 5" maximum height.
- Rear quarter panel measured @ the bumper cover 35" for APC body & 36" for Muscle Car body
- No bracing or side pods.
- At the point in which the spoiler bends and goes vertical, it cannot exceed beyond the edge of the rear deck and must follow the contour of the rear deck lid.
- Maximum spoiler height is 40" for APC Bodies & 41" for Muscle Car Bodies as measured from the ground to the top of the spoiler.
- Doors must conform to original shape and be securely mounted using bolts, rivets, and or welding. No sheet metal screws.
- Hood must resemble stock hood in appearance.
- Original manufactured hood scoops only allowed.
- Exterior hood hinges allowed and must have 3 front hood pins.
- If hood is removable, it must have 2 front with center hold down or have 3 front and 2 rear hood pins. (No carbon fibre hoods or bodies panels allowed).
- Trunk deck lid must be hinged or easily removable to have easy access in case of fire.

Windshield

- Windshields must be safety glass with 4 safety clips or Lexan. No Plexiglas allowed.
- Window pillars must be approx. stock width and location.
- 2 Front windshield center bracing mounted inside car mandatory.
- No exterior bracing, front or back.
No added film spray tinting allowed.
- Minimum side window openings 22" length x 14 ½" height.
- No obstruction of driver's view, in or out of race car, with the exception of the top 4" of the front windshield for track sponsor decal.
- No letters or numbers on the rear window.

Bumpers

- Must be original type, securely fastened with all metal bracing and /or reinforcing concealed behind bumpers.
- Must not be wider than width of body.

- Must be minimum of 15" and maximum of 18" from ground measured from the center of the bumper.
- **Fuel Cell Protection Bar** must be made of 1 ½' .095 wall bar to be a minimum 30" wide centred no higher than 2" from the bottom of the bottom of the bumper cover
- No cut-off ends.

Paint & Lettering

- All cars must be neatly painted.
- Numbers assigned by the track must be painted on both sides of the car and roof, in minimum 24" high by 5" wide letters (roof numbers read from right side) of a color offering a distinct contrast to the color of the car.
- No trick numbers.
- 4" numbers on both headlight and tail light caps required.
- Block type numbers 6" high, white in color, must be displayed on the upper right hand side of the windshield.

3) BATTERY

- Must be anchored securely and separated from driver's compartment by firewall.
- One 12- volt battery only.

4) TRANSMISSION

Standard Transmission, Flywheel & Clutch Assy.

- Any manual stock OEM 3 or 4 speed transmission permitted.
- Richmond Super T10's permitted (no Richmond 2 speed straight cut gear).
- Stock type steel single disc clutch and flywheel units must not be drilled or machined.
- Stock type clutch and pressure plate, minimum 10" diameter.
- Discs may be puck type.
- Nodular or steel flywheels allowed.
- Minimum flywheel weight 14 lbs.
- Crate motors allowed minimum 5.5" triple disc clutch.
- Must have NHRA steel bell housing, Sema 6.1 flywheel shield or scatter shield of ¼" steel.
- Must be mounted over the clutch and flywheel 360 degrees between the bell housing and the floor.
- No scatter shield inside the car permitted.
- At your own option, bell housing should have an inspection plate for easy inspection of clutch.
- If there is no inspection plate on the bell housing, you may be required to remove the transmission for clutch inspection.
- **Mandatory ½" hole in bell housing for turning flywheel when whistling engine.**
- **NO G Force, No Jerico Raptors or Straight cut gear clutchless transmissions allowed.**

5) BRAKES

- Four wheel hydraulic brakes in good working condition are compulsory.
- Four-wheel discs allowed.
- Dual master cylinder with balance bar allowed.
- No aluminum callipers or alterations of callipers and rotors.
- Steel single piston callipers and minimum 3/4" rotors only.
- Steel calliper mounts only.

- No brake fluid cooling devices containing a pump.

6) CHASSIS, SUSPENSION and Roll Cage

- Body, engine and chassis are interchangeable.
- Absolutely no offset chassis allowed.
- Perimeter chassis only.
- Maximum offset variance of ½" from centre of cross member to outer frame rails.
- A full roll cage constructed out of 1 3/4 x .095 min. round steel tubing is mandatory.
- Roll cage must be symmetrical in all directions.
- A minimum of four horizontal door bars on the driver's side with a minimum of two vertical bars between each horizontal bar. "X" type bars will be allowed on passenger side.
- Left leg protection bar must be installed between the roll cage and the left front frame rail.
- Dash bar required, along with an "X" type member across and behind driver.
- A "Petty" bar recommended running from center of cage to upper right front halo
- Wheelbase will be a minimum of 104" on full frame chassis. Maximum width to be 81" measured to the bulge of the tire @ the Spindale height
- Upper roof halo must be a minimum 32" wide.
- All welds must be electric or mig and will be subject to the approval of tech inspectors
- All roll bars in the driver's area must be properly padded and taped.
- Driver door bars must be filled with a minimum of 16 gauge steel.
- The frame rails can be shortened to meet this measurement.
- Wheelbase must be within 1 inch from one side to the other side (I.E. 104" minimum, 105" maximum) of the car at all times.
- This is tolerance for alignment purposes only.
- Fabricated rear clips are allowed.
- A factory production stock front clip may be used from the firewall forward.
- Fabricated front clips are allowed but must meet the following specifications: tubular front clip rule 2"x3" or 2"x4".
- Factory front clips must extend from in front of the steering box rear ward to the main rail.
- Frame may be built out of 2"x3" or 2"x4", minimum .095" wall thickness.
- Where the main frame rail ends, forward may be built out of smaller material if desired to accommodate mounting of the front bumper.
- This will be referred to as the bumper crush tube.
- Lower control arms must remain in stock position and will be checked on a regular basis with a portable measuring devise.
- **Stock steering box or rack and pinion steering can be used.**
- After market center link may be used.
- Aluminum tie rod sleeves may be used.
- Heim joint tie rod ends may be used.
- Cross member Mandatory 1" minimum.
- Chassis rails must be of equal distance from the centerline of car.
- Main frame rails must be no less than 24" outside of rail to center line of chassis.
- Chassis from firewall rearward may be fabricated from no less than 10" circumference by .095" box tubing.
- No holes drilled for lightening purposes.

- Sway bar must be mounted to lower control arm and may be adjustable.
- Maximum 4 load bolts may be used.
- Hubs may be drilled for larger wheel studs.
- Minimum of 5/8" wheel studs mandatory.
- No coil over suspensions allowed.
- No coil over eliminators.
- Minimum 4" O.D. coil springs allowed.
- Spring rubbers may be used.
- Steel hubs only, no aluminum hubs.
- Big bearing hub adapters may be used on front.
- No wide five.
- Steering arms may be altered to fit steering linkage.
- Any steel front upper control arms may be used.
- Upper control arm shaft must be stock type steel or aluminum.
- Sliders are allowed.
- No heim ends.
- Lower control arms must remain in stock mounting position.
- Control arms can be altered in length to assure positive camber.
- Measurement from grease nipple to mounting hole in frame must be within 1 inch of factory specifications at all times.
- Ball joint can be realigned to eliminate binds.
- Optional Tubular Lowers manufactured only example:
 - Howe,
 - 17" Camaro No. EII2500L, EII2500R
 - 18" Ford No. EII2400L, EII2400R
- No home built.
- No altering allowed.

7) SHOCKS

- Pro Shock TA non adjustable or Koni 30 series. **STEEL housed shocks only.**
-

8) DRIVE LINE: STEEL DRIVE SHAFTS ONLY

- Must have steel 360-degree retaining loops 1/4 by 2" positioned at the front and rear of the drive shaft within 6" of each u-joint.
- No chains.
- Drive shaft must be painted white or fluorescent.
- No accessories may be driven off or attached to drive line.
-

9) CRATE ENGINE

- Sealed crate part 88958602 & 19258602
- Engine must be sealed by factory, Stefko Race Engines, Howard Race Engines or any **APPROVED SUNSET SPEEDWAY ENGINE BUILDER**
- Only modifications allowed are:
 - Double Roller Timing Chain.
 - 6-3/4 steel non fluid balancer.
 - 7" – 7 quart steel oil pan allowed – no upper kicks outs.
- All crate engines must meet original specifications as per G.M. Performance.
- **CRATE MOTOR ENGINE CLAIM**

The individual putting in the claim must be a registered DRIVER or OWNER in the LLM division who competes at Sunset Speedway on a regular basis.

BASE claim.....\$5000.00
Removal of engine by owner mandatory.....\$300.00
With double roller timing chain ADD\$400.00
With small balancer ADD.....\$200.00
With 7" Oil Pan (optional) ADD.....\$500.00

LLM EXCEPTION: No distributor.

MOTOR WILL BE AS IT COMES FROM GM

Motor will be pulled the night of the claim by the Owner of the motor and the crew under the supervision of the Track Officials. The individual putting a claim to the said motor must produce a Certified Cheque or Cash to Steve Slaughter or Brian Todish prior to the start of the Feature Race of Class of Car the competes in.

Note: The Crate Motor being claimed must be used on the next racing points night.

10) BUILT ENGINES:

- V8 engines only.
- Maximum size is Chrysler and AMC 360, Ford 351 and Chev. 350 cubic inches. Maximum overbore of .060".

Camshaft

- Hydraulic flat tappet cam only allowed.
- Offset camshaft key allowed.
- Must run stock size lifter bore for engine being run, no sleeving. Chrysler's exempt.
- No belt- drive systems permitted.
- No multiple gear drive systems permitted.

Engine Location

- For a 104" to 107" wheelbase car engine must be located where the front most spark plug must be centered or ahead of the upper ball joint line with zero tolerance.
- Wheelbase over 107" have 1" of tolerance.
- Any stock front clip allow 2" engine setback from above setting.
- Minimum engine height of 11" from center of crankshaft to ground level.

Cylinder Heads

- Stock O.E.M. or World Products or Dart IRON EAGLE cast iron straight plug only. No other aftermarket cylinder heads allowed.
- World Products cylinder head part #43600-1, #43610-1, casting# I-052 is allowed and Dart cylinder head IRON EAGLE part # 10021070 is allowed
- No porting, polishing or port matching of cylinder head, intake or exhaust manifolds; and no porting, polishing or relieving under the valves. Stock Only.
- No special lightened valves.
- No titanium valves.
- No turning of valve stems.
- An undercut valve may be used.
- Ball method used to test valve stem to seat clearance. Ball size is .787 for intake and .531 for exhaust.
- No GM angle plug heads.
- No GM head with cast number 292.
- No Chevy bow tie heads.

- GM Vortec heads only on sealed crate engines.
- The maximum valve sizes as measured across the valve are as follows:
 - General Motors : Intake - 1.94" Exhaust - 1.60"
 - Ford Cleveland : Intake - 2.04" Exhaust - 1.65"
 - Ford Windsor : Intake - 1.94" Exhaust - 1.64"
 - Chrysler Corp. : Intake - 1.88" Exhaust -1.60"
- Stock only diameter valve springs.
- **Roller Rockers Allowed (No shaft type except STOCK CHRYSLER)**
- Screw in stud and guide plates allowed.
- No stud girdles or rev kits.

No dry sumps. No aluminum blocks. Engine must use factory specs for bore and stroke.

Pistons & Rods

- Any flat top.
- 6" rods allowed.
- Steel rods only.

Crankshafts

- Stock or aftermarket crankshafts will be allowed.
- Minimum weight of 48 lbs.
- **Crank Shafts under 46 LBS. must add 30 LBS as a weight penalty**
- No knife edging or bull nosing allowed.

Balancers

- No aluminum or fluid dampers.
- OEM steel elastomer-type balancers only.
- Aluminum pulleys allowed.

Intake Manifold

- These manifolds must remain as manufactured.
- No port matching or flow work permitted.
- Manifolds must not be painted.
- All part numbers are current design Edelbrock Performer series intake manifolds.
- 1st design manifolds with the same part # are not permitted.
- Approved: Chevy #2101, Chrysler #2176, Ford Cleveland #2750, and Ford Windsor #2181.
- Adapter to be one pc. solid with no modifications and with gasket not to exceed a thickness of 1.25". No POLYMER compound adapters

Headers

- 1-5/8" straight tube, no stepping, into 3" x 8" collector.

Exhaust

- The maximum O.D. of the exhaust tubing is 3" up to muffler and 3" after muffler.
- Pipes must be firmly mounted and exit behind the driver.
- Pipes to be cut flush to the body and above the frame rail or turned down at the exhaust end and exit under car.
- If using mufflers with a 3" enter and exit a step up tube may be used for a max. of 6".
- Magna flow #11219 (3" inlet, outlet) or Magna flow #11216 (2.5" inlet, outlet) recommended.
- **Allowed a 5" in to a 5" out**
- 2 into 1 or collector boxes allowed.
- Cross over is allowed.
- 98 decibels maximum

Fuel

- Fuel Pump: Mechanical pump only.
- The gasoline shall not be blended with alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
- No NOS system.

Carburetors

- One R4412-500 C.F.M. Holley factory stock produced two barrel carburetor only.
- 602 Crates allowed Holley 4 barrel Part# 80541-1 or 80540-1 as factory stock produced.
- The only changes allowed are jets; power valve and removal of choke parts.
- Mandatory two throttle return springs in opposite directions.
- Carburetor hats allowed.
- Air cleaners are mandatory.
- An accelerator toe bar mandatory.
- Air filters boxes are permitted.
- No boost venture below the throttle plate.
- No ram air systems.
- A quick-change jet kit (part #3425 float bowl) may be used.
- The vacuum port @ the base of the Carb may plug by taping the hole and replacing it with a threaded plug.
- No Keith Dorton performance carburetors.
- Holley factory stock measurements are as follows:
 - Metering block must have the following ID# stamped on it. Factory stock #5924 or #5925. The #10570 will appear on replacement or service metering blocks.
 - Metering block power valve channel restriction ports (2 holes behind the power valve) maxi. .0635"
 - Metering block idle feed restriction ports (2 holes) maximum: .035"
 - Metering block main passage to discharge nozzle (2 holes) maximum: .141"
 - Main body high speed air bleeds (2 holes) maximum: .028"
 - Main body idle speed air bleeds (2 holes) maximum .074"
 - Butterfly (throttle plate) thickness: .0398" - .0438"
 - Hole in butterfly: .090"-.096"
 - Butterfly must have stamped on it ID#215
 - Throttle shaft diameter .368"-.369"
 - Throttle shaft thickness at flat of shaft: .152"
 - Venturi bore diameter: 1.373"-1.377"
 - Boost venturi inner bore diameter .377"-.383"
 - Boost venturi outer diameter .610"-.630"
 - Throttle bore diameter 1.6855"-1.6865" all air entering the engine for combustion purposes must enter through the air horn of the carburetor

Distributor and Ignition

- Battery operated ignitions only.
- Car must be self-starting and have an ignition kill switch on left and right side of dash.
- Kill switch must be painted red within reach of driver on left hand side of car.
- Stock single-point distributor and stock type coil allowed. No dual points.
- OEM electronic ignition may be used and require stock type coil and stock type ignition modules.
- An MSD BOX will also be allowed. The only box allowed is the **MSD PART NUMBER 6ALN** and **MUST** be wired into the system with the plug supplied with the unit. Stock HEI distributor with a

MSD upgrade may be used or the following **MSD** distributors may be used. **GM: MSD part # 8570, FORD: MSD part # 8584 and Dodge MSD part # 8534.** One MSD blaster 2 coil may be used. **NO DUAL COIL SYSTEMS ALLOWED**

- **An Ignition Chip must be used in the above MSD box.**
 - **Crate Motor...6400 chip**
 - **Built Motor... 7100 chip**
- No traction control devices allowed.

Instruments

- Oil pressure and heat gages mandatory.

MOTORS ARE SUBJECT TO WHISTLING AND/OR TEARDOWN AT TECHNICAL DEPT. DISCRETION.

- Built Motor \$100.00 gasket allowance
- Crate Motor \$175.00 gasket & re-seal allowance.
- If motor is deemed illegal – no allowance will be paid.

11) STARTER

- Race cars must be self- starting.
- No push starting.
- Starter must be in stock position and functional.

12) FIREWALLS & INTERIOR

- All flammable materials must be removed from interior.
- Front firewall does not have to be original, but must be min. 22-gage steel.
- Passenger side of firewall may be moved as far back as the front of the roll cage, to allow for easy access to drive line, and may be .045" aluminum.
- A metal firewall of 22-gage steel must be securely fitted over the rear seat back brace.
- Top shelf behind the driver's seat to completely close off the trunk compartment and may be constructed of .045" aluminum.
- All sheet metal work must be neat and properly fitted.
- All holes are to be covered with sheet metal either welded or riveted.
- Floor must be complete and have all holes covered with sheet metal.
- Step up over transmission/drive shaft tunnel to the right roll cage uprights can be maximum height 10" from driver's floor and of minimum 22-gage steel.
- The rear deck panel, dash, and above the drivers shoulders may be .045 thou aluminum.

13) RADIATORS

- Must be in stock location and include a 1-gallon metal overflow can securely mounted ahead of engine firewall, and under hood.
- No antifreeze.
- No remote radiators.

14) REAR END AND SUSPENSION

- Any three point hook up may be used.
- Lower arms must not exceed 30" from mounting holes on rear end to mounting holes on frame.

- Upper arms must not exceed 30".
- Rubber biscuits allowed at one end of trailing arms.
- Pan hard bar must be a one-piece solid.
- Heim joints allowed.
- Rear ends to be welded, mini spool or full spool only.
- No aluminum parts excluding the spool. No titanium.
- Rear ends are interchangeable (i.e.: Ford to Chev)
- Floaters with steel or aluminum hubs recommended.
- **All rear trailing arm mounts must be solid mounting on chassis & rear end. Brackets' shall not pivot around axle tube, no bird cages**
- Rear ends must remain in stock position and centered.
- No ratchet rear ends.
- Traction control devices of any kind are **NOT** permitted in any class as Sunset Speedway. If any car is caught using traction control of any kind, they will face immediate disqualification as well as a **ONE YEAR MINIMUM** suspension from Sunset Speedway.
- No cambered rear ends allowed.
- Standard conventional Quick Change only permitted.
- No oil bath quick changes allowed.

15) ROLL BARS

- Cage must be constructed of 1 3/4 inch round steel minimum outside diameter by .095" wall thickness for main cage area including Driver Capsule and leg area.
- Four point cage compulsory.
- Base of uprights must be electric or mig welded to frame of car.
- Cage must be braced to the rear frame kick-ups and diagonally between the rear uprights.
- A transfer bar between the rear diagonal and the front frame optional.
- A minimum of four horizontal bars must be inside the left side door and three bars inside the right door and a minimum of two vertical bars between each horizontal bar. Minimum 40" length by 14" high, 16 gage metal between door bars and body skin on driver's side is mandatory on all cars.
- A center overhead bar running fore and aft between transverse members is compulsory.
- No pipe fittings allowed.
- All roll bars in the driver's area must be properly padded with foam padding and taped.
- Left leg protection bar must be installed between roll cage and left front rail.
- All welds will be subject to the approval of the tech inspectors.

16) STEERING COLUMN

- No one piece steering columns.
- 2 U-joint minimum.
- Padded steering wheel hubs mandatory.

17) SAFETY

Jack Stands

- **All Jack Stands must be plated on the bottom of the stands**

Fire Control

- Cars must have a 2 1/2 lb. minimum fire extinguisher with a steel or aluminum head mounted in a steel mounting bracket and is bolted down within driver's reach with seatbelts fastened.
- Fire extinguisher must be serviced and inspected each year and dated no later than January 1st of the current year.

Fire Suit

- Driver's fire suit SFI3.2A/1 is **mandatory**. Recommended SFI3.2A/5.
- Driver and suit must maintain clean looking appearance.
- FIRE PROOF Racing gloves **MANDATORY**.
- Contoured neck collar, balaclava, underwear, socks, shoes and Hans or Hutchins type devices are highly recommended.
- No nylon shoes allowed.

Fuel Cell

- Fuel Cell Mandatory.
- Fuel cell must be mounted between the frame rails (no notching of the rails allowed) and the bottom must be mounted with no less than 9" ground clearance.
- Fuel cell must be secured with steel straps made of 1" x 1/8" or equivalent, not less than two lengthwise and two crosswise, full 360 degrees.
- Fuel cell must have left side, right side and rear hoop protection bars, minimum 1 3/4" x .095" tubing.
- Gas cap must have an appropriate attaching line to prevent its loss. Attaching line must be steel.
- Ground strap from tank to chassis is mandatory.
- Steel fuel lines must be used and neoprene can be used for connection purposes only.
- Must be securely fastened under floor.
- No copper lines.
- Metal fuel filters only.
- Oil line to gauge must be braided, copper or steel line.
- No plastic lines

Fuel Shut-Off Control

- Fuel cell must have a one way check valve in the vent line and have a shutoff valve installed which is accessible to driver and safety crew. Must be clearly marked "OFF" and "ON".

Safety Helmet

- **A Snell 2010 SA or newer approved racing safety helmet must be worn. (MANDATORY)**

Seat

- An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor.
- When mounting seat use minimum 3/8" bolts with large washers to hold racing seat, to seat framework.
- Minimum of two bolts on the seat back and two bolts on the seat bottom.
- Seat must be positioned completely to the left of the centerline of the car.
- Headrest side plates recommended.

Safety Belt & Harness

- All cars must be equipped with a quick release, 5 point harness with a minimum 3" lap belt and shoulder harness of 3". Affixed to the roll cage or chassis with grade 8 bolts no less than .375 (3/8) inches in diameter.
- **Approved Head and Neck restraints.....MANDATORY**
- Belts must be clearly dated and be no more than three years old.

Window Net

- Window net mandatory with minimum 3/8 inch rod. Must have quick release latch.

ALL SAFETY EQUIPMENT MUST BE WORN ANY TIME DRIVER IS IN THE RACE CAR.

18) MIRRORS

- One rear view permitted.

19) RADIOS

- Two Way radios allowed.

20) TIRES

- All entries are required to use Hoosier #1070 – 10” and **must be purchased from Sunset Speedway only – Direct purchase from supplier not available.**
- Each driver will receive 8 tire tickets to start the race season and then one ticket per night starting the third race event. Flat or damaged tires to be replaced at tech discretion.
- Tire serial numbers to be reported to tech official for recording by driver. Registered tires must be used in all races (Time Trials, features) **on NASCAR WHELEN Nights**
- Exclusions: Week following special events.
- **TIRE SOAKING is NOT permitted. Tire softener , conditioner, or any other substance to treat tires is not permitted. The use of solvents to enhance tire performance is completely prohibited.**

21) RACING RIM ONLY

- Maximum width 10 inches.
- No aluminum, magnesium or wide 5 bolt pattern wheels.
- Full face spacers only allowed.
- Minimum weight 17lbs.

22) WEIGHT

- Car weights are 57% maximum left side and 50% maximum rear.
- All ballast weight must be mounted safely and securely.
- No weight to be mounted behind fuel cell.
- No lower than 5" ground clearance.
- All weight must be labelled with car number and painted white.
- Added weight must be in block form in no less than five-pound blocks.
- Cars will be weighed and teched after racing as they come off the racetrack with driver in car and without topping up fuel.

Minimum Weight:

- **Crate Engine - 2,775 lbs.**
- **Sunset Speedway** sealed crate engines – 2750lbs
- Max Compression Ratio 9.5 to 1 – **2,800lbs.**
- Max Compression Ratio 9.6 to 1 to 10.0 to 1 - **2,840 lbs**
- Ford & Dodge - 2,825 lbs. Subject to change by track officials.
- 25lb. weight break after 35 Lap & 50 lap races
- 50lb. weight after 75 and 100 lap races

Please note that weights can be changed at any time by Sunset Speedway to keep the competition fair & close

CONTACT INFO:

TECHNICAL DIRECTOR

Mike Brown
(705) 770-9665

mike@sunsetsspeedway.ca

TECH SPECIALIST

Ben Dennis
705-294-0470

TRACK OWNER/OPERATOR

Brian Todish
(416) 534-3684

brian@sunsetsspeedway.ca

