



## 2024 Placerville Speedway Limited Late Models Rules

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**All updates to be highlighted**

**THIS BOOK IS EFFECTIVE MARCH 3, 2024 SUPERSEDES ALL PREVIOUS RULES.**

Interpretation of these rules or amendment to these rules may be made at any time. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

### **RULE BOOK DISCLAIMER:**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Referee's decision is final.

RUSSELL MOTORSPORTS, INC. THE MANAGEMENT OF PLACERVILLE SPEEDWAY

### **AMB TRANSPONDERS ARE MANDATORY**

AMB TRANSPONDERS | [www.amb-it.com](http://www.amb-it.com)

**Personal TranX260 Direct Powered Transponder:** By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

**Personal TranX260 Rechargeable Transponder:** Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

**TRANSPONDER TO BE MOUNTED ON THE BACKSIDE OF ENGINE PLATE, PASSENGER SIDE.**

# RACECEIVERS ARE MANDATORY

## Oneway - Single Channel Raceivers ONLY & must be worn at all times when on the track

### 1. CHASSIS

- A. Any car not less than 103" wheelbase.
- B. Late model chassis only
- C. Tracking width is 88 inches maximum. Measured from outside to outside of tires.
- D. No uni-body cars.
- E. NO MIRRORS PERMITTED..

### 2. BODY

- A. Aluminum bodies only "Late Model Style". Steel bodies are not allowed!
- B. Body must be mounted securely on the chassis from the rear of the driver's seat forward.
- C. Nose to be late model plastic.
- D. Standard Dirt type bodies only. No wedge bodies.
- E. No wings or roof mounted spoilers. No Gurney lips, foils, or rudder of any kind.
- F. Floor pan / firewall must be steel or aluminum from the rear of the driver's seat (left to right) forward.
- G. No outside iron rails (Nerf bars).
- H. Front fenders and hood must be level and flat from left side to right side of the car and at least as far back as the engine plate. No protruding sharp edges will be allowed
- I. Hood must be secured on all four corners.
- J. Car will NOT be allowed to run without a hood in place. NO HOOD, NO RACE.
- K. Body width to be 71" minimum and 76" inches maximum rear width measured at spoiler. 82" max at bottom of door.
- L. Ground to top of deck maximum 38" (within a 1" tolerance).
- M. Quarter panels may not be higher than the rear deck.
- N. Flat aftermarket aluminum or fiberglass roofs.
- O. Driver's compartment must be enclosed.
- P. No devices allowing adjustment from driver's compartment, other than brake bias.
- Q. All windows must have a minimum 12" (twelve inches) vertical opening. The entire interior must have 12" (twelve inches) of clearance from interior deck to roof and all sections of roll cage.
- R. All cars should have a minimum of half the windshield area in front of the driver to be covered with wire mesh of 1/4" to 1/2" square and MUST have 3 posts or straps located in front of the driver. Post will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps.
- S. Must have at least one number on both doors and on the roof. Minimum size of number 18" tall 2" wide and contrasting color of car.
- T. No mirrors or electronic communication devices of any kind, No sign boards.
- U. Spoiler specs Maximum height 8" tall by 72" wide.

### 3. ROLL CAGE

- A. All roll bars to be built using round tube.

- B.** Roll bars shall be of the full cage type, mild seamed steel 1 ½” or 1 ¾” X .095 wall minimum. 4130 Chromoly 1 ½” or 1 ¾” X .095 wall minimum, with full loop from frame over the driver. These bars are to be connected on the top of both sides with another bar. Cage shall be within 3” to the top of the car and 6” to the sides of the top. In the back loop, running from the right top to the bottom bar at about 45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded to the frame/chassis.
- C.** All “T” intersections must be gusseted and welded on both sides.
- D.** Cage to be above the driver's helmet by 2”.
- E.** Must have one bar front to rear approximately center of the cage.
- F.** Roll cage must include three door bars on the driver's side within 3” of the door. Welded to both the front and back uprights, evenly spaced to protect the driver’s hips and legs. Minimum of one brace running vertically. 1/8” steel or ¼” aluminum door bar plate on driver’s side is REQUIRED.
- G.** Front loops are allowed inside the body in front or behind the radiator.
- H.** There will be two bars angled from top of cage towards rear end, which can extend past rear axle to frame rail.
- I.** You may be asked to drill 1/4” hole in a roll cage for inspection purposes.
- J.** All cars must be equipped with a tow hook or similar device both front and rear.
- K.** Radiators may be mounted to a front bar with stock mounts removed. Bar may extend to fenders but must remain behind the bumper. Bar must be independent of the cage and NO larger than roll bar material.
- L.** The technical official or race committee must approve all roll cages

#### **4. SUSPENSION AND STEERING COMPONENTS**

- A.** Steering box or Rack & Pinion steering is Allowed.
- B.** Quick release steering wheel required.
- C.** Cockpit operated suspension devices are NOT Allowed.

#### **5. WEIGHT**

- A.** See specific class rules. Section 37.
- B.** Any car weighing light after the heat race or feature event will be scored and paid for last place. This includes not stopping at the scales after an event when required.

#### **6. ENGINE SETBACK**

- A.** The engine set back will be no more than 6” from the center or top of the ball joint to the forward most spark plug or 25 ½” inches measured from the center of the ball joint to the front of the engine plate for those cars that have engine plates.
- B.** Centerline of crankshaft may not vary more than 1” from center-line of front stub.

#### **7. ENGINE**

- A.** Cast Iron block and heads (Except 604 crate motor).
- B.** No Titanium rotating parts. Crank and rods.
- C.** No Dry Sump oiling systems
  - See class rules for specific regulations.

## 8. RODS

- A. Any steel rod only!

## 9. PISTONS

- A. Any

## 10. CAMS

- A. Roller cams are allowed
- B. No roller cam bearings.

## 11. GEAR DRIVES

- A. Allowed.

## 12. CYLINDER HEADS

- A. Must be OEM or aftermarket cast iron heads only. (Except 604 crate motors).
- B. All heads must be stock valve angle for make:  
(Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree)
- C. No angle milling of heads.

## 13. ROCKER ARMS

- A. Any

## 14. INTAKE MANIFOLD

- A. Any production intake manifold.
- B. No fabricated intakes.

## 15. CARBURETOR

- A. Must have TWO return springs.
- B. Must have a toe strap on the throttle pedal.
- C. Maximum 1 ½" spacer plate is allowed.
  - See Class Rules for specific regulations.
- D. EVACUATION SYSTEMS ARE NOT ALLOWED OF ANY TYPE! Note: This means any type of vacuum system.

## 16. IGNITION

- A. ALL CARS TO HAVE MSD BOX\_INACCESSIBLE TO DRIVER DURING COMPETITION, BUT ACCESSIBLE TO TRACK OFFICIALS. SINGLE BOX per car ONLY. Boxes allowed are 6A #6200, 6AL #6420, 6ALN #6430, Digital 6AL #6425, Digital 6CT #6427
- B. Track tech officials are allowed to test boxes at any time.
- C. A kill switch is required within easy reach of the **SAFETY CREWS**. It must be clearly labeled "**ON**" and "**OFF**".
  - see item 36 class rule for RPM restrictions

## **17. FUEL PUMP**

- A.** No electric pumps.

## **18. FUEL**

- A.** Crate motors: Pump, race gas, racing alcohol or E85 from a service station. 2 Barrel cars: Pump, race gas or racing alcohol or E85 from a service station only. No Nitro or Nitrous Oxide.
- B.** NO ADDITIVES. Including oxygenated additives of any kind. Subject to inspection at any time.
- C.** Specific gravity on alcohol is not to exceed .795 or within (plus or minus) .10 of standard track fuel sample.

## **19. FUEL SHUTOFF**

- A.** All cars to have a 1/4 turn off valve in the fuel line in the driver's compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type. Must be clearly marked ON - OFF.

## **20. FUEL CELL**

- A.** Approved fuel cell (Maximum capacity 32 gallons) in approved fuel cell can be required, must be fastened securely.
- B.** A fire shield of no less than 18-gauge metal to be placed between tank and driver. Must have an L shaped shield in front and bottom of the fuel cell.
- C.** Fuel cell is to have a full sealing cap and a roll over vent.
- D.** Tanks must be protected with one tubular bar in front of the tank and behind the tank not to exceed 2" in outside diameter.
- E.** All fuel cell mounts subject to safety inspector's or race committee approval.
- F.** Any car leaking or spilling fuel will be BLACK-flagged.

## **21. RADIATOR**

- A.** Must be in front of the engine.
- B.** ANTI-FREEZE IS NOT ALLOWED. WATER WETTER IS SUGGESTED

## **22. TRANSMISSION**

- A.** Must have two forward and reverse gear.
- B.** Bert, Brinn, Falcon, etc. or OEM manual transmissions are allowed.
- C.** Starter may mount on the reverse side of the motor for Bert, Brinn, and etc. transmission.
- D.** Must run approved scatter shield for manual transmission.
- E.** All cars must be able to move smoothly and slowly through pits.
- F.** If a trans cooler is used and located inside the car it must be shielded from the driver.

## **23. DRIVE-LINE**

- A.** Steel or aluminum, Must be painted white.
- B.** Drive shaft loop (360 degrees) are mandatory. Must be placed 6" minimum to 16" maximum from the transmission tail shaft

## 24. REAR-END

- A. Full Floater rear end is allowed.
- B. Quick change rear ends are allowed. No live axles (sprint car).
- C. Maximum track width 88”.

## 25. REAR SPRINGS. REAR SUSPENSION

- A. Any type of rear suspension (except independent) is allowed.

## 26. BATTERY

- A. All batteries must be mounted in an approved manner.
- B. ‘Maintenance Free’, no vent caps and sealed battery highly suggested.
- C. Batteries that are not sealed must be sealed in a marine type box.
- D. Batteries are not allowed in the driver’s compartment.

## 27. BUMPERS

- A. Front bumpers will be of aftermarket tubular design, and must be behind the nosepiece.
- B. Rear bumpers may be made from .095 round 1 ½ inch and/or square stock 2x2 inches or less.
- C. Rear bumper may extend no more than 4” past the main frame rails.
- D. Rear body panels to be held with flexible strapping, OR
- E. A maximum .095, 3/4” tube may be used past frame rails to stiffen rear quarter panels
- F. A lower hoop and upper hoop off the main bar is required to protect the fuel cell.

## 28. TIRES

- A. Hoosier 88.0/11-15 / D55, 90.0/11-15 / D55, 92.0/11-15 / D55

Size	Pattern	T.W.	Dia.	Circ.	Wheel	Compound
90.0/11.0-15	Large Cross Block	11.0”	28.5”	89.0”	12”-14”	NLMT3
92.0/11.0-15	Large Cross Block	11.0”	29.0”	92.0”	12”-14”	NLMT3, NLMT4

- B. No Grinding!! Buffing only with sander to remove feathering (glaze).

Grooving and sipping is allowed.

- C. Tires can be inspected at any time.

## 29. WHEELS

- A. Steel or Aluminum wheels only. Carbon fiber and titanium wheels will not be allowed.
- B. 12” or 14” wheel for 11” tire.
- C. Wheel studs minimum 5/8” and 5/8” lug nuts are required.
- D. Bead locks are allowed, mud plugs are allowed.
- E. Bleeder valves are allowed.

## 30. BRAKES

- A. Must have at least three wheel brakes operational. L/F and both rear.
- B. Rotors must be all steel. Carbon Fiber brakes are not allowed.
- C. No copper or plastic brake lines.

D. Aftermarket brake pedals with bias controller allowed.

### 31. EXHAUST / MUFFLERS

- A. Stock exhaust manifolds or headers bottom dump or over the engine are allowed.
- B. Mufflers are mandatory. Type optional.
- C. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification.
- D. Track DBA requirements must be met 95 dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE STRICTLY ENFORCED.

#### Note:

**RMI would like to thank all those who participate at Placerville Speedway and understand the importance of being community friendly in order to keep the Placerville Speedway operation a sustainable venue.**

### 32. BINDING COMPONENTS

- A. No leather straps, ropes, chains or wire may be used to hold or bind components together.

### 33. SEATS

- A. Car must have approved racing type bucket seat.
- B. Seat must be mounted securely to ROLL CAGE.
- C. Headrest is mandatory or a high back seat is required. **Containment seat recommended**
- D. Upholstered and padded highly suggested.
- E. Positively No Homemade Aluminum, Plastic or Fiberglass seats allowed.

### 34. SAFETY BELT REQUIREMENTS

- A. General - Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B. Seat Belts - Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device ok).
- C. Seat belt webbing that comes into contact with any sharp or non radiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D. It is the responsibility of the driver, not the Track, Officials or Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.
- E. All belts must be mounted to the roll cage separately from the seat with 7/16" grade five bolts minimum.

- F. A steel plate may be welded to the roll cage at the driver's right side for belt attachment to prevent drivers from sliding side to side under the belt.
- G. Belts must come from behind the driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.
- H. Harness/belts must be worn at all times when the car is on the track.
- I. 2yrs old on belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

### **35. SAFETY**

- A. Drivers should wear a full face helmet, with at least a valid SA 2005 or better Standard Snell label at all times on the track or when the car is fired.
- B. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- C. Head and Neck restraints are strongly suggested. If a head and neck restraint system is connected it should conform to the manufacturer's mounting instructions.
- D. Helmet and face shield must be worn at all times while operating A car on the race track. No goggles permitted.
- E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- F. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, are mandatory.
- G. Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.
- H. Drivers Side window Net Required. Arm restraints are suggested. Window nets must be equipped with quick release mechanisms. All steel release system is highly recommended.
- I. Other Safety Items
  1. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
  2. A marked electrical kill switch in reach of the driver.
  3. A marked fuel shut off valve in reach of the driver.
  4. Flame retardant seat, roll bar, knee and steering pads or padding are suggested.
  5. Driveline u-joint scatter shields are suggested.

### **36. FIRE CONTROL**

- A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.
- B. Valve plunger (actuator) must be mounted at the right of the driver and in plain view.
- C. On-board system will be inspected and must be passed by Tech inspector or race committee.
- D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent, in addition to the in car system.



- E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within driver's reach in an approved bracket, for the driver's safety.

### **37. SPECIFIC CLASS (ENGINE / CAR) WEIGHT RULES:**

- **CLASS A - LATE MODEL CHASSIS ONLY**

**ENGINE:** GM Crate #602 or #604

**CARBURETOR:** One four barrel.

**WEIGHT:** 2300 lbs (All weights enforced with the driver at anytime)

**IGNITION:** 6800 RPM ignition chip

Tech on crate motors consists of, but not limited to; Valve Spring Check, Bubble Test, Cam Doctor, Whistler Gauge Test, and a Rocker Arm Go-No-Go Gauge.

- **CLASS B - LATE MODEL CHASSIS ONLY**

**ENGINE:** All cast Iron Motor, wet sump only 410 cid max.

**CARBURETOR:** One 4412 must pass Go-No-Go Gauges. Air horn may be removed.

**WEIGHT:** 2400 lbs (All weights enforced with the driver at anytime)

**IGNITION:** 7200 RPM ignition chip

If running alcohol the letter "A" behind the car number, must be displayed for safety personnel and tech purposes.

### **Additional WEIGHT**

All added weight must be in block form, painted white, with the car number on it. Weight must be securely fastened, with minimum ½ inch bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount. One bolt 25 pounds, two bolts 50 pounds. No one piece over 50 lbs.

### **38. PROTEST ENGINE/TRANSMISSIONS/CHASSIS:**

- A.** Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must be still running competitively at the end of the feature. The protest must be filed with the track referee or the Technical Inspector with a \$1000 deposit (parts & labor) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or converter/clutch. Factory Sealed Crate motors will not be torn down unless factory seals have been tampered with and protester deposits cost of a new crate motor. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and the office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. **MUST BE REGISTERED PARTICIPANT OF TRACK.**
- B.** Tear down location shall be agreed upon before leaving Placerville Speedway. Both parties must agree and sign a protest agreement. Driver/Owner being protested may have first choice of where tear down will take place, must be in Local area and shop properly equipped. Officials will make the

final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.

- C. Teardowns will be made by the driver, one pitman or mechanic, the Technical Inspector or person chosen by him to be an observer and two alternates. The committee will also safely check cars and assist in rules interpretations.
- D. If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protester, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!
- E. No alcohol before or during the protest inspection!
- F. Do not abuse this rule!

**Decisions of Placerville Speedway Official(s) are final and binding without exception.  
PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY.  
ALL DECISIONS WILL BE FINAL AT THE PROMOTER'S DISCRETION.**

**STATE RULES ALLOWS NO LIQUID DUMPING  
FACILITIES AT THE FAIRGROUNDS.**

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of PLACERVILLE SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense. NO TIRES ARE TO BE LEFT AT PLACERVILLE SPEEDWAY.



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