MUFFLERS ARE MANDATORY

FAIRGROUNDS SPEEDWAY NASHVILLE

Amended February 13, 2012 – See notes at bottom of page

2012 Limited Late Model Rules

Speedway officials retain the right to determine eligibility.

NOTICE: All equipment is subject to the approval of officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not confirm to specifications or tolerances contained in this rulebook, will not be eligible for approval.

NOTE: All cars must comply with the rules set forth by the Fairgrounds Speedway at Nashville rule book to be eligible for competition. Any and all cars and car parts are subject to FSN technical inspection processes. FSN is not required to follow any other sanctioning bodies or manufactures guidelines in its inspection processes.

MUFFLERS – must be Brezenski or equivalent for this class. Economy mufflers not allowed.

WHEEL BASE / TREAD WIDTH

1.1 Trucks - Minimum wheelbase is 108 inches (+ or – 3/8 inches)
1.2 Cars – Minimum wheelbase is 105 inches (+ or – 3/8 inches)
1.3 Tread Width 66 Maximum for all.

AMENDED **BODY AND APPEARANCE**

2.1 Legal body is the ARP extended cab truck body, following the manufacturer specific guidelines and measurements. All trucks/cars must be stock appearance. Body panels must be stock appearing with no holes, vents, etc.
2.2 Headlight and tail light decals are mandatory.
2.3 Complete bodies, fenders, bumpers & trunks in proper configuration of the model and year required.
2.4 No lightweight carbon fiber (Kevlar) parts allowed.
2.5 All trucks must be bilateral symmetrical. Body must be on centerline of the distance between the outer edge of the tires, front and rear, within two (2) inches.
2.6 The width of the top roll of all quarter panels must remain symmetrical to truck and not alter the rear window configuration or measurements.
2.7 Roll must follow produced angles and not be flattened.
2.8 Extended length quarter panels not allowed.
2.9 All window openings must remain stock size and configuration.
2.10 Rear bumper cover may be rubber or plastic.
2.11 Pickup bed top panel cover must be removable.
2.12 Engine firewall must remain of standard design. Must be steel and completely welded and sealed.
2.13 No offsets or 180-degree style firewalls allowed.
2.14 Minimum thickness .024 steel floors, in standard position, must be complete and completely sealed.
2.15 For exhaust systems only, the floor area on the right side of the seat may be raised, with welded steel panels, a maximum of ten (10) inches to the top of drive shaft tunnel and extended to the right door panel.
Amended 2.16 Drive shaft tunnel maximum width twelve (12) inches, height (10) inches.
2.17 Interior area of the truck must be completely enclosed from the front and rer fire walls of not less than 24 gauge (0.025) magnetic sheet steel.
2.18 Tires may not protrude more than two (2) inches beyond outer edge of the body.
2.19 No bubble fenders.
2.20 Additional added aerodynamic devices, movable skirts or barriers to modify airflow beneath, below or around the truck will not be permitted.
2.21 Nose piece of all configurations (body styles) shall be stock in appearance and manufactures' dimensions. Allowed will be a three (3) inch piece of plastic, metal or aluminum to be attached to the nose to protect the nose and not change the configuration. The four (4) inch height remains the same.

2.22 The lower nose air dam below front bumper must be only at manufactures' produced angle.
2.23 Nose air dam may not protrude further than manufactures' specifications.
2.24 Radiator opening blocking allowed provider it does not change dimension appearance.
2.25 No wings; no vertical airfoil stabilizers.
2.26 Rear spoiler must be mounted in normal position, centered between the two rear frame rails. This means no forward verticals, side boards, gussets and wraparounds at ends.
2.27 Spoilers must be single plane only, not to exceed six (6) inches at highest point.
2.28 Maximum width of rear spoiler is sixty (60) inches; maximum height from ground is forty-five and a half (45.5) inches.
2.29 Jacking post may not protrude outside body.
2.30 Hood must be secured by hood pins, maximum of six (6).
2.31 Beds on back of truck must be ¾ inch maximum within the center of the rear of the cab. Front to rear of bed.
2.32 Fenders on all four corners of truck must not exceed two (2) inches past the outside of the tire. This includes the bottom of the front spoiler.
2.33 Nose height (ride height) may be measured at any point of the nose. All parts of the nose must meet minimum specifications.

WINDSHIELD

3.1 Super Trucks must have a full, clear front and rear windshield of .063" minimum Lexan with a minimum of two (2) windshield braces.
3.2 Length, size, angle and area of front windshield must be of stock size, position, angle and configuration.
3.3 No tinting on any windows.

ENGINE LOCATION

4.1 General Motors engines must be located so that the center of the #1 spark plug hole of the engine block on the left side is in with the centerline of the front spindle.
4.2 Ford and Chrysler engines must be located so that the front edge of the right side cylinder head is in line with the centerline of the front spindle.
4.3 Center of the crankshaft must be within .5" of the centerline of the frame rails.
4.4 A minimum height of eleven (11) inches from center of crankshaft to ground must be maintained at all times.

ENGINE GROUND CLEARANCE

5.1 Minimum height of eleven (11) inches from the centerline of the crankshaft to the ground must be maintained at all times.

ENGINE DISPLACEMENT

6.1 Ford and GM engine displacement with permissible overborne is limited to 358 cid.
6.2 Chrysler maximum is 365. 116cid.
6.3 Bore x Bore x 7854 x Stroke x Number of Cylinders Equals cubic inch displacement.

ENGINE BLOCK

7.1 Must be standard factory production with standard external measurements in all respects.
7.2 No plastic or aluminum blocks

ENGINE PISTON AND RODS

8.1 Any flat top piston may be used.
8.2 Piston deck must be below top of block.
8.3 Only steel connecting rods permitted, no titanium or stainless steel connecting rods.

OIL PANS AND OIL SYSTEMS

9.1 No dry sump systems allowed.
9.2 Altered oil pans with increased capacity allowed.
9.3 Oil coolers are optional.
9.4 Oil pump must be in stock location.
9.5 No external pumps.
9.6 Oil pan access hole minimum 3/4" for connecting rod inspection must be provided.
9.7 Champ Oil pan #CP106LTRB approved.

CRANKSHAFT AND BALANCER

10.1 Only standard magnetic steel or cast iron production design crankshafts allowed.
10.2 Stroke may not be increased or decreased: GM 3.480, Ford 3.500, Mopar 3.578
10.3 Balancing permitted.
10.4 Counterweights must be the same shape, may be polished.
10.5 No scalloped-edge, knife-edged, undercut or drilled to lighten the crankshaft.
10.6 Only standard OBM magnetic steel elastomer-type harmonic balancers allowed.
10.7 Small balancer approved. Aftermarket balancer approved.
10.8 When weighing crankshafts, the weight shall include the timing chain sprocket.
10.9 Minimum weight of crankshaft is fifty (50) pounds. *(see weight section 35)*

CYLINDER HEADS

11.1 All cylinder heads are subject to approval.
11.2 Cylinder heads must be completely cast iron.
11.3 Intake and exhaust ports must be in the original "as cast" configuration.
11.4 Must be straight plug cast steel.
11.5 Old Rule – Section 11.5 - No Bowtie, 461, 461x, VORTEC or L31 heads allowed. **New Rule** for Section 11.5 – These heads will now be allowed but you must meet the cc rules.
11.6 Cylinder heads must be an approved stock OEM produced, cast iron, two valves per cylinder.
11.7 All cylinder heads are limited to a minimum 62cc combustion chamber for each cylinder.
11.8 The combustion chamber may be machine cut beside the valves only to equalize the chamber cc.
11.9 Any other machining or grinding will not be permitted.
11.10 Head must have heat riser passage.
11.11 Angle cutting of the head to block mating surface will not be permitted.
11.12 Any flow work, sanding, polishing, relieving, grinding, porting, treating, abrasive blasting, port matching, alterations or the addition of material or coatings to the ports or combustion chambers will cause the heads to be declared illegal.
11.13 All valves must be identical in appearance and construction as an OEM style valve. Air directional devices will not be allowed.
11.14 The valve stems must have a minimum diameter of 11/32 inch. The valve stem diameter may be undercut to a minimum diameter of 0.302 inch in the area of the valve stem form the head of the valve to the bottom of the valve guide. Hollow valve stems will not be permitted.

The maximum valve sizes as measured across the face of the valve are as follows:

A. GM: 2.020 intake / 1.625 exhaust
B. Cleveland 2bbl: 2.046bintakr / 1.655 exhaust
C. Cleveland 4bbl: 2.290 intake / 1.709 exhaust
D. Ford N351: 2.020 intake / 1.600 exhaust
E. Mopar W2: 2.020 intake / 1.655 exhaust

11.15 The head stud or bolt holes may not be offset or drilled off-center for the purpose of moving the head in any direction.
11.16 A maximum of three(3) valve seat angles plus the bowl cut will be permitted. When cutting the valve seal angles, stone or grinding will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will not be permitted. Upon completion of the valve job, the bowl area above the valve seal to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacture. Surfaces and/or edges where the cutter of stone has touched must not be polished. Hand grinding or polishing will not be permitted on any of the head.
11.17 Any steel magnetic steel valve springs are permitted.
AMENDED **11.18** Titanium retainers allowed.
11.19 No titanium valves or springs
11.20 Guides must remain in original position
AMENDED **11.21** No titanium parts allowed anywhere, except valve springs retainers.
11.22 Cleveland style head modification allowed is one water access hole may be drilled in front of each heads.

INTAKE MANIFOLD

12.1 The intake manifold must be FSN approved with the manufactures' identification in the form of

cast-in part numbers.

12.2 Track officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a competitor's intake manifold conforms to the specifications of the rule book.

12.3 Intake manifolds must remain as manufactured.

12.4 Port matching or flow work will not be permitted.

12.5 Intake manifolds must not be painted or coated.

12.6 Only one (1) standard flat gasket, a maximum compressed thickness of 0.075 inch, may be used between the cylinder head and the intake manifold.

12.7 Intake manifolds allowed:

A. GM: #7530 Weiand or Edelbrock Victor Jr #2975
B. Ford: Edelbrock #2665 or #2750 or #2980 or Weiand Xcelerator # 7515
C. Mopar: Edelbrock Victor W2 or Weiand Xcelerator #7545

12.8 Only one (1) standard flat gasket may be used between the head and the intake manifold.

12.9 Maximum gasket thickness .075 inch (compressed).

12.10 No wedge type gaskets allowed.

12.11 No metal or Bakelite spacers.

12.12 The intake manifold material must be aluminum.

12.13 Magnesium or other exotic materials will not be permitted.

CAMSHAFT, VALVE LIFTERS AND ROCKERS

13.1 Any flat tappet cam will be allowed.

13.2 No roller cams, no hard faced overlay cams.

13.3 No automatic cam timing devices allowed.

13.4 Camshaft bearings must remain stock type babbit (no roller)

13.5 Only steel hydraulic or solid steel lifters are permitted. No roller or mushroom type lifters permitted.

13.6 Lifters must be the same size and shape as original equipment per manufacturer.

13.7 Shaft rockers not allowed except approved Mopar engines.

COMPRESSION

14.1 Compression ratio is defined as the difference between actual cylinder volume at B.D.C And T.D.C which will be determined by volume gauge and whistler.

EXHAUST

15.1 All competing trucks must have a working exhaust system that meets a maximum of 100 dba at 100 feet under racing conditions. No exceptions.

15.2 Exhaust may exit under truck with turndown or baffle.

15.3 One (1) inch maximum overhang past vehicle.

15.4 Headers with a 1 3/4" OD maximum with a maximum 3 ½ inch steel pipe exhaust allowed.

15.5 Firewall may not be altered for exhaust (refer to 2.15).

15.6 Under chassis or crossover types allowed.

15.7 No stainless steel headers or collectors.

15.8 Custom, one of a kind or homemade headers must be approved.

15.9 No 180, step type, over-the-top, reversion, anti-reversion or venturi multi size.

15.10 No merged tubes from side to side, no velocity or cone style collectors.

15.11 No ceramic or metal bearing paints allowed internally.

15.12 All exhaust tubing: 3 ½ inch OD maximum.

15.13 MUFFLERS ARE REQUIRED. Track approved mufflers only.

15.14 All Super Trucks will be permitted a 5/16 header flange max with no spacer of any kind between the head or flange.

15.15 Exhaust gasket may not exceed .090 compressed.

CARBURETOR

16.1 See section 9 for complete guidelines.

CARBURETOR SPACERS, GASKETS AND MOUNTING

17.1 Adapter plate must be made of metal.

17.2 Carburetor gasket, maximum of .060", must be pliable paper gasket material.

17.3 One (1) inch maximum spacer allowed between air filter bottom and carburetor for linkage clearance issue only.
17.4 Recommended minimum of two (2) return springs (opposing each other).
17.5 Throttle stops highly recommended.
AMENDED **17.6** Machined Engines only a 1 piece, solid, aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor. Thespacer must be centered on the intake manifold and have two (2) round holes 1.688 openings located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.
17.7 Spec Motors carb spacer # CV156 Spacer 1", 1.688 Bore only, no modifications of any kind permitted.

AIR INTAKE

18.1 Round, dry paper type air cleaner element maintaining a minimum 1 1/2", maximum 4" high and a minimum 12", maximum 14" allowed.
18.2 No chemical treatment to element.
18.3 Only round metal air filter housing will be permitted. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be permitted.
18.4 The center stud hole in the top of the air filter housing cannot be recessed more than one (1) inch.
18.5 The air filter housing must be centered and set level on the carburetor.
18.6 The bottom of the air filter housing must be lower than the top of the carburetor choke horn.
18.7 No ram air, ducts, baffles or air dividers will not be permitted on or leading to the air cleaner or element.
18.8 Fresh air opening of any type will not be permitted in the hood or cowl area.
18.9 Tubes, funnels or any device which may control the flow of air will not be permitted inside of the air cleaner of between the air filter housing and carburetor.
18.10 No vacuum in crankcase allowed.

FUEL SYSTEMS

19.1 All fuel used for competition must be purchased by Fairgrounds Speedway at Nashville.
19.2 No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system.
19.3 Stock type mechanical fuel pump only, mounted in stock location, no electric pumps.
19.4 Only one fuel line, maximum 1/2" ID allowed. Additional lines, operating or not, will result in disqualification.
19.5 No additional fuel reservoir or pressure equalizing systems.
19.6 Fuel filters must be on suction side of fuel pump if used.
19.7 No cool cans, icers or fuel cooling devices allowed.
19.8 Dry coupling fuel connectors optional. Fueling also by opening the rear deck lid.

ELECTRICAL SYSTEMS

20.1 12-volt systems only.
20.2 Battery must be completely enclosed in a steel box located forward of rear axle.
20.3 Approved battery powered stock type distributors only.
20.4 No magnetos, crank trigger, multiple coil or programmable ignition systems allowed.
20.5 One single ignition box permitted.
20.6 Ignition amplifier must have a 6 pin female connector attached to its output leads (MSD part #8170) to facilitate manual operation and testing of ignition components during inspection.
20.7 Ignition firing order must remain as produced.
20.8 Starters must be in original stock position with stock mounts and hardware and operable.
20.9 No traction control devices or any type allowed. All offenders will be banned from all competition for a period not less than 5 years.
20.10 ON/OFF Master switch must be clearly marked and easily accessible to track safety crew.
20.11 The on/off switch must be wired to the battery cable in a manner that would cut off all electrical power.

COOLING SYSTEMS

21.1 Any metal or aluminum production radiator allowed in stock location not requiring any body modification.

21.2 No plastic radiators.
21.3 Fan must have a shroud covering 180 degrees of top circumference subject to inspection.
21.4 Approved radiator overflow tube must exit to either right side of windshield at cowl or into permanently installed metal catch can, mounted ahead of firewall.
21.5 Stock steel factory type production fan, with a minimum of four blades, is optional.
21.6 Electric cooling fans, located on backside of radiator are allowed.
21.7 No shrouds or panels on rear side of radiator.
21.8 Water pump must be stock type in stock location.
21.9 Antifreeze is not allowed.

CLUTCH

22.1 Magnetic steel, multiple disc clutch assembly allowed, 5 1/2" minimum diameter is required.
22.2 Starter flywheel ring gear must remain the same size as standard production ring gear.
22.3 Bell housing must be a 360-degree blow proof housing with a 2" inspection hole in bottom of housing.

TRANSMISSION

23.1 Standard stock production model OEM manual transmission allowed.
23.2 Minimum of 3, maximum of 4 operable forward gears and reverse.
23.3 All gears must be in working order (except first gear in 4-speeds).
23.4 No straight cut gears. No lightning of gears on main shaft.
23.5 Single, stock style shifter required.
23.6 Transmission "Quick Change" units are not allowed.

DIFFERENTIAL

24.1 "Quick Change" or 9" Ford original configured rear ends allowed.
24.2 Full floating rear ends are compulsory.
24.3 Rear axle load tubes, axle shafts, and snouts must be steel.
24.4 No offset rear ends.
24.5 Axle tubes must be within 1" of each other in length.
24.6 No "gold-trac" or "triple trac" types allowed.
24.7 No external coolers or pumps permitted.
24.8 No cambered axles.

DRIVE LINE

25.1 Rear wheel drive configurations only.
25.2 Two 360-degree drive shaft straps mandatory, installed fore and aft of drive shaft, installation must be approved by tech staff.
25.3 Standard production, one-piece steel drive shafts only. Diameter of 2 ¾ or 3" OD.
25.4 Drive shaft must be painted white.

BRAKES

26.1 Brakes must be operational on all four wheels.
26.2 Conventional, hydraulic type brake system, non-ABS type, non-traction control.
26.3 Four wheel disc brakes optional.
26.4 After-market steel brake rotors acceptable.
26.5 No floating brake rotors.
26.6 Stock type steel, single puck caliper.
26.7 No brake fluid re-circulators.
26.8 No in-line brake devices (lock resistant brake systems)

FRAMES

27.1 NO holes may be cut in frame rails to lighten the frame rails.
27.2 Fab frames must follow stock stub specifications with modifications permitted are clearance for the following: oil pan, fuel pump, headers, steering shaft, and springs. Installations of sway bar, motor mounts, upper A frame mounts and weight-jacking bolts will be permitted. Any other modifications must be approved. When incorporating side frame rails into front frame section, frame rail must be installed in the same location as if Super Trucks had a factory-installed frame. The distance from the inside edge of the frame rails, left and right, must be within 1" of the centerline of the tread with front and rear.
AMENDED **27.3** A minimum ground clearance of 4" cars and truck (with driver) must be maintained on any part

of the frame and body with a 4" clearance on body and front nose piece required. Frame rails must be parallel and be constructed with minimum 2" x 3" steel square tubing with a minimum wall thickness of .083" (0.095 recommended).

27.4 The front frame and rear kick-ups must be similar and configurations to standard passenger kick-ups and must meet safety specifications of technical inspector. Frame rails must extend over rear axle.

ROLLER BARS

28.1 Driver is responsible for installation, construction and workmanship of roll cage.
28.2 Round steel 1 3/4" x .090 roll bars are compulsory and must be approved. D.O.M. Tubing is encouraged.
28.3 Aluminum and/or other soft metals not permitted.
28.4 Roll bars must be welded.
28.5 All trucks are required to have a rear vertical hoop behind driver's head connected to left and right front roll bar legs by a roof hoop. The front roll bar legs must follow the contour of the windshield post and cowl and must attach. The rear vertical hoop must be attached at a 90-degree angle to frame rail and be supported by a diagonal bar from top left the bottom right, or top right to bottom left
28.6 A roll bar must connect the left and right of the rear vertical hoop at seat height.
28.7 An "X" must connect left and right frame rail. An additional roll bar must be installed across the bottom of the dashboard, extending from the left front roll bar leg to the right front roll bar leg. Rear support bars, left and right, must extend from the top of the rear vertical hoop to the rear of the frame in the rear.
28.8 The front leg bars and rear vertical hoop must be connected with 4 horizontal door bars from the left side.
28.9 Right side must have at least four door bars.
28.10 The door bars on the left side must be convex in shape and spaced from top to bottom as equally space permits.
28.11 Top left door bar must be a minimum of 29" to top measured from ground and a minimum of 23" on the right side.
28.12 Door bars must have six (6) vertical studs equally spaced.
28.13 Two angular studs must be attached from bottom door bar to main frame rail.
28.14 Center of seat located 18" from closest door bar.
28.15 Front wedge bar, roof wedge bar, transmission hoop and front hoop are required.
28.16 "Petty" and "Earnhardt" bars are highly recommended.
28.17 Butt welds, joints and connections must have gusset plates for reinforcement.
28.18 Roll bars must be padded from top of frame on left side to center of top.
28.19 High-density padding strongly recommended.
28.20 Top roll bar and hoop must be followed contour of roof as closely as possible. Roof hoop at sides of side window opening must be tight to roof as closely as possible.
28.21 Door bar deflector plates, which must be welded to roll cage, are recommended.

SUSPENSION

29.1 Front-end suspension must be reinforced for safety.
29.2 Heavy-duty spindles and bearings are compulsory.
29.3 Heim joints permitted on upper A frames.
29.4 Adjustable upper A frames permitted.
29.5 Lower A frames must have a stock appearance for the type front sub-frame being used and mounted in stock location.
29.6 Both A frames must be the same length (no offsets allowed).
29.7 Fabricated Lower A frames: Ford type must be constructed using minimum two 2" wide by one 1" high steel tubing.
29.8 General Motors type must be constructed using a minimum one 1" wide by 2" high steel tubing.
29.9 Rear spring position may be changed, but both springs must be located either inside or outside of frame rails.
29.10 Either rear coils or transverse springs will be permitted.
29.11 Approved truck trailing arms permitted when using rear coil spring suspension.
29.12 Trailing arm mounting may not be adjustable front to rear.
29.13 Adjustment point of trailing arms may be steel bearing or rubber bushing.
29.14 All trailing arms and bars must be steel and approved with a minimum wall thickness of 1/8".
29.15 All trailing arms and wrap up bars must be single piece solid type (heims, bushing, etc.)
29.16 No shock or spring set up will be permitted in these areas.
29.17 Trailing arms, panard bar, and wrap up bar using heim joints must be aircraft quality.

29.18 All springs front and rear must be a minimum of 5" outside diameter.

AMENDED **29.19** All-steel body racing shocks are allowed.

AMENDED **A.** Aluminum racing shocks permitted.

29.20 All shocks are revalvable but may be claimed $175.00 each by a competitor finishing behind the claimee after event.

29.21 External adjusting devices, cockpit adjusting devices or remote pressure units not allowed.

29.22 No device, mechanical or electrical for shifting weight will be permitted inside driver's compartment.

29.23 No hydraulic weight shifting devices allowed.

SPINDLES / HUBS

30.1 Stock hub and rotors or steel hub with after-market steel rotor optional.

30.2 Wheel adapters are allowed.

30.3 Aluminum 5 x 5 or wide 5 hubs allowed. No magnesium.

30.4 Approved cast, forged, steel after-market spindles allowed.

STEERING

31.1 Tie rods, drag links, and component parts must be steel and heavy duty.

31.2 Heim joints will be permitted on steering linkage, but must be aircraft quality.

31.3 Rack and pinion or slider steering not permitted.

31.4 An approved quick release steering coupling on steering wheel is mandatory.

31.5 A lock collar on front side of helm joint of steering rod is mandatory.

31.6 Collapsible steering shafts are recommended.

31.7 Finger / hand protection is recommended.

31.8 Quick release steering wheel system with steering wheel nose guard or center pad is required.

GROUND CLEARANCE

32.1 Frame rails 5" minimum.

32.2 All body components 4-inch minimum.

32.3 Fuel cell 8" minimum clearance.

WHEELS

33.1 10" wheels – maximum measurement inside bead to bead. May be reinforced.

33.2 All wheels must be same width and offset.

33.3 Nonferrous wheels made by riveting or bolting components or any type assembly are not allowed.

33.4 Steel wheels only. Super light / ultra light wheels not allowed.

33.5 Bleeders valves are not allowed.

33.6 Black wheels MUST be painted white or reflective color on backside.

TIRES

AMENDED **34.1** Tires must be purchased from FSN. Limited Late Model will run Hoosier 1070 slick.

AMENDED **34.2** No tires soaking permitted. Any tire that has been soaked will be confiscated, no exceptions!

WEIGHT

35.1 These engine options are all that are legal no other combinations allowed.

AMENDED **35.1-t Truck Base Weights**

A. 604 Crate 3150 lbs. 56% left side.
B. 603 Crate 3000 lbs. 56% left side.
C. Built Engine 500 CFM w Victor Junior intake (open carb with stock base plate only) 3100 lbs. 56% left side.
D. Built Engine 390 CFM 80507 4-barrel. Dual Plain Intake3100 lbs. 56% left side..

35.1-c Car Base/Weight

A. 603 Crate No Updates 3100 lbs. 56% lbs. left side.
B. Built Engine 500 CFM w Dual Plain Intake (must use stock base plate) 3150 lbs., 56% left side.

35.2 All weights attained with driver in seat. 56% Left side.

35.3 A one (1) pound per lap burn off.

35.4 Tungsten or liquid weights are not allowed.

35.5 Weight must be securely bolted in place.

35.6 Weight cannot extend outside weight boxes. Weight boxes must be welded solid to frame.

35.7 Weight may not be added to outside frame rails, ahead of the front spindles or in drivers compartment.

35.8 All official weights are determined by officials and the Fairgrounds Speedway at Nashville scales

only.

35.9 Questionable or non-conforming parts will be subject to additional weight.

35.10 Management reserves the right to adjust, alter or change weights, as they deem necessary.

FUEL CELL INSTALLATION

36.1 Must conform to guidelines and tolerances as specified by the track officials.

36.2 Vent tube must exit out the rear of the truck.

GENERAL POLICY

37.1 Two-way radios mandatory, however each teams must scan the Fairgrounds Speedway at Nashville racing frequency.

37.2 All teams must notify race control of team radio frequency used in competition.

37.3 Side window and door area must remain open other than window nets and small naca duct for air circulation.

PROTEST TERMS RULE

38.1 Rules apply for all divisions.

38.2 Protest must be at scales immediately after the feature. Once protest is filed, it will not and cannot be withdrawn.

38.3 When protest and found illegal, you will loose all points and monies for that night. If you admit to being wrong and don't tear down, you loose all points and monies for that night and will be issued a fine in the amount of $50.00. Each additional time you are protested and found wrong, the fine will increase by $50.00 and you loose all points and monies for that night.

38.4 When protesting, you must also tear down first. All protests must be made at scales immediately following that division of racing.

PROTEST COST

39.1 All ¼ mile divisions: $1,000.00 to look at everything. $500.00 to look at top half only. Protester must tear down first. Speedway keeps 30%, win or lose.

39.2 All 5/8 mile divisions: $1,500.00 to look at everything. $1,000.00 to look at top half only. Protester must tear down first. Speedway keeps 30%, win or lose.

MUFFLERS MANDATORY – 100 dba will be enforced. If car is not 100 dba, car will not be allowed to practice or race in the event. **No exceptions!**

FAIRGROUNDS SPEEDWAY NASHVILLE REQUIRES MUFFLERS ON ALL CARS!

NOTE: The following rules were amended on February 13th, 2012:

Body and Appearance and **2.16 ,**11.18, 11.21, 17.6, 27.3, 29.19, 34.1, 34.2.