



2008 RULES

All Rule Changes from 2007 are Bold & Underlined

COMPETING MODELS:

Limited to American-made passenger car production sedans with an A.M.A. wheelbase of no less than 101 inches, and no more than 108 inches. No convertibles, station wagons, trucks or 4-wheel drives.

ENGINES:

Engines may be interchanged, i.e., Ford in Mercury, Dodge in Plymouth, Pontiac in Chevrolet, etc., but must be stock production with standard external measurements in all respects. Engine location must be in center of front stub or clip on all cars (3/4" max. tolerance). Engines must be located so the center of forward-most spark plug hole is NO further than two inches rearward of the centerline of the upper ball joints. Ford and Chrysler cars are allowed 3 inches. Crankshafts no lower than 10 inches at 4 inch frame height.

1. No aluminum V-8 blocks, aluminum heads allowed OEM designs only. No Barnes or Westlake type. Brodix 12, Dart or Buick. Only 23-degree heads on GM motors allowed.
2. Any crankshaft, camshaft, and camshaft drive allowed. Any approved high-rise intake manifold allowed. Subject to tech approval. Example: Victor Jr., Chevy Bowtie. No two-piece or fabricated manifolds.
3. No magnetos/no digital gauges/no traction-control devices.
4. Mechanical fuel pump only, must be stock type and mounted in stock location. No electric pumps allowed, no other pressure type systems allowed.
5. Dry sump type oil systems optional. No more than 5 stage pumps. Oil pan must have minimum clearance of 3 inches.
6. High port heads of stock production are optional on all Ford engines; W-2 type heads of stock production are optional on all Chrysler engines.
7. V-6 motors are prohibited.

OPTIONAL "SPEC" ENGINE:

1. Engine Size: 360 CI max.
2. Block: Any cast iron block
3. Cylinder Head:
 - a) Brodix spec head for: Chev. (SPEC CH). No angle plug spec heads allowed.
Ford (SPEC FO)
Chrysler/Mopar (SPEC MO)
 - b) Spec steel valves only - max. valve size 2.080 intake/1.600 exhaust.
 - c) No port work allowed - This head is CNC ported.

The name Spec is cast into floor and roof of intake runner, roof of exhaust port and is also cast on outside of head -- Must not be altered.

- d) Water plumbed into head is allowable.
 - e) Intake opening and bowl area are CNC matched, no other work allowed.
 - f) No grinding, or polishing, of any kind is allowed anywhere on the casting except for the combustion chamber. No use of any substance that may change or alter the shape or size of the port or runners. All valve seats and guides must remain in the location as supplied by manufacturer. Valve jobs are limited to the cast iron seat insert only.
 - g) No welding or cutting allowed anywhere on the casting.
4. Spec Manifold:
- a) Chevy - HV 1009 Brodix
Ford 351W 2981 Victor Jr. Edelbrock
Ford 302 2921 Victor Jr. Edelbrock
Dodge 2915 Victor Jr. Edelbrock
 - b) No port work other than intake manifold, one inch up from intake gasket surface.
 - c) May run a one-inch spacer, subject to tech approval.
5. Oil Pan: Steel only.
6. Oil System: Minimum ground clearance 3 inches.
- a) Wet sump (refer to weight chart below) - Accu sump allowed.
 - b) Dry sump, add 50 pounds (refer to weight chart below).
 - c) Dry sump pump will be 5-stage maximum.
7. Car Weights for spec. engine:
- 9:1 Spec Engine - dry sump = 2,750 lbs
- 9:1 Spec Engine - wet sump = 2,750 lbs
- All cars may be weight factored at any time to equalize competition.
8. Camshaft: Flat tappet or roller.
9. Rods: Steel only.
10. Pistons:
- a) Aluminium pistons.
 - b) 9.5:1 max. Compression.
11. Crankshaft: No titanium.
12. Carburetor:
- a) 390 CFM Holley List #6895/#80507.
 - b) Must have approved secondary throttle stop.

13. Rockers: Any.
14. Timing Chain: Gear drive and belt drive allowed.
15. Fuel Pump:
 - a) Stock location on block.
 - b) No electric pumps.
16. Distributor:
 - a) Must be in stock location.
 - b) No crank trigger ignition.
17. Specify on top of the hood, type of motor:

Tour 9:1	360T
Spec Dry	360D
Spec Wet	360W

CAR WEIGHTS:

No high compression engines.

9:1 Tour Engine - 360 ci = 2,900 lbs

9:1 Spec Engine - dry sump = 2,750 lbs

9:1 Spec Engine - wet sump = 2,750 lbs

All cars may be weight factored at any time to equalize competition.

360 or less, 9:1 compression engines (Tour legal) -- 2,900 lbs. (No cylinder. shall exceed 9.5 to 1 on engines claimed 9 to 1)

1. Cars with stock clip type front-end may be allowed to run. To meet the requirements of a stock clip type front end car, 4-1/2 inch stock springs or larger must be used. These must be mounted in the stock location. No coil-overs allowed on the front end. Minimum weight of 2750 lbs, when using weight breaks for Spec. Engine, and 2900 when using Tour Engine.
2. **Cars are limited to 57.0% left side weight. (NO TOLERANCE).**
3. All above weights include car and driver, race ready with fuel on board.
4. All cars may be weight factored to equalize competition.
5. No titanium and or exotic materials, products, parts, or components allowed on racecar unless specified in the rules. No gun-drilled, tubular, or hollow bolts or stubs allowed.

INTAKE MANIFOLD and CARBURETOR:

1. Carburetor must be Holley 390 CFM, List #6895/#80507.
2. Jets may be any size.
3. No internal polishing, grinding or internal modification permitted to carburetor. Choke must be removed. Choke air horn may not be removed or modified unless it is 390 type.
4. No aftermarket metering plates. Holley only.
5. No electronically controlled carburetor devices.

6. No press-in Venturi Boosters allowed. Center divider in early 390 carburetors must be removed for tech purposes.
7. One aluminum adaptor (spacer), maximum of one-inch total thickness, to adapt carburetor to manifold may be used. Only two gaskets allowed, maximum gasket thickness .050". No taper allowed in holes of spacer.
8. All carburetors must have two throttle return springs.
9. Air cleaners required: Must be 360° degrees open, deflector okay on front 180°s. No ducting, no cold air boxes, no ram air. Dry paper filter elements only.

FUEL and FUEL CELL:

1. Must be soft-type bladder fuel cells and must be enclosed in a steel container with lid and drain holes in bottom. One inch offset permitted but must be within rear frame rails. Fuel cell must have approved rollover valve and vent to underside of car next to fuel cell. **THE EXIT OF THE VENT TUBE MUST BE ABOVE FUEL TANK LEVEL.** (No PCV valves or open vent line allowed.) Fuel cell not to be considered ballast. Fuel cell must have a minimum of ten (10) inches ground clearance. Fuel cell bladder must be within 7 years of manufactures date on bladder.
2. Fuel cell must be mounted in a structure of 1"x 1" sq. tubing or 1"x 1" x 1/8" angle iron. The structure must be strong enough to jack up the car. No ballast may be attached to the fuel cell structure. A reinforcement plate of not less than 14 gauge (0.078 inch thick) steel must be installed in front and rear of fuel cell container. The plate must extend the full width and height front and rear.
3. Fuel cell must be mounted as intended by the manufacturer with filler cap located on top. The filler flange must be fastened on the inside of the quarter panel. A strap must be connected from flange to frame so as flange or hose cannot be pulled away from cell.
4. Fuel lines that run through driver's compartment must be enclosed in a sealed metal tube that is securely mounted inside car.
5. SUNOCO STANDARD PURPLE 110 OCTANE will be the official "SPEC" racing fuel for the SRL Late Models. No other racing fuels and/or additives will be allowed.
6. No nitrous oxide.

FUEL RULE AND FUEL TESTING:

1. Gasoline, as refined, is a mixture of hydrocarbons and other additives. Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant (DC). Every brand of gasoline has a characteristic or 'signature' DC based on the blend of hydrocarbon molecules and additives as it is produced at the refinery. To be certified as legal for use in competition, gasoline must exhibit the same DC and dye color as refined, and must pass such other tests as may be deemed appropriate by sanctioning body tech officials. In order to determine signature DC and dye color, gasoline used by competitors at events must either be in the HDE Gasoline Database or be available from a supplier at the sanctioning body event so that independent verification of those characteristics may be established by sanctioning body tech officials. Gasoline that exhibits a variation of more than +/-0.4 in the DC reading as measured on the HDE G-01 Fuel Analyzer as compared to the DC reading of the same gasoline as it comes from the supplier will fail fuel certification. Likewise, significant variation in typical dye color may also be considered to be an indication that the competitor's gasoline has been tampered with and will also fail fuel certification. The addition of any oxygen bearing compound or other power additive is prohibited and is grounds for disqualification and the application of sanctions as established by the sanctioning body tech officials. Gasoline may be checked before, during and after qualifying and eliminations, at the discretion of the sanctioning body tech officials. If a competitor is in doubt as to the legality of his/her gasoline, it is recommended that it be checked by sanctioning body tech officials before use in competition.
2. Fuels will be randomly tested at any time by the SRL Late Model Officials.

ELECTRICAL SYSTEMS:

1. Battery powered ignition only. (If a car finishes in the top three and cannot turn over for cid check, head must be pulled for cid check.)

2. Inside of stock distributor may be modified.
3. Duel point distributor and electronic ignition permitted.
4. No magnetos/no digital gauges/no traction-control devices. If any traction device is found, the driver will be disqualified for that event and the remaining races for that season, and all points for the year will be taken away.
5. Self starter must be in working order, or start at the back of the field on initial green of each race.
6. Only one battery permitted. (Subject to Tech approval.) The battery must be installed in an enclosed battery box, complete with a cover, located in front of the axle housing behind the driver's seat. This box may be constructed of steel, aluminum, or plastic upon official's decision.
7. An electrical system's master battery switch must be mounted in such a manner that it can be reached by the driver and/or track safety people from outside of car. This switch must be labeled "MASTER BATTERY SWITCH" or "ON/OFF" in a bright color.
 - a) An auxiliary on/off button that will disconnect power to the ignition system must be mounted on the steering wheel within reach of the driver's thumb when the hands are in the normal driving position. The auxiliary switch must shut off the engine immediately when depressed and the engine must not restart until the button is depressed again.
 - b) Brake pressure ignition kill switch allowed in place of on/off button on steering wheel.
8. Ignition boxes must have no more than six (6) pins.
9. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized or memory circuits will be permitted.
10. The distributor must mount in the stock location and maintain the same firing order as a factory-produced engine for the make and model car being used.
11. No adjustable timing controls of any configuration allowed.
12. One coil per ignition system.

COOLING SYSTEM:

1. Any radiator may be used, but must be mounted in stock location.
2. No modifications to hood for radiator installation.
3. An overflow catch tank for the radiator is required. Must mount and vent to the right of cowl area ahead of windshield or may be mounted to the rear of the car.
4. Coolant permitted. (No ethylene glycol)
5. Fan optional, electrical type okay.
6. Stock type water pumps must be used. (No electrical water pumps).
7. Angled radiators up to 20 degrees from vertical will be allowed.

EXHAUST:

1. All cars must have muffler system of some type. Maximum four inch diameter exhaust pipe must exit past driver a minimum of 12 inches, be underneath car and pointed down or exit out right side low on body.
 - a) Exhaust pipes from the exhaust header collector take-on shall be no larger than four (4) inches inside diameter when round exhaust pipe is used. Maximum one four-inch pipe per side. When the left and right side exhaust pipes connect and form a single outlet exhaust a maximum six (6) inch inside diameter pipe may be used. SRL Tech Officials must approve any other system. Exhaust pipes must extend past driver and to the outer edge of the car, immediately above or beneath frame, with a minimum ground clearance of three (3) inches.

- b) Exhaust pipes must be fastened to header in a secure manner.
 - c) Each exhaust pipe must be secured to car by two 1/8" x 1" steel U brackets.
 - d) If exhaust exits right side of car in front of rear tire, it must remain flush with the body. Subject to tech approval.
2. **Noise level must not exceed 90dba @ 100 feet at each track. Penalty: Possibility of not being able to compete if noise requirements are not met. We must comply with each tracks requirements it is advisable to use an adjustable type plate system to control noise.**
 3. All above rules will be strictly enforced.

CLUTCH and BELL HOUSING:

1. Multiple disc clutches will be permitted. Minimum clutch disc diameter is 5-1/2 inches. Only magnetic steel discs and pressure plates will be permitted. Clutch cover and housing may be made of aluminum or steel.
2. Special steel or aluminum bell housings will be permitted. Approved SEMA, NHRA, or NASCAR type bell housing recommended.

TRANSMISSION:

1. Must have one forward and one reverse gear in working order. No transmission heaters allowed.

DRIVE LINE:

1. Must run a steel drive shaft only. No aluminum or composition type allowed. Must be painted white. Two 360 degree hoops of 2 inch by 1/4 inch strap of magnetic steel must be around drive shaft and connected to the cross member.

REAR END:

1. Rear-end may be interchanged (Ford in Chevy, etc.). Quick change optional, oil cooler optional. No rear end heaters allowed.
2. If quick change is used, the spur gears, lower jack shaft, drive shaft yolk, axles and spindles must be magnetic steel.

FRAMES:

1. Frames may be fabricated from steel tubing but must meet 101" minimum wheelbase.
2. Fabricated or stock front clips are permitted.
3. Perimeter (equal lengths kick out) frames only no offset (straight right side frame rail) type frames.
4. A minimum ground clearance of four (4) inches must be maintained on any part of the frame or body (excluding front cross member). Cross member must have a minimum clearance of three (3) inches.

SUSPENSION:

1. Weight jacks may be installed. No suspension adjustment devices allowed in driver compartment.
2. Any springs may be used. Barrel type springs allowed. Rear springs or shocks cannot be staggered.
3. Front sway bar may be custom units with bolt on arms and adjustable.
4. **Any front spindle and brake assembly can be used. Hub tethers (one each spindle) mandatory, must be over snout of spindle and connected to frame in front of upper control arm.**
5. Heavy-duty spindle recommended on right front wheel.
6. Custom hubs and spindle adapters are allowed.

7. No straight front axles.
8. No independent rear ends.
9. Lower A-frame may be reinforced or altered to accept bigger ball joint or spindle. Tubular upper A-frame may be used. (Refer to the Frame section)
10. Heavy-duty lug bolts mandatory, five lug hubs minimum 5/8" studs.
11. No electronic suspension checking or measuring devices allowed. During racing no on board computers.
12. No air, spring, or hydraulic trailing arms allowed. Must be solid bar type.

SHOCKS:

1. Maximum one shock per wheel.
2. **Coil-over shocks permitted. Only a single, manual, external adjustment acceptable. External shock reservoirs will not be permitted. Shock bump stops will be allowed.**
3. No shocks that may be adjusted by driver within driver's compartment.

WHEELS:

ALL RACING WHEELS MUST MEET TIRE AND RIM MANUFACTURER SPECIFICATIONS.

NO ALUMINUM WHEELS ALLOWED.

NO EXTREME SAFETY BEADS ALLOWED - NO EXCEPTIONS.

1. Maximum wheel width permitted, 10" measured inside bead.
2. Wheels must be approved steel racing wheel. Wide 5 wheels must have a minimum weight of 17 lbs, and 5 on 5 wheels must have a minimum weight of 20 lbs.
3. All wheels must have equal offset. No more than 1/2 inch wheel spacers allowed. Must be made of magnetic steel. All wheels must have car number on exterior of the wheel.
4. **Track width not to exceed 64 inches, front or rear. Spec engine cars must run the same width of 64 inches.**
5. No bleeders allowed in/on wheels. Wheels that have holes for bleeders will be allowed to insert valve stems to cover hole.

BUMPERS:

1. **All bumpers must be behind body panels. A pickup loop, capable of supporting car's weight is required front and rear of the car. Deck lids must be removable to access pickup loops.**
2. Bumper bracket may be reinforced or replaced.
3. A piece of tubing 1-3/4" in diameter may be used to reinforce bumpers, front and rear. Tubing must not be exposed and must remain behind bumper.
4. Front end may be reinforced behind grill if kept to a minimum using 1-3/4" O.D. tubing.
5. No tubing more than 1 3/4 inches O.D. permitted for bracing and reinforcing.
6. Nerf bars or scrub rails not allowed outside body.

STEERING:

1. Quick release wheel mandatory. The release must be made of steel only.
2. Steering box open, rack and pinion optional.

3. Tie rods, drag links, pitman arm, etc., may be interchanged.

BRAKES:

1. Any 4-wheel disc brake combination is permitted.
2. No electronic brake actuators will be permitted.
3. Power-assisted brake systems will not be permitted.

BODIES and CHASSIS: All cars must have 2002 or later Tour Style Bodies. Offset ABC bodies will be allowed. Down force noses will not be allowed. All bodies must conform to the 2008 official ABC (Approved Body Configuration) rule book. The rule books are available from Five Star or from the SRL. Approved competition models:

CHEVROLET Monte Carlo - CHEVROLET Impala - DODGE Charge - DODGE Intrepid.- FORD Fusion - FORD Taurus - PONTIAC Grand Prix. - TOYOTA Camry

2. Trailing edge of hood must match body line of car. (No bowed hoods. Minimum air gap subject to tech approval.) Rear opening of hood will be no longer than 20" wide by 2 ½" deep with a 2" deflector mounted to the trailing edge of hood or firewall.
3. Stock grill or custom grill mandatory.
4. Cars must be neat appearing, be neatly painted.
5. Steel floor must be enclosed.
6. A firewall of no less than 22-gauge steel must be installed to completely seal driver from fuel cell. All interior is to be of 22-gauge steel except for dash and crush panels.
7. Fenders can be cut for tire clearance, but must be done in neat workmanship manner. All edges must be rolled or reinforced. No sharp edges allowed on fenders or bodies.
8. Front nose must have a ground clearance of no less than four inches and must not extend more than 45 inches from center spindle. A strip of no more than ¼" thick and 2" wide across bottom of nose. Must match contour of original body. The nose flares must not be pushed out past the straight line of the rocker panels. Subject to tech approval.
9. A non-adjustable rear spoiler not exceeding 6-1/2 inches: in height and 60-inches in total length may be attached to trailing edge of trunk lid only, no side air dams allowed. Top 3 1/2 inches of the rear spoilers be of 1/4 inch thick flat clear polycarbonate.
10. Original dimensions of all bodies must remain as manufactured, except for changes that may be necessary for tire clearance. (No iceman quarter panels allowed.) Quarter panels will measure 33 ½ to 34 ½" left side and 34 ½ to 35 ½" right side, measured at the spoiler. The roof will be measured 10" behind top of windshield and have a minimum of 47". The spoiler locations measured from the bottom edge of the rear window at the center to where the spoiler meets the rear cover will be a maximum of 23 ¼ inches.
11. All bodies must be ABC replacement fiberglass or aluminum part allowed. Stock rear deck length, and rear window angle and front windshield angle plus or minus 1 degree from stock angle from top of door sill to top of windshield. May be required to fit template.
12. Rear end must be closed in and stock appearing.

GLASS:

1. All glass must be removed.
2. Wink type three (3) dimensional mirrors with a maximum width of 26 inches will be permitted. An additional rear view mirror may be fitted, however, it must be acceptable to SRL officials and must not extend outside of the car at any time.
3. Lexan or safety glass windshield must be strapped with a minimum of two 1" wide steel or aluminum straps.

4. Rear clear Lexan must be strapped with a minimum of two 1" wide steel straps.
5. No wire mesh or screen of any kind allowed.

ROLL BARS:

1. Full cage type steel roll cage required.
2. Material allowed, 1-3/4", seamless tubing .095 wall or heavier.
3. Roll cage must be securely welded to frame. No exhaust pipe tubing allowed!
4. All areas that the driver may come in contact with must be padded and taped. Longacre or other racing approved roll bar padding only! (NO PLUMBING INSULATION ALLOWED.) High density padding recommended and mandatory in 2004.
5. Gussets required on all welded joints and connections.
6. All cars must have four (4) door bars on driver's side. All cars must have 4 door bars on the right side. A diagonal bar with no bends must begin at the upper left bend of main roll bar behind the driver's head and intersect with the diagonal bar from the right main roll bar. If needed a horizontal bar may need to be added to facilitate shoulder harness alignment.
7. All cars must have center windshield bar #4a and roof support bar #12, which is one run of tube from right upper corner of cage to frame cross member.

SEATS and SEAT BELTS:

1. Approved aluminum racing seat only - must be padded. Seats must have approved metal frame bolted or welded to roll cage in such a fashion as to move with cage in the event of a crash.
2. Padded headrest mandatory.
3. A five-point S.F.I. approved harness with three-inch lap and shoulder belts and a two-inch sub belt is mandatory. Belts must be in excellent condition. Belts to be attached with 3/8" grade five bolts.
 - a) A quick release lap belt no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8 inch in diameter.
 - b) Shoulder harness must be no less than three (3) inches wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
 - c) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.
 - d) Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. All seat belts and shoulder harness must connect at the lap belt with a Tour approved quick release buckle. Seat belts must be dated by the manufacturer and must not be used beyond three (3) years after the manufacturer date. Untagged, undated belts will be considered out of date. The label cannot be in the adjuster.

FIRE CONTROL & SAFETY:

1. **A fully charged five-pound on board fire system with a minimum of two nozzles is mandatory. Gauge must be easy to read. The bottle must be certified from the manufacture every three (3) years. This cylinder must contain a minimum of five (5) pounds of Halon 1211, 1301 or DuPont FE-36.**
2. Nomex-type or equivalent fire resistant uniforms mandatory. Nomex gloves, socks and racing shoes are mandatory - per Tour regulations. Nomex fire resistant underwear is required with single layer suit. (Recommended: Multi-layer fire resistant racing suit with Nomex underwear.) Uniforms must be kept clean and in good repair. Soiled, torn, worn, or poorly fitting uniforms will not be allowed.

3. Full face helmets are recommended.
 - a) Tour approved helmet with SA 2000 / SA 2005 certification sticker is mandatory. "M" type not allowed.
 - b) No D.O.T. or A.S.I. Z90 helmets approved or allowed without an accompanying certified Snell sticker.
 - c) Any helmet with the inside identification labels defaced, obliterated or removed will not be approved.
 - d) Helmets showing wear or abuse, such as chipping or cracking, will not be approved.
 - e) Helmet chinstrap must be Nomex covered.
 - f) A full-face helmet with Lexan face shield is recommended.
 - g) HANS or HUTCHENS devices mandatory, at all times in the SRL series.
2. Window net required on driver's door window. Net must be permanently mounted at bottom of window with a minimum 5/16" steel rod and secured at the top using a steel flip style release. No other window net latches will be allowed.
3. Racing seat belt (flip latch) latch at forward end of upper rod.
4. Toe straps required on all throttle pedals.
5. A fully charged five-pound fire extinguisher is required in each pit at each racing event. Recommended: All entrants should have in their garage or pit area as part of their equipment, at all times, a fully charged 10- or 13-pound dry chemical, Halon, or its equivalent, fire extinguisher.
6. Center top of steering post must be padded with at least two inches of resilient material.
7. Two-way radio communication between driver and crew is required whenever car is on the track.

IDENTIFICATION:

1. Side numbers will be on door area only. Minimum 20" in height and three inches wide on both sides of car. All numbers must contrast with car colors, be non-reflecting and easy to read from a distance. (No airbrush shading.) Recommend white with contrasting border. No silver, gold or other metallic numbers (too difficult to score).
2. Top number must face passenger side and be 36" in height and three inches wide.
3. Number must be on one of the headlight covers, minimum three inches in height.
4. Driver's name to be painted in minimum three-inch letters above right door.
5. Engine cubic inch size must be on hood.

TIRES:

1. **Track tire: Hoosier 27.0/10.0-15 3035SX, 3035, & 3045. These tires will be the only tire allowed at all events. Roseville will be the only track to allow the 3035 on the right. Subject to change.**
2. Race tires must be purchased at each track, on the day of the event. SRL officials will determine eligible tires, procedure for selection of tires and release time.
3. Must start and finish main event with same tires that are used for qualifying (exception: tires deemed unsafe for competition, determined by SRL Officials). Used 3035 & 3045 tires may be used in the Qualifying Race and Trophy Dash rather than the qualifying tires. Transferring cars to the main event from qualifying race will be allowed 2 new tires. Tires must be in the position as intended by manufacturer.

4. Tires that have been altered by unauthorized treatment will not be permitted. It is the competitor's responsibility to comply with the tire marking system set forth by the SRL Officials. Failure to comply or the use of tire soaking substance will be subject the competitor to penalty, up to disqualification.
5. Tire selection will begin one hour after pit gate opens. Current top 15 in SRL championship points will determine selection order, and then in qualifying number draw order at the SRL trailer. The first race the top 15 from 2007 points final will be used.
6. The following vendor will supply tires:

Boyd Enterprises 1880 Herndon Road Ceres, CA 95307 (209) 538-7918

7. Tires services and sales will be handled by Boyd Enterprises at each race. It is recommended that the competitors arrive to the track with bare wheels to speed up the mounting of new tires.

“PLEASE NOTE TIRE PROCEEDURE SHEET ATTACHED ON BACK PAGE OF 2008 RULES”

TESTING POLICY:

1. Testing will not be allowed within one week (7 days) before the event at that track.
2. Testing will be allowed the day before an SRL event as long as it is an open test and is in conjunction with the SRL and the track Management.
3. The above policy will not apply to the first race of the season. Open testing will be permitted up to the first race of the year at the track first on the schedule.

POINT FUND ELIGIBILITY:

1. To be eligible for SRL point awards, you must compete in a minimum of 75% of the races during the SRL racing season. Any point total ties at the completion of the season, the position will be determined by best finishes for the year. This applies to Championship and Qualifying Race Championship Points.

SEASON POINTS CHAMPIONSHIP

1. Points will be awarded as follows: Feature win 50 points and drop 2 points per position down to 12 points for 20th place. Positions from 20th down will receive 12 points.
2. Qualifying race will award 10 points to first non transferring position, and then it will drop 1 point per position. For starting the Qualifying race 1 point will be awarded. These points will be added to the Championship point total.
3. The top 10 Drivers in Championship Points will receive monies and an award at the completion of the season at the Awards Banquet.
4. The top 10 Owners in Championship Points will receive an award at the Awards Banquet.

QUALIFYING RACE CHAMPIONSHIP

1. Points from the Qualifying races will be accumulated for the Qualifying Race Champion. The top 3 finishers in points will receive monies at the completion of the season.
2. Qualifying Race Championship points will only apply if a total of 75% of the Qualifying Races are run during the season

QUALIFYING CHAMPIONSHIP

1. The top 5 qualifiers by qualifying times at each event will receive Qualifying Championship Points.

2. The fastest qualifier will receive 5 points then drop 1 point per position down to 5th fastest receiving 1 point towards the year end total. The top 3 finishers will receive money at the completion of the season.
3. Qualifying points will be added into season Points Championship.

SPONSOR CONTINGENCY AWARDS PROGRAM

1. **All contingency sponsors' decals must be placed on all cars to be eligible for contingency awards. The location of these decals will be designated by the SRL. The contingency pack will be supplied by the SRL. All the contributing sponsors will be listed at the SRL trailer. All contingency certificates will be issued in a timely manner during the year by the SRL.**

ELECTRONIC TIMING SYSTEM

1. **All competitors must have timing transponders on their car for the entire program. This includes practice.**

TRANSPONDER LEASE AND RENTAL PROGRAM

1. A competitor may lease a transponder for \$275.00 and will be registered to him to use anytime when racing in an SRL event. This lease will carry on to the next year with no additional charge.
2. A competitor may rent a transponder from race to race for the cost of \$35.00 per race.
3. The SRL will maintain possession of all transponders to insure maintenance and full charge for each event. Transponders will be obtained at the SRL trailer before each event and returned at the completion of the program. A valid driver's license will be taken to receive the transponder and returned when transponder is brought back. **Transponders must be on the car during practice.**
4. By going to www.srl.mylaps.com and registering your access information you will be able to view all lap times for an event you choose.

GENERAL INFORMATION:

1. Track officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.
2. Any car found to be in violation of rules would not be permitted to compete until car is legal and inspected by officials.
3. Cars found illegal are subject to disqualification and loss of points and money for that event.
4. **A rookie is any driver who has not raced in more than a total of five (5) Southwest Tour or SRL races in a single season.** To be eligible for rookie status, the driver must declare his/her rookie status with the Race Director. All rookie entries will be verified.
5. Top five (5) cars must pull off track into impound area for tech inspection after main event.
6. Cars being disqualified will be notified the same night as race, if possible.
7. All vehicles must have a tech inspection prior to running at any event. Tech sheets will be turned in at the scales when weighing in for qualifying.
8. All rules clarification will be done by tech crewmember or chief steward.
9. Driver assumes responsibility for actions of his/her pit crew.
10. Any abusive or improper language to an official shall be cause for suspension and a fine.
11. No person shall participate in fights in motor pits or on race premises at any time. A violation could cause a fine of up to \$500 for each individual involved, and persons involved will be asked to leave or will be taken to jail. Subsequent offense may result in disqualification and/or suspension.

All drivers must be a minimum of 16 years of age and have a valid driver's license.

12. **All drivers, owners and crewmembers must have a 2008 SRL license.**

13. All motor oil, anti-freeze, gasoline, fuel, gear oil, A.T.F. or petroleum product must be dumped at posted dumpsite. Any illegal dumping will result in a \$500 fine and loss of points and purse moneys, as well as possible legal action pursuant to Article 13, California Health and Safety Code.

14. All crews will be responsible for their pit area and can be ordered to clean area by pit steward. Failure to do so can result in disqualification.

15. If it isn't in the rules, it is considered illegal. All track officials' decisions will be final.

RACE PROCEDURES:

Inversion Draws of: 6-8-10.

Initial Start: Side by side to Start/Finish line.

Restart: Pass when green displayed, at starting line on turn 4 designated at each track. **Single-file or double file restarts, laps 2 through 90 will be determined by the configuration of the track, with lap cars maintaining track position at lap of yellow flag. This will be announced at the pit board meeting for each event.** Passing to the outside only, a pass to the inside before the start finish line will result in a black flag. Single-file restarts for last ten (10) laps, with lapped cars moved to rear of field. Last ten (10) laps must be racing laps; yellow flag laps will not be counted. If yellow flag is put out on lap 98, a green, white, checkered flag will end the race. If yellow is put out on lap 99 it will be shown with checkered at the start finish line.

Red Flag: Cars may be worked on off the track in the designated area. You must re-enter at rear of the field.

Yellow Flag: **When yellow flag or light is displayed the field will be "frozen". Any discrepancy in the line up will revert to last completed green lap. After the yellow then the next two (2) yellow laps in each caution period will count. Should a car stop or enter the pits during a yellow, it will lose its race position.**

Qualifying Tech All cars must go through Qualifying Tech in order of their qualifying pill draw. This line up will be posted at tech trailer. Tech sheets will be used. All cars to have the hood and air cleaner off through tech and must be in place before going onto scales. When lined up in qualifying grid only tire pressure and taping will be allowed.

Qualifying: Two laps on the timer. Warm up laps will be designated at each track before qualifying. All drivers will draw for qualifying position and must be within 3 spots of the position they drew. **If more than 3 positions out of order only 1 qualifying lap will be permitted after designated warm up laps.** Late arrivals after qualifying line up is posted will qualify first in qualifying line up. Ties in times will go to first car to establish that time. Competitors must run one hot lap session to be eligible to qualify.

Post-Race Tech: Top five (5) must go through tech after race. Failure to go to tech area will result in a penalty of 5 positions at posted finish and a \$250.00 fine.

Contact: Any contact between competitors will be determined by SRL official if any penalty will be imposed. Any competitor having contact with race leader, resulting in the leader spinning and or being eliminated from competition will be put to the back of the field.

Protests: Protests must be filed within 15 minutes after the unofficial finish has been posted. Person protesting must post \$250.00 per item protested. Chief Steward will respond no later than five days following the event protested.

Drivers Meeting: Mandatory attendance. Roll call will be taken. If you miss the drivers' meeting, you must start at the back of your event. Rookies will be required to attend a rookie only meeting at the official's discretion.

Driver Change: All driver changes must be approved by series director. If a driver change is made before the start of the race, the car must relinquish its starting position and start at the rear of the field. Driver points and prize money will be awarded only to the starting driver.

Spotters: Each team must supply one spotter in designated area for any event for communication with driver and SRL officials. Radios are mandatory whenever car is on the track. Roll call will be taken before the "race" in the spotters stand and if spotter is not present that car will be removed from field until a spotter is present. If spotter leaves stand during race that car will be black flagged from event. Each spotter must have a radio that will scan the SRL Officials frequency.

Tire Changing: SRL official must determine a tire is flat before allowing any tire change during the race.

Free Pass Award: On any yellow up to lap 90, the first car a lap down will be instructed to join the field at the back, and gain back 1 lap. From lap 90 on this will not apply. Any car causing a yellow will not be recipient of the "Free Pass Award".

MAIN EVENT FORMAT:

With 20 cars starting in the Feature Event. Cars qualifying in positions 1-16 are locked in. Two (2) transfers from the qualifying race start in positions 17 and 18, and two (2) SRL provisionals will start in positions 19 and 20. If no provisionals are used, four (4) cars will transfer from the qualifying race. If only 22 cars are present, all 22 cars will start the feature positioned by their qualifying time.

With 24 cars starting in the Feature Event. Cars qualifying in positions 1-18 are locked in. Two (2) transfers from qualifying race start in positions 20 and 21, and four (4) SRL provisionals will start in position 21, 22, 23 and 24. If no provisionals are used, six (6) cars will transfer from the qualifying race. If only 26 cars are present, all 26 cars will start the feature positioned by their qualifying time.

PROVISIONAL PROCEDURE:

The top 15 drivers in SRL points are eligible for a provisional, based on the current SRL cumulative points entering that day's event. The highest-ranking driver in the top 15 that did not qualify for the A-Main can use provisionals. Opening race the top 15 in points from the 2007 season will have provisionals. All drivers will have 2 provisionals per season. Past champions in the SRL Late Model Series will be afforded a total of 3 provisional's per year.

PLEASE READ: It is ultimately the obligation of each participant to insure that his conduct and equipment comply with all applicable rules as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. The SRL and its officials reserve the right to refuse entry to any event under their jurisdiction.

ANY QUESTIONS BEYOND THE SCOPE OF THE ABOVE RULES WILL REVERT BACK TO THE 2006 SOUTHWEST TOUR RULE BOOK.



2008 Tire Procedures for Picking, Tech and Race

Every car must have a representative draw a Qualifying Number at the SRL trailer as soon as they enter the pits. **Tires are picked in order of current point standings (top 15) then in qualifying order.**

Pick and release times will be posted at the SRL trailer.

All wheels must be clearly marked with car number or tires will not be mounted.

Due to time constraints, please have all necessary dismounts done on practice day prior to race day.

Teams are responsible for disposal of their used tires. Qualifying tires **WILL NOT** be released to teams with used tires still at tire compound.

All tires used race day must be marked on inside. Crewmembers are responsible for marking tires.

Two crewmembers per car allowed in tire compound for qualifying pick.

Number of teams picking at one time will be determined by car count and time constraints, min. three.

NO OUTSIDE AIR ALLOWED IN IMPOUND AREA. Purging allowed after release.

When tires are released they must remain outside of trailers in plain sight of SRL officials or they may be impounded at the discretion of the officials

Only tires with current event marking will be allowed for qualifying. Race must be started on the qualifying tires.

NO PERFORMANCE OR APPEARANCE ENHANCING PRODUCTS ALLOWED INSIDE OR OUTSIDE OF TIRES.

Tires can be checked at any time before or after the race and violations can result in confiscation and/or drivers disqualification at official's discretion.

NO AIR TANKS OR PRESSURE SETTING ALLOWED ON TRACK DURING DRIVERS INTRODUCTION.

Tires cannot be over posted pressures when going thru tech:

RIGHT 28

LEFT 22

Pressures can be reset after clearing tech.

Any tire changed during race for pressure, damage or safety reasons must be approved by an official, and must be the same type and compound it is replacing.

Tires cannot be over posted pressures to qualify as flat:

RIGHT SIDE 20 lbs.

LEFT SIDE 10 lbs.

Cars that transfer from a qualifying race to the "A" main have the option of buying up to two new tires for the "A" main. These tires must be marked with the current event marking