



2025 Steel Block Bandit Rules

Situations may arise that are not covered in this guide. Steel Block Bandits (SBB) will make all rulings/decisions. Rules are set to facilitate conduct and competition guidelines. By participating, SBB competitors willingly agree to comply and accept all rulings.

- NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OR COMPLIANCE WITH THE RULES AND REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury/death to participants, spectators, officials, or others. Series Officials shall be empowered to permit any reasonable interpretation or deviation from any specifications that do not alter the minimum acceptable requirements.

REGULATIONS & PROCEDURES APPLY TO STEEL BLOCK BANDITS. SBB reserves the right to revise rules/procedures at any time. By hosting/participating in an SBB event, SBB decisions are final and shall not be challenged publically or legally in any form.

Hot Laps, Qualifying, & Driver/Car Changes

- Drivers will qualify in the order of the pill draw (all drivers deemed late for qualifying will only get 1 lap of qualifying)
- Should 2 or more cars post the exact same qualifying time, ties will be broken via 2nd fastest qualifying lap if possible.
- SBB approved driver/car changes after qualifying allowed (driver/car will move to the rear of next stage of the event)

Heat Races, B-Mains, & Provisional Positions

- Dixie Double File Restarts may be utilized for Heats & B-Mains at Race Director Discretion. 3 laps or less to go in any prelim event will result in a single file restart.
- Event 1 provisionals will be based on 2024 Point Standings (Tiebreaker: Fastest Qualifier) Number of races to start the season that will be based on previous year points standing to be determined each year.

Initial Starts

- Pole Sitter may choose inside or outside of the front row and will still control the initial start.

- Initial starts are double-file and inside the designated FIRING ZONE. INSIDE car sets pace and starts race inside FIRING ZONE. If either front row starter jumps the start they will be moved back a row. The only warning is in the driver's meeting.
- We do not race back to the flag on first or last lap. Cautions on the initial start will result in a complete restart. If 1 car is involved in a caution before 1 lap is complete, that car will tag the rear of field. If more than 1 car is deemed involved in a caution before 1 lap is complete, all cars will revert back to original starting positions for initial start attempt.

General Race Rules & Conduct Guidelines

- Transponders/electronic scoring will be used to determine event qualifying and finishing orders. In case of an exact tie at the finish line, the car that crosses the line on the inside will be declared the winner.
- Drivers with 2 or more unassisted incidents that bring out the caution in a race may receive the Black Flag.
- No repairs by crew are permitted on racing surface. (Only SBB officials may pull sheet metal, inspect/check out race cars at race directors direction.)
- TWO courtesy laps will be given changing flat tires in Last Chance Qualifiers and Feature Event Only (may be limited to lead lap cars only).
- Main event restarts are Dixie Double File until 5 Laps To Go in a 40 lap or less race or 10 laps in a 50 lap or longer race (At Race Director's Discretion, Track Conditions, Etc)
- Drivers are responsible for the actions of their crew, families, friends and sponsors.
- Fighting, Rough Driving, and/or Disruptive Behavior will not be tolerated from Driver or Crew members at ANY TIME...ZERO TOLERANCE.
- Team members going out on the racing surface without approval from series officials will not be tolerated and may result in penalties.
- Drivers and teams must treat all series, track, safety and rescue personnel with respect. Act like gentlemen.
- Conduct violations may result in disqualification, loss of earned purse money, loss of points, and/or additional fines/penalties.
- If it is deemed the lead car is intentionally taken out coming to the checker, then the offending driver will be docked two positions in the finishing order.

Body (refer to diagrams)

- 2021 Lucas Oil Late Model Dirt Series body rules for the 2025 SBB Season
- Adjusters for shocks, weight jacks, trackers, ignition boxes or similar components are NOT permitted within reach of driver.
- We will be utilizing the droop rule. Checked as following
 - a. A vertical travel limiting chain must be attached on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing to the frame. Travel limiting chain must be installed so that when taunt it is as close to vertical as possible. One compliance device may be used. The compliance device must not be more than 1"inch thick, and 2 1/2" inches, (without load applied). Compliance device can be rubber or any like material but must not be installed in any type of a canister, must be open and visible. Springs, spring loaded, and/or pneumatic devices will not be allowed. No tapered, beveled or roller skate style of compliance rubber will be

allowed. Must be solid material, same diameter top to bottom, not hollowed or drilled to soften material.

- b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked on the left rear frame rail closest to the panhard mount. Cars will be jacked up until a .040"inch shim will slide between the left rear tire and the ground. The right rear tire must also be off the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top edge of the rear deck bar, 6" inches inboard of the left quarter panel outer edge. The measurement must not exceed 51" inches. Cars without a left rear under-slung must not exceed 50" inches. Failing to meet this rule will result in disqualification.

Transmission – Suspension - Drive Train - Rear End - Brake System

- Direct/Straight drives NOT permitted. Cars must be self-starting, bolted to engine, and able to shift FWD/REV
- Only one drive shaft is permitted. Drive shaft must be a minimum of 2 inches diameter and must be painted white
- Driveshaft must be protected with a minimum of one secure driveshaft hoop or sling (2 hoops recommended).
- Most rear end differentials permitted (NO “live axle” rear ends/suspension permitted – floater wide five permitted)
- All cars must be equipped with a four wheel disc braking system.
- No split birdcages

Shocks - Springs

Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in any way are NOT permitted. Cartridge style shocks, mass inerter style shocks, or dampers NOT permitted. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed (1 in front of rear end and 1 behind). Shocks must be mounted vertical to axle tube. No horizontal shocks! Items deemed suspicious are subject to inspection or removal unless approved by officials. NO THROUGH SHAFT SHOCKS. NO Spring Rods, Spring-Like Rods, or items/devices designed to function as Spring Rods! Coil springs must be steel. Leaf springs may be composite or steel. ALL 4 Link Rods must be composed of steel or aluminum. With the exception of the Left Rear bottom rod, all 4 Link Rods must be straight. Four bar mounts must be fixed and tightened in chassis brackets, no moving, slotted or floating mounts.

Wheel - Tires

- Steel or aluminum wheels permitted (must be mounted with lug nuts). Maximum wheel width permitted is 14”...minimum wheel width is 14”
- Wheel spacers are permitted (Must maintain maximum width of 90 inches on the front and 88 inches on the rear)
- Series Tires: LEFT FRONT IS OPEN TIRE RULE...Hoosier NLMT 3 will be utilized on the RF, LR and RR. NLMT 4 may be utilized on the RR. Please check with the series and check our social media

pages for any changes. Tires will be marked after qualifying, may change 1 before feature only. No defacing, rebranding, softening, conditioning, or chemical alteration! Grooving & Siping is allowed.

- SBB will sample tires to send to tire-testing lab to ensure it conforms to manufacturer's benchmark and hold monies until results are finalized. If tire fails testing, driver forfeits points, event monies, and is not eligible for point fund. In addition, driver and/or team will be fined \$1000. Penalty for a 2nd tire infraction in a 12 month period will be at the discretion of SBB.

Weight

- Steel Block steel head standard runner 2400 lbs
- Aluminum head standard runner 2400 lbs
- Raised Runner steel head 2450 lbs
- 525 Sealed (Authorized re builder) 2325 lbs total with 50lbs of that in front of motor plate.
- Steel Block steel head flat tappet cam 2350 lbs
- 604 Sealed engine 2300 lbs
- All engines except sealed 604 engines will receive a 1lb per lap burn off for the feature only.
- Weights up to 50 lbs. should be positively fastened by 2 ½ inches, minimum grade 5 bolts with a minimum of 2 clamps.
- Weight(s) must be secured to the frame below decking (rear bumper and/or outside the frame weights not permitted)
- Pellet-type or liquid-type weight/ballast not permitted. Driver-operated weight adjustment devices are not permitted.

Engine .

- 365 Maximum Cubic Inches * Steel Raised runner heads ok, NO aluminum raised runner heads.
- Steel/Aluminum head standard runner * Aluminum head option any aluminum factory angle head may angle mill. * Any cam, Any lifters, Any Pistons * No Titanium or Aluminum rods.* 2.100/1.65 max valve size * 60/40 valve split ok...no larger offset allowed
- Fire deck 3/8ths of an inch or .375 from deck to bottom of port
- Any bore and stroke combination 365 cubic inches * All heads can be ported * All engines must be naturally aspirated * Any oil system *Any Rocker arms.
- All Chevy heads must be 23 degree based (Angle mill allowed) +/- 3 degrees
- Ford heads must be 20 degree based (Angle mill allowed) +/- 3 degrees, Ford Motorsports N head allowed.
- Any Single four barrel intake permitted (may port and polish)
- Engine set back will be 6" from center of top ball joint to the #1 spark plug (1.5" tolerance on engine set back)
- SPEC head engines that have been ported and polished must weigh 2400 lbs
- GM CT 525 engines must be GM factory or Dirtcar sealed. IF sealed with anything else must have prior approval from series management. Max CID 379 when P & G pumped. All engines must meet GM/Dirtcar guidelines during pre/post race inspections.

ENGINE INSPECTION PROCEDURES

Engine Inspection & procedures at Steel Block Bandits discretion. P & G gauge will be utilized to check cubic inches. Engines may be torn down if deemed necessary by series officials. Refusal to submit to engine tech will result in disqualification and loss of monies and points.

Electronic Devices, Traction Control Devices, & Radios

- No Radios...RaceCeiver Type Devices Only!
- A. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- B. Adjustable ping control devices, dial a chip controls, timing controls, and/or automated throttle controls will not be permitted.
- C. Adjustable restrictor plates will not be permitted.
- D. Remote control components of any type will not be permitted.
- E. Radios and/or devices for transmitting voice and/or data will not be permitted.
- F. Data acquisition systems will not be permitted.
- G. GPS and/or any type of electronic tracking and/or locating devices will not be permitted.

Exhaust

- All headers must end with a collector. Exhaust extensions attached to the collector not approved for competition.
- Tri-Y headers approved and though mufflers are not required...some events may occur at tracks requiring mufflers

Fuel System

- Cars must have fuel cells to FT3 specs (35-gallon max). Fuel cell must be in a completely enclosed minimum 20 gauge steel or 0.060" aluminum container. Fuel pick up must be on top or right side of cell, constructed of steel, and have a check valve.
- Gasoline Based Fuels must have a specific gravity of less than .745. Any gasoline-based fuel with a specific gravity greater than .745 will be disqualified. The SBB Racing Series specific gravity test equipment or lab test may be utilized at any time
- Ethanol-based E-85 Fuel is allowed. E-85 FUEL MUST CHECK WITHIN 3% AT ANY TIME (MIN 84% ETHANOL MAX 88% ETHANOL). FUEL ethanol testing equipment will be the only tester used to determine ethanol content in fuel.
- FT3 fuel cell must be securely mounted behind rear axle between rear tires, a minimum of 4 inches ahead of the rear bumper, no lower than quick-change housing. It must be mounted with a minimum of two .125 inch thick steel straps 2 inches wide around entire cell. Cells mounted in a square tubing frame OK but must be mounted to frame with bolts (minimum 7/16")
- No fuel injection system, electrical fuel pumps, or pressurized fuel systems -Only mechanical or belt-driven pump
- METHANOL, ALCOHOL, NITROUS OXIDE, PROPYLENE OXIDE, OTHER ADDITIVES NOT ALLOWED. METHANOL may be allowed at certain events by the series.
- Series may lab test fuel against manufacturer's benchmark. Penalties for fuel deemed illegal will mirror tire penalties

Seat Belts – Seats - Helmets

- Car should be equipped with SFI 16.5 or SFI 16.1 approved seat belt restraint system until date of belt expiration. Seat belts restraint systems shall be installed in accordance with the directions of system supplier or manufacturer.
- Seat belt restraint system and all components should be SFI approved, correctly installed,

& properly maintained.

- Full Containment seats recommended - Suitable FIA manufacturer-approved full containment composite seats are permitted.
- Driver must wear a full-face helmet, with at least a valid SA 2010 or SA 2015 (Head & Neck restraint strongly recommended)
- Standard Snell and/or valid SFI 31.1, SFI 31.2 or SFI 31.1 2010 label at all times on the track when competing

Protective Clothing

- Each driver should wear a fire-resistant uniform meeting the SFI 3.2A/5 specs and display a valid SFI 3.2A/5 label.
- Fire-resistant accessories that cover the remaining parts are recommended. Shoes and gloves should meet SFI 3.3 specs. ***MUST BE WORN AT ALL TIMES***

Series Championship Race Points Structure

1st (50)	2nd (49)	3rd (48)	4th (47)	5th (46)	6th (45)
7th (44)	8th (43)	9th (42)	10th (41)	11th (40)	12th (39)
13th (38)	14th (37)	15th (36)	16th (35)	17th (34)	18th (33)
19th (32)	20th (31)	21st (30)	22nd (29)	23rd (28)	24th (27)
Show Up (22)					

Heat Race Points- 1st 5, 2nd 4, 3rd 3, 4th 2, 5th on down 1 point.

Hard Charger of the Race will receive 1 Championship point

Must Be a series member to be eligible for points funds and contingency awards

Season points fund- MUST HAVE PERFECT ATTENDANCE TO RECEIVE POINTS MONIES.

1. \$10,000 2. \$5,000 3. \$2,750 4. \$2,500 5. \$2,250 6. \$2,000 7. \$1,750 8. \$1,500 9. \$1,250 10. \$1,000

2025 Rookie of the Year – Rookie points will start at event #1.

\$3,000 to win season rookie of the year honors.

\$100 per race to the top finishing rookie

Drivers must pledge and fill out Rookie application to run for Rookie honors by race #4 to be eligible for bonus money & rookie title.

For rookie points you can drop your worst finish that you attended.