

Late Model Rules

Bodies:

1. Must be stock appearing template type - ABC Specs
2. ABC Gen 6 Late Model FiveStar™ Body and AR Bodies and reskin kit are allowed.
3. May be constructed of steel, aluminum or fiberglass. No carbon fiber.
4. Full front and rear windshield constructed of a minimum eighth 1/8" inch Lexan. Windshield must be braced to prevent any deflection and/or distortion at speed.
5. "A" post mounted windows up to fourteen (14) inches long at the top of door and 90° straight.
6. Minimum roof height is forty-seven (47) inches as measured in the center and ten (10) inches rearward of the windshield. Roof may drop one (1) inch back toward the rear windshield.
7. Maximum spoiler size six- and one-half inches x sixty (6½ x 60) inches. Supports or bracing in front of the spoiler will not be allowed.
8. Spoiler must follow contour of the rear trunk lid or body shell with a maximum height of forty-one and one half (41½) inches measured from the ground to the top of the spoiler. No portion of the spoiler at its base may extend beyond the area where it connects with the body or trunk lid.
9. **NO Air flow control devices.**
10. Hood and deck lid must be tethered to the roll cage.
11. Lifting/towing chains or cables must be installed both at the front and the rear of the race car are required. Absolutely No Exception.
12. All body measurement will be checked with Five Star Referee.
13. No panning of any kind to underside of car or airflow devices

Frames:

1. Must be square steel tubing a minimum of two (2) inches x three (3) inches.
2. Rear clip to be square tubing only.
3. One-hundred and two (102) inch wheelbase minimum.
4. No panning of any kind to under side of car or airflow devices.

Weight:

1. All cars being weighed for compliance with technical rules will be weighed with each wheel centered on a scale, the driver belted in the seat and sitting in the upright position with his/her helmet on or resting in his/her lap, with car being race ready, full of fuel.
2. Built engine: 2,750 lbs.

3. GM Crate engine #604 without cam change: 2,700 lbs must run a Speedway 95 approved adapter/restrictor plate. Part Number 1480 supplied by RPM Engines, Georgia VT (802) 524-7406, will be available for purchase at the racetrack.
4. GM Crate engine #602, #603 and #609: crate motors allowed 2,700 lbs.
5. 602,603,609 2,700 lbs
604 with restrictor plate #1480. 2700 lbs
604 without restrictor plate and built motors. 2750 lbs
602 with alliance seals may run a Holly HP 600 #80540 or holly HP 650 #80541 must pass tech tools
6. Left side maximum is fifty seven percent (57%) before and after race
7. All ballast weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts.
8. All weight must be lead with each piece painted white and display car number.
9. Any car with 3 wins will have 25 lbs added to the right side of the car, between the axels and will go up 25 lbs after every victory there after.

Weight Penalties/Allowances:

1. Any engine with stock clutch 30 lbs assembly.-50 lbs.
2. Engine set back up to two (2) inches +50 lbs.
3. Aluminum body shocks meeting all other requirements +20 lbs.
4. Min weight 2,650lbs.

It is the driver's sole responsibility to know what he/she has for a motor and may be checked at any given time. If motor is checked and illegal it will be at owner's expense if legal is at the track's expense.

Suspension – Steering:

- 1.Any steering system allowed.
- 2.Any sway bar system allowed.
- 3.Tubular upper and lower control arms allowed.
- 4.Any steel body shock allowed with a common retail value not to exceed \$300.00 each. For clarification: One shock and one spring per corner. MUST remain completely unaltered with product number and manufacturer visibly identifiable
- 5.All shocks subject to claim by Speedway Management three hundred dollars (\$300.00) each at any time.
- 6.No gas or adjustable shocks except for Koni 30-7436, Koni 30-7499, Koni 30-7325, Koni 30-9325, Koni 30-9436, Koni 30-7647, Koni 30-1309.
- 7.Bump stops allowed – disc type only. NO COIL BINDING.
- 8.No traction control of any kind.
- 9.No driver-controlled chassis adjustments except for brake bias.
10. Track width not to exceed sixty-six and one half (66½) inches as measured at spindle pin height.
11. There is no ride height rule, but body must meet all ABC specs. **No ride height on chassis but min body height from body to ground is 3".**

Wheels – Brakes – Tires:

1. Steel racing wheels up to eight (8) inches wide as measured from inside of bead to bead.
2. Any brake systems allowed. All four wheels must have brakes.
3. Tire pressure bleeders shall be allowed.
4. Speedway 95 Official Track Tire: American Racer 955.26.5 and American Racer 955.27.0 on EITHER SIDE with any combination. Tires must be purchased from Speedway 95 track representative. Once tires leave the tire truck, ABSOLUTELY NO RETURNS.
5. Each car must have four registered tires on the car for the heat and the feature. Speedway 95 tech officials shall maintain an inventory of all registered tires for each Late Model team, with all tires registered to the car number. Late Model teams shall be responsible for their own tire management.
6. Late Model teams arriving to race after the 2nd race meet shall have the option to purchase a maximum of four (4) new tires to begin their registered tire inventory and on actual Late Model racing events thereafter, shall have the option of purchasing a maximum of one (1) new tire for their registered tire inventory. Should the option of one (1) new tire purchase not be exercised, the option shall be forfeited. **All tires shall be registered to the car number. Purchased tire shall be registered to that team's car number and be mounted on the car and run on the night it was bought on in both the heat and feature.** (on a 50 lap race there will be 2 tire allowed per event and on 100 lap race there will be 4 tires allowed per race)
7. Should a tire be damaged during a race event, it shall be the responsibility of the race team to present the damaged tire that race meet, and in a timely manner, to Tech for inspection. All tire replacements must have a written record with Tech regarding inspection and approval for replacement. Only tires with 50% or more tread will be eligible for replacement. It is speedways sole discretion on replacement of any damaged tire.
8. Speedway management reserves the right to modify tire rules in conjunction with the division's needs and concerns.
9. Absolutely no tire softener or any chemicals used while mounting tires to rims may be used. Durometer testing shall be done at random. Any tampering with tires will result in disqualification.

Absolutely no tire softener.

If tech suspects tire softener all tires will be dismounted and confiscated, and you will be disqualified. If protested a sample of the tire will be sent out for evaluation. The driver will be responsible for all costs of the testing if it is found positive.

All Engine Guidelines:

1. Gage legal Holley #4412 only.
2. Any non-tapered spacer/adaptor up to one (1) inch thick.
3. Any exhaust system that utilizes an as manufactured muffler(s).
4. No crank trigger ignition system.
5. No electric or belt driven fuel pumps.

Non-Sealed Engine Guidelines:

1. GM, Ford, Chrysler small blocks only. Must be cast iron.
2. No portion of piston can protrude above block deck surface.
3. Maximum overbore = .060"
4. Maximum compression ratio = 11:1
5. Stock OE type crankshaft only. OE stroke. (3.480 inch for GM) No modifications except as needed for balancing. Exception – Ford 302 based engines may utilize a 3.400 inch stroke crankshaft to attain a displacement of 347 cubic inch.
6. Connecting rods must be magnetic
7. Any flat tappet camshaft. No mushroom lifters. Chain driven only.
8. Stock lifter bore size only.
9. Built engines are required to have cast iron heads only. Maximum valve size = 2.02 intake/ 1.60 exhaust. No port or combustion chamber modifications.
10. Roller rocker arms allowed. 1.5/ 1.6 ratio only. No shaft rockers.
11. Wet sump oiling only. External/remote filters and coolers allowed.
12. GM small port Bowtie Vortec #25534351 allowed in as produced fashion. Ford and Chrysler performance division heads to be determined on a case by case basis.
13. Edelbrock performer intake only. #2101, #2104, #2116 and equivalent for Ford and Chrysler.

Crate Engine Guidelines:

Must follow GM Specs

1. GM # 602 allowed
2. GM ZZ-4 based engines – ie # 603 and #609 allowed.
3. Ford # M60075347JR allowed must add 10 lbs per side on front clip as close to upper control arms as possible.
4. All crate engines must have a full seal set provided by the OE manufacturer or Red Line of Hollowell, S&S Performance of Farmingdale and Thayer's Automotive of Hermon.
5. GM # 604 engines without a cam change will be allowed.

Cooling – Battery - Exhaust:

1. Any radiator that fits under the stock hood is allowed.
2. Water and a cooling additive only. No antifreeze allowed.
3. Must have a minimum one (1) quart capacity sealed overflow container.
4. Car must not have fluid leaks of any kind.
5. Battery must be in a sealed battery box and properly secured.

Drive Train:

1. Any rearend, may be locked. Rearend safety hubs recommended.
2. Any OEM three (3) or four (4) speed transmission is allowed.
3. OEM type T-10 is allowed.
4. Must have two (2) forward gears and reverse.
5. No aftermarket transmissions except as noted above.
6. No internal to the transmission clutches.
7. Cluster gear must stay engaged to the main shaft at all times.
8. No straight cut gears allowed.
9. Minimum clutch diameter = 7.250 inches
10. Magnetic flywheel only.
11. Driveshaft must be painted white.
12. Driveshaft loop required near the front of the driveshaft with material specification minimum of one-quarter (1/4) inch x two (2) inches. Rear driveshaft loop is recommended.

THE TECH COMMITTEE RESERVES THE RIGHT TO ADD OR SUBTRACT WEIGHT AT THEIR DISCRETION FOR EACH ITEM NOT MEETING SPEEDWAY 95 SPECIFICATIONS.

Tech has the option to give last place points and loss of award money to a car/driver that has an infraction to the rules that would not warrant a disqualification.

THE TECH COMMITTEE MAY ADD OR SUBTRACT WEIGHT IN THE INTEREST OF COMPETITION.

Any alteration to any part of the car not specifically covered in these rules must be cleared with the technical inspector or it will be considered illegal. In other words, IF IT DOESN'T SAY YOU CAN DO IT, YOU CAN'T.

Any specification not covered by these rules may be decided upon by tech management and made a rule for the rest of the season