

## LATE MODELS

1. SAFETY - It is recommended that each car have, within driver's reach, built-in fire extinguishing equipment containing Halon 1211 or equivalent. Dry powder is not permitted. Any car that is not equipped with a built-in fire extinguisher must have an adequate fire extinguisher securely mounted within reach of the driver. The fire extinguisher may be secured to the roll bars or mounted on the left side door area. 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 equivalent fire extinguisher. Head and neck restraint mandatory.
  - a. ELECTRICAL CUT-OFF SWITCH: All cars must be equipped with a master cut-off switch, center accessible from either side of the car. The cut-off switch must completely disconnect electrical power and must be clearly marked with an "ON-OFF" decal.
2. COMMUNICATIONS - One or two-Radios are required for use in this class.
3. BODY REQUIREMENTS – Bodies must be ABC stock appearing fiberglass. All bodies must maintain original dimensions. Must be installed in a professional manner and meet manufacturers guidelines. No swapping of generations.
  - a. Minimum 47" roof height required, measured 10" back from top edge of the front windshield. Maximum 34 1/2" quarter panel height at rear of panel. Maximum 15" ground clearance at rear quarter panels and rear bumper cover. The nose must maintain stock shape, the bottom lip on the nose must be present, and the lower nose must maintain 3" from the bottom of the grill opening to the bottom of the nose.
  - b. The outside of the front nose can be a maximum of 80".
  - c. The hood must fit in original position and maintain the original configuration. The hood must have a minimum of 6 hood pins.
  - d. Rear spoiler height may not exceed six and one half (6.5) inches, measured from any point along the deck lid to top of spoiler on all cars. Rear spoiler may be a maximum of sixty (60) inches wide on all cars.
  - e. No streamlining allowed, no under and/or belly pans permitted.
  - f. The rear bumper cover may not be altered, modified or drilled.
  - g. Exterior nerf bars or any other type of external supporting devices are not permitted. Lexan number protectors okay.
  - h. Interior of the car must be totally isolated from engine compartment and fuel cell with firewalls. All holes must be sealed.
  - i. Front and Rear Fenders will not exceed 1 inch flare from outside of tire.
  - j. A body template will be used at the Chief Tech Inspector's discretion and his decisions are final and referee with 9.0 version abc will be in place. Gen 6 5star body approved.
4. WINDOWS - A windshield made of clear safety glass or Lexan must be used. Each car must have a rear window made of clear safety glass or Lexan. Rear windows must be flat and not dished from roof to deck lid. **There must be an open space at the top passenger side of the windshield for the class sponsor.**
  - a. Must have 3 vertical braces inside the windshield spaced at least 6" apart.

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- b. No windows in driver's door or passenger's door; window wings okay. Driver side window net is required on all cars and must be equipped with a quick-release device on the top left front corner.
- 5. HEIGHT, CHASSIS DIMENSIONS – These weight advantages/penalties may be adjusted at any time in the interest of fair competition.
  - a. Minimum wheelbase permitted is 101 inches.
  - b. Maximum tread width is 67”.
  - c. There must be a minimum of 8 inches ground clearance at the fuel cell.
  - d. Added lead weight must be painted white and must have car number clearly visible on each piece. Lead must not hang below your frame.
- 6. **LATE MODEL ENGINE & TOTAL WEIGHT REQUIREMENTS** - These weight advantages/penalties may be adjusted at any time in the interest of fair competition.
  - All cars 58% left side weight MAX.
  - Maximum 1" spacer on all motors.

**Weight 2750:**

- a) **Factory GM sealed crate 602/604; tool legal; 650cfm; 1.5 rocker  
602 -6000 chip; 604 –6400 chip**
- b) **Factory Ford sealed crate, Serial#D347SR; tool legal; 650cfm; 6400 chip w/no carb spacer**

**Weight 2775:**

- a) **Steel head, Edelbrock performer dual plain; 7300 chip; 360ci MAX**
- b) **No porting on heads or intake or port matching**
- c) **No roller cam**

**Weight 2800:**

- a) **Aftermarket sealed crate 602/604; tool legal, 650cfm; 1.5 rocker  
602 –6000 chip; 604- 6400 chip**
- b) **Aftermarket sealed Ford crate; Cope, Hamner, Progressive MEP425LM; tool legal;  
650cfm; 6400 chip with no carb spacer; 1.5 rocker**
- c) **Sealed SPEC Hamner, MEP, Progressive; tool legal; 750cfm with 7600 chip**
- d) **Brodix SPEC head; 360ci max with 7600 chip**
- e) **9 to 1; tool legal; 390cfm; 360ci max with 7600 chip**
- f) **CT525 with 7200 chip; with 650cfm; tool legal**

**Honored aftermarket seal: Cope, Hamner, Progressive and McGunigill for the crate engine.**

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**DYNO Testing: Any of the crate combo's can be sent to TRE, Cope or Ed Nereaux at Tech Directors discretion for testing.**

7. CRATE ENGINES - All crate engines must be pre-approved by the Technical Director.
  - a. Sealed crate engine rule: The GM 604 crate engine car weighs 2,750 lbs. with all original seals. Unaltered.
  - b. The GM crate engine is allowed in any body. GM to Ford, GM to GM, GM to Dodge, etc.
  - c. NO aftermarket harmonic balancers allowed. You may use the **GM 6-3/4" harmonic balancer, part # 12551537**, or the GM harmonic balancer that comes with the crate engine.
  - d. It is mandatory to use the **GM valve springs, part # 12551483 or 12499224**, and **1.5 ratio rocker arms, part # 12367345**, on all GM sealed crate engines.
  - e. It is mandatory for all crate engines to use the **650 CFM Holley, part # 0-80541-1 tool legal stock carburetor**. No oxygenated fuel allowed. Alterations to the carburetor and/or any carburetor components will not be permitted. Only Holley replacement and/or service parts will be permitted in carburetor rework. The Technical Director reserves the right to confiscate any competitor's carburetor.
  - f. **1 inch max height spacer allowed between carburetor and intake.**
  - g. **The Technical Director reserves the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.**
  - h. Any team found to have tampered with any engine seals will be subject to disqualification from the event, loss of all points, suspension, and/or other penalties issued from the Technical Director. Any seals that, in the judgment of the Technical Director, have been tampered with and/or altered will result in the engine being declared ineligible for competition.
  - i. Ford factory sealed crate: 1.5 or 1.65 rockers, all seals in place, no carb spacers, 6400 chip, no oxygenated fuel.
  - j. The Technical Director may impound the ineligible engine for further inspection and/or return it to an authorized crate engine re-builder, Cope, Ed Nereaux or TRE at the expense of the team, for recertification. If, at the conclusion of testing, the engine has been declared altered, modified, or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points, fines, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Technical Director.
  - k. Minimum clutch diameter of 5.5 inches. No ceramic clutches.
8. AIR CLEANERS AND FILTERS - Air must enter the filter housing in an even and consistent manner without obstruction. Tech reserves the right to impound all air filters at any time. Air filter housing must be round and made of metal, fiberglass, or carbon fiber. No alteration of air flow in air cleaners is permitted.

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9. ENGINE LOCATION AND MOUNTS - The engine must be properly fit between the frame rails within one inch of center line.
  - a. Engine set back is measured from the most forward spark plug hole to the connecting line of the center of the upper ball joint.
    - i. Chevy motors will have a 2 inch set back.
    - ii. Ford crate motors may have up to a 4 inch set back.
    - iii. Chevy 602/604 crate motors may have up to a 4 inch set back
    - iv. Dual plane manifold cars with steel heads (Chevy, Ford, Dodge) may have up to a 4 inch set back.
10. ELECTRICAL SYSTEM - Electronic distributors, single or dual breaker points or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered or computerized systems are not permitted. Traction control devices, electrical or otherwise, are not permitted. Batteries must be securely mounted within the confines of the body. Batteries must not be located in the driver's compartment. Maximum of (2) ignition boxes are permitted, both ignition must be functional and controlled by a switching device. No electronic tuning.
11. ENGINE COOLING SYSTEM
  - a. Radiators must be stock appearing and remain in the stock location.
  - b. Anti-freeze is not permitted for use in the cooling system.
  - c. Water pump must be mechanically driven, must be located in the stock location.
12. ENGINE EXHAUST SYSTEMS - If exhaust pipes exit out the passenger side of the car, there cannot be any sharp edges.
13. DRIVE TRAIN - Any aftermarket or OEM, manual or automatic shift transmission may be used. Transmissions with enclosed clutches are permitted. Transmission must have a functional forward gear and reverse gear. The spacer plates and discs must be made of magnetic steel only. Flywheel must be constructed of aluminum or steel. Drive shafts must be painted white. No carbon fiber wrapped. No slipper clutches, no internal clutch transmissions.
14. REAR ENDS – Full floater rear ends are required. Quick change rear ends are permitted. Cambered rear ends are permitted. No mini quick change.
15. FRAMES - Full tube frames or stock sub frames are permitted. Perimeter style chassis and offset, straight-rail, chassis are permitted. Main frame rails must be constructed of rectangular tubing having a minimum outside circumference of 10 inches and a minimum thickness of .120 inches. NO LIGHTENING HOLES PERMITTED. The driver's side door must have at least 3 complete horizontal bars between the pillars and 2 vertical bars extending from the window opening to the frame rails. Roll cage must be welded to main frame rails in a minimum of 6 locations.
16. SUSPENSION - Independent rear suspension is not permitted. Independent front suspension is required. Minimum coil over spring diameter is 2 ½". Minimum big spring diameter is 4 ¾".
  - a. It is mandatory to have one shock per wheel.
  - b. It is mandatory to have one spring per wheel.

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- c. Static weight jacking devices are permitted. No weight may be moved while car is in motion.
17. STEERING COMPONENTS - Steering columns may be collapsible (U-joints are acceptable).
  18. BRAKES - 4 wheel disc brakes with magnetic steel, non-coated rotors are required. Brake bias valves are permitted. Aftermarket calipers are permitted. Brakes must be functional at each wheel during competition. No carbon fiber or titanium components.
  19. FUEL SYSTEM - All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible. Fuel cell must have a ground clearance of 8" or more. Fuel cell must be mounted with steel framework (1 inch x 1 inch, .065 inch minimum) and attached with a minimum of 4, ½" bolts to the frame rails. Glass fuel filters, electric fuel pumps and belt driven fuel pumps are not permitted. Fuel lines may not enter driver's compartment. Oberg fuel shut off valve recommended.
  20. TIRES AND WHEELS - Magnetic steel, 15" by 10" racing wheels are required. Use of the track specified tire is mandatory. Soaking, softening or otherwise altering the composition of tires is not permitted inside or out. Drivers caught soaking will face penalties such monetary fines and indefinite suspension. Competitors must start the feature event on the tires used during qualifying.
    - a. **The series specified tire is the Hoosier 970 for Late Models.**

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