

2018 Pro-Late Model Rules

The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Speedway rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

* Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

*All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.

*Any issue that is discovered in pre-practice tech that is not fixed to officials' satisfaction by pre-qualifying tech will result in the loss of one qualifying lap.

Weight

1. Minimum weight 2750. All specified weight requirements will be with gas, oil, water and driver prior to racing.
2. Maximum left side weight will be 58.0 percent at all times without fueling.
3. Added weight must be in block form of no less than five-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver. *No Tungsten or similar weight allowed!*
4. Titanium or exotic metals are not allowed anywhere on car for use unless specified.
5. **Added weight must not be used as panning or aero advantage.**
6. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.

Engines

1. GM # 88958604 with the following updates, GM Cam #24502586, 1.6 rocker rocker arms, Comp Cam valve springs #941-16, Champ oil pan # CP106LTRB and Balancer. Original GM cam will get the 25 pound weight break for 2018 only.
2. Ford # M06007-D347-SR with 1.5 rockers.
3. McGunegill Ford # 425LM with 1.5 rockers.
4. FI Limited Spec with 1.150 governor.

Crate engines may be refreshed, but must retain all manufacturers' specifications unless specified.

No reground cams. Maximum compression all engines 10.0.

Recommended rocker arms will be Crane Cams.

Re-built engines must have seals from a re-builder on the S.E.A.L. approved list or carry a 50 lb penalty. Seals on all engines must remain in place and be unaltered.

Only the top five drivers finishing a race, their crew chief or owner may claim a crate engine from a driver finishing the race ahead of the claiming Driver. The claim will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only claim fee to the Race Director or Chief Pit Steward. The claim fee will be the current price of the crate engine Plus \$100. The fee will be distributed to purchase a new crate Engine for the driver being claimed plus a \$100 pulling fee. Not included in the claim are carburetor, water pump, distributor and pulleys. A claim fee will not be accepted should Speedway Officials determine the claim fee has been made on someone else behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again at Speedway.

Carburetor/Spacer

1. Holly 650 HP 4150-80541 four-barrel with no alterations allowed.
2. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
3. Any attempt to pull outside air other than down through venturis is not permitted.
4. A minimum of two return springs is required. Throttle stops recommended.
5. GM Crate Motor spacer Maximum height 1" Aluminum with 1 paper gasket per side not to exceed .065" in thickness. Open or 4 hole type allowed or VDL tapered spacer only. All Fords will not be allowed to run any spacer.

Air Cleaner

1. Air cleaner cannot be removed at any time and may not be sprayed or soaked with any type of chemicals or liquids.
3. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
4. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

Exhaust Manifold

1. Any type single flange steel tubular header permitted. Exhaust system must exit behind driver. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door and no more than ½ gap around pipe.

Engine Placement

1. Measured from the center of #1 spark plug hole to the center of the top ball joint with in ¼" tolerance. Chevrolet – 4", Ford 4".
2. Engine must be in center of frame with 1" tolerance.
3. Center of crankshaft to ground clearance 10".

Transmission

1. Must have transmission with at least two forward and one reverse working gear. Jerico type transmissions permitted.
2. No Rankin or direct drive type, quick-change or automatic transmissions permitted.

Clutch

1. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 ½" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal.
2. Clutch housing assembly or cover may be made of steel or aluminum.

Spindles

1. Aftermarket, homemade and ¾-ton steel spindles permitted.

Brakes

1. Front and rear disc brakes mandatory.
2. Only cast steel rotors permitted with a minimum of ¾" thickness and cannot be drilled or slotted completely through.
3. No carbon fiber, fiberglass or titanium brake parts allowed.

Brake Cooling

1. All air intakes must be routed either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake.
2. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

Ignition

1. One Crane/Fast Ignition part # 6000-6701 only as produced and mounted on right side of car dials pointed out the passenger side on original plate. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Mandatory 6300-RPM for Fords and 6400-RPM for Chevy and 6600 for FI Limited Spec.
2. One battery permitted. Maximum 16 volt and mounted securely outside of drivers compartment.
3. All wiring must be sealed. No unplugged wiring.
4. NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all events.

Wheels

1. Only 10" Racing steel wheels and lug nuts allowed and must have decal with correct car number.
2. No Air bleeders permitted.
3. NO BLOWERS OR HOSES WILL BE ALLOWED TO BLOW AIR ON TIRE OR WHEEL.

Tires

1. Hoosier F-45 Tire Only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
2. Maximum tread width allowed is 66" (No Tolerance).

Shocks

1. One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.

Rear-ends

1. Quick change and open tube rear ends permitted.
2. No Independent rear suspension. Cambered rear ends permitted 1.5 degree maximum.
3. Damper shocks permitted.
4. Titanium Axles will be allowed.
5. No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end.
6. All parts of rear suspension must be solid, one piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move. The wheelbase difference from left to right may not exceed ½ inch.

Fuel System/Cell

1. TRACK FUEL REQUIRED. MINIMUM PURCHASE REQUIRED AT EACH EVENT. This will be the only fuel permitted to be used and must be unaltered. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. Use of such substances or additives will result in immediate D.Q.
2. Manual, block mounted stock type fuel pumps only. No electric fuel pumps.
3. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment.
4. Fuel cell mandatory, maximum 22 gallons vented with maximum 1" vent to outside left rear of body. No "U" Shaped Fuel Cells or non standard-shaped fuel cells. OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV is Mandatory.
5. Fuel cell must have a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell. Minimum ground-to-fuel cell 8".
6. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended.

Cooling System

1. All cars must have catch can or hose to exit at windshield.
2. Water only must be used in cooling system. Any additive to water, i.e. Water Wetter, must first be approved by a Speedway Official. Any driver found using unapproved coolants must pay a \$100 fine before driver can compete at Speedway.
3. The duct work between the nose and the radiator may be no wider than 29" and may not be carbon fiber. The standard opening for the grill screen area, as approved for manufacturer's production, must be maintained at all times. Only ABC manufacturer's standard mesh screen may be used for the radiator opening in the nose.
4. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels except front grill screen and front brake ducts (unless approved for repairs).
5. Titanium is not allowed for use in any way on the race car unless noted.
6. No cool down units, pumps, exotic fans allowed. If you have to ask it's not legal.

Springs

1. Steel Coil over or bucket type springs permitted only. No titanium, air or carbon fiber.

Body (No new body will be allowed or has been approved)

1. Refer to CURRENT ABC Rulebook for all body rules and all panels must have ABC stickers.
2. At all times, the ABC "A" measurement must maintain a min. length of 11.5 inches. Also, 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at center and up to the hood seam.
3. No panels allowed extending top edge of doors. The car body must be acceptable to Speedway Officials at all times. No car will be allowed to start a race without a full body.
4. A-Pillar vent windows may only have 1/2 inch of straight line deflection. The surface must be smooth and must not have bead rolls or breaks. Front nose valance may only be a single layer and may only be a maximum 3/16" thick and may be only a maximum of 3".

Interior

1. Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No in-car timing devices during competition. No driver adjustments in car other than one brake bias adjuster allowed.

3. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON-Off positions must be clearly marked.
4. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.
5. All roll bars surrounding driver must be padded. Padding must be acceptable to Speedway Officials.
6. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs.
The minimum window net size shall be 22" wide by 16" high. All window nets must have quick release mechanism and be welded to roll cage. The window net, when in the closed position, must fit tight when secured.
7. Rear view mirror permitted inside of car only.
8. Approved helmet and fire suit, shoes and gloves required any time vehicle is on racing surface.
9. Head and neck restraint will be mandatory.
10. Bumper bars and right side door bars must be a minimum of .065 x 1 ¼ inch steel tubing.
11. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.

Frames

1. Straight rail, perimeter and OEM front clip frames permitted.
2. No chassis adjustment from inside car except for brakes.
3. Frame and roll cage, including weight box, must be inside of left front and left rear tires.
4. No types of under-body air deflectors or panning allowed. All air for brake blowers or coolers in the engine compartment must be pulled thru the nose or the radiator air box. Air may not be blown or forced onto the tire or bead; air may only be directed to the brake rotors. No reverse naca-ducts.
5. No under car panning outside of the frame rails and no further than drivers' tub front or rear at the bottom of the frame and lead cannot be used as panning or aero advantage.
6. Maximum drivers tub length is 52 ½" and the maximum width of frame is 53 ½" on any chassis and No panning of any kind may extend rearward beyond the rear edge of the driver's tub.

Roll Cage

1. Speedway Officials must approve roll cage designs. Round steel tubing 1 ¾" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.
2. Left door must have four bars and must have 1/16" minimum steel plate on all door bars.

Drive Shaft

1. Steel or Aluminum drive shaft only and must be painted white or silver. No carbon fiber wrapped in aluminum.
2. Minimum one 360 degree loops, 1" x 1/8" steel.

Sway Bars

1. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Helm joints may be used for attaching the sway bar arms to the lower control arms.

Late Model Rule Enforcement

1. The Chief Tech Inspector shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than stipulated.
2. ANY VARIANCE OF THESE RULES BY PARTICIPANT THAT MAY ULTIMATELY LEAD TO A REDUCTION IN SAFETY, OR AN INCREASED RISK, TO ANY PARTICIPANT, SHALL BE EXCLUSIVE RESPONSIBILITY AND LIABILITY OF PARTY OR PARTIES RESPONSIBLE FOR THE VARIANCE. THE MANAGEMENT OF THE SPEEDWAY AND THE PROMOTERS SHALL NOT BE RESPONSIBLE OR LIABLE FOR RULES AS PROVIDED.
3. OFFICIALS RESERVE THE RIGHT TO CONFISCATE THE PARTS.

Protests

- A. Only drivers may protest. Protesting drivers and protested cars must have finished in the top five and be on the lead lap. All protests must receive an approval of the pit officials. Spite protests and unsportsmanlike-like protests will not be accepted.
- B. All protests must be submitted to pit officials in writing within 10 minutes of feature race completion, and be accompanied by \$250.00 CASH. The driver who wins the protest will receive \$225.00.
- C. Driver can only protest three times in one season and must wait three weeks before protesting again.
- D. Drivers or cars found illegal forfeits all points and moneys earned for the entire race meet.
- E. Refusal to comply with protest or to tear down when instructed by Speedway officials will result in a fine equal to protest amount, an automatic two race suspension and loss of points and moneys earned for the evening. Upon returning to competition driver must agree to tear down after racing events for free.