



2022 Late Model Rule Book

DISCLAIMER: the rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By making an application for a competitor permit, it is deemed that the competitor agrees to become familiar with these regulations and abide by the directions set forth and prescribed by management. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or specifications. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

THE INTERPRETATION OF THESE RULES WILL BE SOLELY THE JUDGMENT OF THE TRACK OFFICIALS AND TECH STAFF IN CHARGE AND THEIR DECISION WILL BE FINAL.

- *Any cars entering tech will be allowed to have only one driver and two team members present in the tech area. Any harassment from any driver or crew member to the tech staff (or any other track official) may result in an automatic disqualification, thus forfeiting all money earned that night.*

DISQUALIFICATION DECISION FOR ANY REASON WILL BE DEEMED FINAL.

IF YOU ARE UNSURE IF SOMETHING IS ALLOWED OR NOT, PLEASE CONTACT THE SPEEDWAY FOR CLARIFICATION. *In the interest of fairness and upholding a competitive division, track officials reserve the right to adjust weight penalties as needed throughout a season.*

Interpretation of these rules will be solely up to the judgement of the officials in charge of the area in question. The speedway reserves the right to impound non-complying components with no compensation to the owner(s). Non-compliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and monies, and/or a fine.

NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST.

SAFETY EQUIPMENT

All safety equipment must be inspected and approved by speedway officials prior to the vehicle going on the race track. Safety specs and technical restrictions for late model may differ slightly to standards at other tracks because of the speedway sizes. **ALL SAFETY EQUIPMENT MUST BE WORN ANY TIME THE DRIVER IS IN THE CAR AND/OR ON THE RACING SURFACE.**

BELTS: a quick release lap belt of no less than 3" width and 3" shoulder harness is mandatory. Belts must be securely fastened to frame or roll cage with a minimum $\frac{3}{8}$ " grade 8 bolts. Belts must be dated within the last 3 years. **It is noted that some head and neck restraint systems require a 2" shoulder harness, these may be used. When replacing belts, it is recommended purchasing the 3" belt system with the 2" shoulder to accommodate the HNR/HANS device.**

FIRE CONTROL: EXTINGUISHER: cars must have a current 2 ½ lb minimum fire extinguisher mounted in an approved mounting bracket and within driver's reach with seatbelts fastened. On board fire suppression system is highly recommended.

FIRE SUIT: driver's fire suit SF13.2A/1 is **mandatory**. Recommended SF13.2A/5. Driver and suit must maintain a clean looking appearance.

GLOVES AND FOOTWEAR: Fireproof racing gloves and shoes are **Mandatory**.

FUEL CELL: fuel cell is mandatory. Fuel cell must be mounted between the frame rails (no notching of the rails allowed). Fuel cell must be secured with steel straps made of 1"x1/8", not less than two lengthwise and two cross wise, full 360 degrees. Fuel cell must have left side and rear hoop protection bars, minimum 1 ¾" x .095 tubing. Check ball in overflow must be operational in fuel cell. No vented gas caps permitted. Gas cap must have an appropriate attaching line to prevent its loss. Cell must be vented out the rear tail section of the car. A ground strap from the frame to the cell is mandatory.

FUEL SHUT-OFF: must have a shutoff valve installed which is accessible to driver and safety crew. Must be clearly marked "OFF" and "ON".

HEAD AND NECK RESTRAINT SYSTEM: as of 2022, all racing divisions are required to have a head and neck restraint system to enter the speedway surface. **THIS IS MANDATORY.**

HELMET: a snell 2015 SA or newer approved racing safety helmet is **MANDATORY** and complete drivers fire suit must be worn in all practice and race events and until car is parked in pit area.

ROLL CAGE: cage must be constructed of 1 3/4" minimum outside diameter by .095" wall thickness round steel tubing. Four point cage compulsory. A minimum of four horizontal bars must be inside the left side door and an "x" minimum on the right side. Minimum 40" length by 17" high, 16 gauge metal between door bars and body skin on driver's side is **mandatory**. No pipe fittings allowed. All roll bars in the driver's area must be properly padded and taped. Left leg protection bar must be installed by bolts. Roll bar padding is **mandatory**.

SEAT: an aluminum or steel racing seat must be used, bolted or welded to roll cage, between roll cage, and left front frame rail. All welds must be electric or MIG and will be subject to the approval of the tech inspectors. Seat must be positioned completely to the left of the center of the car. An approved head rest required on the right side and recommended on the left.

WINDOW SAFETY NET: driver's window net **mandatory** that meets SF1-27.1, with minimum 3/8" rod. Must have a quick release hatch.

MECHANICAL AND BUILD RULES

BODY STYLE AND APPEARANCE: TEMPLATE LEGAL ABC (template body receives a 50lb weight break) **OR AN OUTLAW STYLE BODY WILL BE THE ONLY BODIES ALLOWED IN 2022. NO EXCEPTIONS.** There is a 50" maximum front overhang measured from the axle to the forward most part of the car, ABC nose piece recommended. There is a 50" maximum rear overhang measured from the rear axle to the rearward most part of the car body/bumper/spoiler. The bumper must extend to the rear of the car even with the spoiler or extend beyond the spoiler of the car. Maximum rear quarter panel height is 36". Maximum rear width of the body at bumper height is 72". The window opening on the drivers side must be a minimum of 13" at the center of the door to the roof. **All cars will have an 81" overall maximum width from outside of the tire or body measurement, whichever is wider. (no tolerance)**

OUTLAW BODY STYLE: all 4 tires must be covered with the body. (no weight penalty)

MINIMUM WHEELBASE: is 101"

REAR SPOILER SIZE: maximum of 60" wide and 8" high on either template or outlaw style bodies. It is highly recommended that the upper 2/3's of the spoiler and the rear window of the car is made of clear lexan to enable other driver's to see through them.

PAINT AND LETTERING: all cars must be neatly painted. Numbers assigned by the track must be painted on both sides of the car and roof, in minimum 24" high by 3" wide letters. 4" numbers on both headlight and tail light caps required. Block

type numbers 6" high, white in color, must be displayed on the upper right hand side of the windshield. All cars must display driver's last name with 3" high white lettering on top of the front windshield.

BATTERY: must be anchored securely and separated from driver's compartment by firewall.

BRAKES: four wheel hydraulic brakes in good working condition are compulsory.

SUSPENSION: floater racing hubs are mandatory on all 4 corners of the car.

SHOCKS AND SPRINGS: one shock and one spring on each corner of the car.

DRIVELINE: must have steel 360 degree retaining loops 1/4" x 2" positioned at the front and rear of the drive shaft within 6" of each u-joint. No chains. Any drive shaft is allowed. Drive shaft must be painted white or fluorescent. **Any transmission and/or clutch allowed. NO TRACTION CONTROL OR CAMBERED REAR ENDS. LOCKER REAR ENDS ADD 75LBS.**

EXHAUST AND HEADERS: maximum 96 decibel rated mufflers mandatory. (any rear exit allowed)

FRAME HEIGHT: all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales.

RADIATOR: no antifreeze only water and water wetter allowed.

RADIOS AND DRIVER COMMUNICATION: 2 way radio allowed. **1 way driver radio receiver mandatory.**

STARTER AND WIRING: race cars must be self starting. No push starting. Must have an ignition kill switch and must be painted red and clearly marked on/off.

DRIVER CONTROLS: BRAKE BIAS KNOBS ONLY. No other adjustments within reach to the driver allowed.

TIRES AND RIMS: no soaking or altering of the tire in any manor allowed. Drivers/teams soaking or altering tires will receive major penalties. 11" towel city purchased only from FTMS, maximum 10" racing rims only.

ENGINE OPTIONS: NOTE: all motors must utilize a holley carburetor and petroleum based gasoline. (absolutely no additives allowed in fuel)

LATE MODEL BUILT MOTOR: GM/FORD/DODGE: MAXIMUM compression ratio 10 to 1. Maximum 358 cubic inch rule. (ford/dodge372 checked by track whistler)

CAMSHAFT: flat tappet camshaft

CYLINDER HEADS: must be stock type O.E.M. cast

GM VORTEC HEADS: allowed with 64cc minimum (add 40lbs to LLM motor)

GM ANGLE PLUG HEADS: 62 cc minimum (add 25lbs to LLM motor)

INTAKE MANIFOLDS: no alterations from manufacturer allowed.

BLOCK: cast steel only

COMPONENTS: no exotic materials or metals (titanium, ceramic, etc.) allowed in any parts of the motor.

CHIP RULE: ALL BUILT MOTORS 6700 RPM

PISTONS: flat top, 2 or 4 eyebrowed only

CRANKSHAFT: stock weight and stroke only. (47lb minimum weight allowance on GM)

CONNECTING RODS: steel only, 6" maximum length

GM 602 CRATE: factory sealed/stock/unaltered 602 GM crate motor receives 100lb weight break. Oil pan and timing chain can be updated.

CHIP RULE: ALL CRATE MOTORS 6400 RPM

WEIGHT: base weight is 2850lbs with driver sitting in the seat (no fuel/parts loss compensation after race). 57% maximum left side weight with driver in after race (NO tolerance on any weight formula).

WEIGHT ADDITIONS/DEDUCTIONS:

1. template/ABC body - deduct 50lbs
2. 23 degree aluminum heads - add 40lbs
3. Other aluminum heads - ask tech
4. Ported heads and/or intake - add 40lbs
5. Stock GM 602 crate - deduct 100lbs
6. Stock GM 603 crate - deduct 60lbs
7. Stock ford 347 crate - add 40lbs
8. Stock dodge 360 crate - add 40lbs
9. Stock GM 604 crate - add 20lbs
10. APC/CRA series type 604 - add 40lbs
11. Over cube engines - add 5lbs per cubic inch over cubic inch limits
12. Over compression - add 10lbs per ½ cc
13. Locker rear ends - add 75lbs
14. Offset chassis - add 25lbs on right frame rail.

Engine set back is 80% of wheelbase (center of rear axle to back of block) - add 15lbs per extra inch of engine setback (max 4 inches) minimum 101" and 107" maximum wheelbase

Stock type GM steering box, center link and lower control arms (must have all 3) - deduct 50lbs

Stock camaro type clip with stock appearing GM lowers with rack and pinion - deduct 25lbs

WEIGHT LOCATIONS AND MOUNTING SPECIFICATIONS:

Weight must be bolted in no lower than frame rails in block form, no less than 10lb pieces. All ballast weight must be either fastened to or encased within the frame rail. All added weight must be double bolted and painted white, with car number clearly marked on each piece. Loss of add-on weight will result in a severe penalty up to and including expulsion. If stacked or bolted weight exceeds 30lbs, it must be bolted into an approved weight tray.

Transponder location:

168" from the front of the car. Must be mounted facing downward.