



2022 National Pro-Late Model Rules

IMPORTANT: Competitors **MUST READ** the "Additional Series/Track Rules" Section at the end for additional rules specific to a Track or Series.

*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 ensure safety, fair competition or any other reason.

*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 \$500.00 fine and/or suspension.

*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.

General / Weight:

1. Minimum weight 2800. All specified weight requirements will be with gas, oil, water and driver prior to racing. For post-race total weight rules, if requested by officials, teams may be required to refuel, or officials may utilize "1 lb. per lap" burn-off.
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). Dislodged weight cannot be returned to car for weighing after race. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No Tungsten or similar weight allowed! Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$1500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team.
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.
7. No hollowed-out bolts of any kind on suspension components.

A. Frames: (See minimum chassis eligibility and requirements)

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.

B. Engines:

1. Unaltered GM # 88958604 / 88869604 with factory seals only will

receive a 25 lb. weight break.

2. GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms, Comp Cam valve springs #941-16 (**inner spring removed**), Champ oil pan # CP106LTRB and Balancer.
3. Ford # M06007-D347-SR with 1.5 rockers.
4. McGunegill Ford # 425LM with 1.5 rockers.
5. Crate engines may be refreshed, but must retain all manufacturers' specifications unless specified. No reground cams. Maximum compression on all engines 10.0. Re-built engines must have seals from a re-builder on the S.E.A.L. approved list or carry a **100 lb.** penalty. Seals must remain in place and be unaltered. Only the top five drivers finishing a race, their crew chief or owner may protest a crate engine from a driver finishing the race ahead of the protesting Driver. The protest will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only protest fee to the Tech Director. The protest fee will be \$1500 Plus \$250 Track Fee. The protest fee will not be accepted should Officials determine the protest fee has been made on someone else behalf or the fee is from more than one party. Failure to accept protest 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.

C. Ignition:

1. One Crane/Fast Ignition part # 6000-6701 or **JMS – Daytona Sensors' part # 6000-6701K** 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 all Ford options and 6500-RPM for both Chevy.** This set up may be swapped out by officials at any time.
2. **The Nelson Specialties/ SRL harness or the Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed. No unplugged wiring.**
3. One battery permitted. Maximum 16 volt and mounted securely outside of driver's compartment.
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 **may** receive a lifetime ban from all events.

D. Carburetor/Spacer/ Air Cleaner:

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. Unaltered GM # 88958604 / 88869604 may use a maximum height 1" aluminum open, (4) hole type **or tapered** spacer only with 1 paper gasket per side not to exceed .065" in thickness.
6. **All rebuilt engine options must be equipped with a one piece, 1/2" thick, adjustable base plate produced by Allstar Performance or DAY Racing Products PN# ALL26180 equipped with four 1.250" base plate inserts PN# ALL26186 produced by Allstar Performance with 1 paper gasket per side not to exceed .065" in thickness. Base plates & inserts must NOT be altered.**
7. Air cleaner maximum diameter of 16-inches and cannot be removed at any time and may not be sprayed or soaked with any type of chemicals or liquids. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
8. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

E. Engine Placement:

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

F. Exhaust:

1. Any type single flange steel tubular header will be permitted, No Inconel 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.
2. A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The series will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.

G. 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. No cool down units, pumps, exotic fans allowed. If you have to ask it's not legal.

H. Transmission/Clutch:

1. Must have transmission with at least two forward and one reverse working gear. Jerico type transmissions permitted. **Bert, Brinn, Winters Raptor Part# 60200 Two Speed, or Magnus sealed "Muncie Style" 2 Speed part #13100 transmissions will receive a 25-pound weight break.**
2. No Rankin or direct drive type, quick-change or automatic transmissions permitted.
3. 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.

4. Clutch housing assembly or cover may be made of steel or aluminum.
- I. Spindles:**
1. Aftermarket steel spindles permitted. **(Exception: approved Coleman Spindle with aluminum arms)**

J. Brakes/ Brake Cooling:

1. Front and rear disc brakes mandatory. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
2. Only cast steel rotors will be permitted.
3. No carbon fiber, fiberglass or titanium brake parts allowed.
4. 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 **and the hose must attach to a spindle duct only.**
5. **Fans, ducts or hoses to the rear brakes will not be permitted.**

K. Wheels / Tires:

1. Only 10" Racing steel wheels, steel studs and steel 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.
4. Hoosier Designated 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.
5. Maximum tread width allowed is 66" (No Tolerance).

L. Shocks / Springs:

1. One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.
2. Maximum one coil spring and one bump spring associated with each wheel.
3. Steel Coil over or bucket type springs permitted only. No titanium, air or carbon fiber.

M. Rear-ends/Drive Shaft:

1. **Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover, with a spool and minimum 8" ring gear are the only type of rear-end allowed.**
2. No Independent rear suspension.
3. 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.
4. 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.
5. **Minimum wheelbase of 101"** and a difference from left to right may not exceed ½ inch.
6. Steel or Aluminum drive shaft only and must be painted white or silver. No carbon fiber wrapped in aluminum.
7. Minimum of one 360-degree loops, 1" x 1/8" steel.

N. Fuel System / Cell:

1. Track fuel required. 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.

O. Body:

1. Refer to CURRENT ABC Rulebook for all body rules and all panels must have ABC stickers. The Five Star Next Gen body has been approved for competition. The AR Revolution body is not permitted.
2. Minimum/ Maximum Nose Height will be: Minimum nose, body and frame height is 4" and Maximum of 8". (While in tech for the purposes of tech inspection)
3. At all times, the original ABC bodies "A" measurement must maintain a min. length of 11.5 inches and 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at center and up to the hood seam. Only ABC manufacturer's standard grill screens may be used for the radiator opening in the nose.
4. 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.
5. **12-inch A-pillar vent windows are mandatory with a maximum of 1-inch of straight-line deflection and must be smooth, no bead rolls or breaks.**
6. Front nose valance may only be a single layer and only be a maximum 3/16" thick and may be only a maximum of 3".
7. Window tint of any kind will not be allowed on windows or spoilers.

P. Interior / Safety:

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 digital dashes will be allowed.
3. Cellphones, Watches or Bluetooth devices will not be allowed at any time, this is an automatic disqualification.
4. No in-car timing devices during competition. No driver adjustments in car other than one brake bias adjuster allowed.
5. **Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.**
6. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.

7. All roll bars surrounding driver must be padded. Padding must be acceptable to Speedway Officials.
8. **Professional manufactured aluminum racing seats with a SFI rating is highly recommended. The Kenny's Components JL1 seats are approved if bolted in 6 locations with a minimum of 3/8 bolts, but any other carbon fiber seat must have prior approval and may be required to have a minimum SFI rating of 39.2.**
9. SFI/FIA 5-point harness and window net required; net must release at top left corner. No older than 5 years old.
10. Rear view mirror permitted inside of car only.
11. Approved SFI/FIA helmet and fire suit, shoes and gloves required any time vehicle is on racing surface. Nomex head sock highly recommended.
12. SFI/FIA Head and neck restraint will be mandatory.
13. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
14. **Only one naca-duct in the left or right quarter window for helmet blower only.** No reverse naca-ducts.

Q. 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.

R. 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 led 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.

Additional CRA Rules Section

1. All Competitors must read general rules section on pages 1-3.
2. **CRA will also allow use of the MSD 6427 6CT Ignition Box.**
3. **CRA protest and penalty rules and decisions supersede national rules for CRA events.**

SUPER AND PRO LATE MODEL NATIONAL MINIMUM CHASSIS ELIGIBILITY AND REQUIREMENT

(CRA Requirement Date 2022 TBA)

A. Frame:

1. All chassis components must be made of magnetic steel and welded. The chassis must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded and have a minimum overall height of 39". Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.
2. Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing minimum 2" x 3", with a minimum wall thickness of .083" (recommended .120"). All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 53 1/4", and 50" minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container, and must not exceed the length of the frame rail.
3. Front sub-frame rails must be a minimum of 2" x 2" by .065" on the front clip from the front of the A-frame forward.
4. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell.

B. Roll Bars:

1. At a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness. Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.

C. Basic Roll Cage:

1. The main roll bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail.
2. The distance from the center of each of the front roll bar legs to the center of the main roll bar must not measure less than 40-1/2". Each of the front roll bar legs must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be constructed from a continuous length of tubing.
3. The halo must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length and remain parallel within 1-inch to the main frame rails with a minimum height of 38". The outside-to-outside width of the halo must be a minimum of 28" front to rear and a minimum of 25" from side to side.
4. The main roll bar diagonal bar must be made from a minimum of round steel DOM tubing 1-1/2" by .090" (.000 tolerance) minimum wall thickness and must form a straight line, with no bends and must begin near the upper left and or right bend of the main roll bar and after intersecting the horizontal shoulder bar, should be supported from that point down to the main sub frame.
5. The dash panel bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 16-1/2" above the main frame rail.
6. The door bars must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness on the left side, must have a minimum of three (3) bars (Design A) or minimum of four (4) bars (Design B) equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top left side door bar minimum height must be a minimum vertical height of 18-7/8 inches from the top of the main frame rails. Left side door bars must be convex in shape and convex outward past the main frame rail. The left side door bars must have a minimum of six (6) vertical supports with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4" by .090" (.000 tolerance) minimum wall thickness

magnetic steel seamless round tubing. All door bars must be plated from the top door bar to the frame rails.

Design A (3 door bars) - minimum 0.090" solid steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

Design B (4 door bars) - minimum 0.062" (1/16") steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

7. Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" (.000 tolerance) with a minimum height of 15", maximum of 20 1/2" and one diagonal bar of 1-1/2" x .065".
8. The left side vertical vent window bar must be made from a minimum of round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be welded from the upper surface of the top door bars on the left side to the front roll bar legs.
9. The two rear down support bars must be made from round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top and connects with the sub frame.

D. Driver's box and foot box:

1. The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in.
2. The left side of driver's foot box must be plated with a minimum plate of 9" high by 12" long and a minimum .090" thickness steel plate and welded in place to protect the driver's feet.
3. Behind the driver's seat must be plated with a minimum .090" thickness steel plate, at minimum 10" tall by 12" wide and welded in place.

E. Fuel and Fuel Cell:

1. Fuel cell must be mounted in a minimum structure of 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance).
2. The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
3. If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.
4. The bottom support frame must be constructed using a minimum of two (2) straps, 1 1/2" x 0.125" minimum thick magnetic steel or 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance). These supports must be welded to the fuel cell front and rear cross members. The support straps must extend down the front and rear equally spaced and under the fuel cell container.
5. A reinforcement plate of not less than 11 gage aluminum (.125" thick) flat plate must be installed in front will be mandatory and behind the fuel cell container is highly recommended. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with two (2) bolts on each side.

F. Bumpers:

1. Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructure must be constructed of a minimum 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".

G. Chassis Right Side Body Bars:

1. Chassis right side door bars commonly called the outrigger or the kick-up bar supporting structures must be a minimum 1.250" x .065" OD steel tubing only. All supporting substructure must be constructed of a minimum 3/4" x .065" wall round or square steel stock.