NASCAR LATE MODEL RULES
2025

Bodies

1. Any North American factory production car with 108" minimum wheelbase with fibreglass bodies to current model year allowed. ***SEE APPROVED BODIES***
   - No ABC Style Late Model bodies
   - No shortening or lengthening of bodies

APPROVED BODIES

"ULTIMATE BODIES"
2010 Camaro
2010 Mustang
2010 Challenger

"PERFORMANCE FIBERGLASS"
2009-16 Impala SS
2007-08 Monte Carlo SS
2011-16 Challenger
2006-16 Fusion
2018 - Camaro

All other current bodies will be grandfathered in until such time as that particular car has been sold. At that time the car must run an approved body as listed above.

Effective 2015 - Spec Engine for this class will be the sealed GM 88958602 Crate Engine. No built engines.

Spec Body Rules
- **Spec bodies must be installed unaltered. No stretching or bulging of bodies to fit chassis.**
- **Wheel openings must be left as produced. No radiusing or enlarging of wheel wells.**

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- Tires and wheels must fit under bodies. Maximum track width Ultimate spec bodies is 63" measured centre to centre of tire or 72" outside of tire bead to tire bead. - Hood and trunk lid must be hinged with a minimum of 2 hood pins.

- Minimum roof height of 49" at 4" ride height must be maintained, measured at the centre of the windshield 10" back from top edge of the windshield.

2. Front grill and bumper or nosepiece is mandatory and must be stock in appearance. No pipe or tube extending past grille or side of car. Tube bumpers are allowed but must conform to body lines.

3. Driver's compartment must have full floorboards, sealed front firewall, sides and rear firewall. Right side of interior may be tunneled.

4. No steel rub rails. Lexan rub rails are okay (i.e. Five Star #000-2100).

5. Rear spoilers maximum 5 1/2" high and 60" wide.

6. No steel bodies.

7. Window net is mandatory. Must have a quick release system.

8. Belts and Harness A quick release 5 point belts of no less than 3" in width are mandatory. Belts must be securely fastened to the frame, cross member or roll cage in such a manner that all fittings are in direct line with the direction of pull. Crotch belt is mandatory. Belts may not be any older than 3 years. All belts and mountings will be subject to inspection.

9. Each car must have a Raceceiver AND 2-way radios. Spotter must be in the Spotters Level in the Sea-Can Tower.

10. Numbers: Door numbers must be a minimum of 20" high; roof numbers a minimum of 30" high. Roof numbers must be facing outwards on the roof.

APPEARANCE RULE:

All cars are expected to have clean, straight bodies. Over the winter months damaged panels, front and rear bumper covers etc. should be replaced. Cars should be freshly painted if needed. Numbers should not be "spray bombed" on.

Professionally cut vinyl lettering is the preferred method. NASCAR contingency decals should be replaced when damaged. All cars must start the day's event with all body parts intact (i.e. bumper covers, fenders, etc.).

Chassis and Frame

1. Front clip does not have to match engine and body (i. e. Camaro clip may be used on |Ford or Dodge car). Front clip must be maintained as manufactured. Clip can be cut forward of the steering box and idler arm holes.

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The rear of the clip must remain stock to the bottom of the rear rails. Clip may be notched for oil pan and fuel pump clearance only. Stock lower Arm location must remain unaltered. Top upper A-arm mount may be relocated to accept tubular A-arms. The clip may be boxed to stiffen the spring pocket. Jacking bolts are allowed.

Fabricated frames are allowed from the front clip back. If the stock clip is used it can be cut off at the lowest part of the clip.

Camaro clip, old CASCAR type chassis are legal. CASCAR 2" X 4" and fabricated front clips are legal. Fabricated clips must use stock lowers and stock lower mounting points. A suitable replacement front clip is a Howe LLM Clip (Part #358-8-01)

2. Left side frame rail must be a minimum of 2" x 3"x 0.120" wall tubing. Right frame rail must be a minimum of 2"x 3"x 0.100 tube, 2" x 3"x 0.100 rear clips highly recommended. No round tube chassis. No underslung, offset or straight rail chassis. The chassis left and right side rails must be equal distance from the centreline of the car. Roll cage must be centered on chassis. Exceptions made for grandfather chassis that have run in the series before 2015.

3. Minimum 4" ride height.

4. Minimum weight of 3000 lbs with driver, 48% rear weight. Subject to weight penalties and weight breaks listed throughout the rules. Maximum left side weight 55%.

5. Maximum thread width of 74" measured at spindle height @ 4" ride height from left side-outside wheelbead surface to rightside-outside wheelbead surface.

Suspension

1. Stock OEM front suspension only, no aftermarket coil-over suspension allowed. 5"– 5 1/2" coils only.

2. Stock to clip lower A-arms must be used and mounted in stock location. Larger ball joints may be installed, and changing of bushings allowed. Left side lower control arm may be shortened maximum 1".

3. Aftermarket upper A-arms may be used, and be mounted in any way necessary to provide proper steering geometry. One piece non adjustable. Must be of steel construction, cross shaft may be aluminum.

4. Weight jacks are permitted.

5. Stock to clip style steering components must be used. No rack and pinion steering. With the exception of the following parts:

HOWE 23396 Centerlink
23399 Centerlink
2342 Idler Arm
2349 Pitman Arm

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23285 Tie Rod End
23286 Tie Rod End

Tie rod adjusting sleeves may be steel or aluminum.

6. Spindles must be OEM parts with the exception of the spindle tapers allowed to be reamed and tie rod hole drilled to accept bolt for aftermarket tie rod. Stock hubs are allowed to be drilled to change bolt pattern. No wide five hubs. Exception will be given to HOWE cast spindles. Part #344GN or 344GNL. No tubular spindles. Aftermarket GM style hubs allowed but must mount to OEM spindles or Howe Cast spindles.

7. ***Effective May 21, 2019 Rule #7 Suspension: shall read.***

One only Non adjustable steel racing shock per wheel. only the following brands and models of shocks will be considered "legal". AFCO series 10 or 12 shocks. Bilstein SZ series steel shocks. Pro shocks steel take-apart shocks. No other brands or models are legal. All shocks must be unaltered with as produced "valving". Shocks are subject to seizure and testing. No Aluminum bodied shocks allowed. Mounting location of shocks optional. No Schrader valves. No bump stop rubbers or Bump stop springs allowed . No Coil binding of springs. All cars must return to ride height at some point on straightaway's. Cars must not squat or lock down the entire length of the track. Subject to tech person's call. Our purpose is to ensure a level playing field for all competitors and to make sure that racings costs are controlled. No racing coil-over shocks allowed.

8. Third link must be solid steel, rod ends are okay. No push pull type third links. No 90/10 shocks in tandem with 3rd link. 3rd link pivot assembly like Allstar 56160 is legal.

9. Panhard bars optional with three or factory four link suspension and must run parallel with differential. No "J" bars allowed.

10. No exotic rear suspensions. No truck arm suspension. If three or factory four link is used, coil springs, upper and lower arms must solidly mount to differential housing. No monoleaf with coil over suspension. No independent rear suspension.
5"- 5 1/2" coil or leaf springs.

11. Rear trailing arms must be one piece steel only. No spring rod or telescoping trailing arms.

Drive Train

1. Open drive shafts must have a 360 degree ¼"x2" steel safety shield mounted immediately behind the front universal joint.

2. Steel drive shafts only, painted white. Must be numbered.

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3. Quick change rear-ends not allowed. Full floating rear-ends allowed. Spool or mini spools allowed. No locker or torque sensing differentials allowed.

4. Interchanging of manufacturer's differential allowed. 2013 – all cars must have full floating rear ends (Safety Issue). Rear ends must be all steel. No cambered rear axle assemblies allowed.

5. Differentials must be centered in frame.

6. No automatic transmissions.

7. No direct drive standard transmissions allowed. No torqueless automatics. All cars starting a race must be self starting and be able to stop and go with engine running.

8. All cars using standard transmissions must have an approved scatter shield. Starter mounting position must remain same as on the standard production bellhousing.

9. All cars must have a working reverse.

10. Factory style steel flywheel minimum 153 teeth flywheel. Single disc minimum diameter 10 1/2" clutch only. Clutch disc must be organic. Clutch disc hub must be steel.

11. No aftermarket racing transmissions allowed. OEM standard transmissions only. Must have all forward and reverse gear (i.e. 3-speed transmission must have 3 forward gears and reverse; 4-speed transmissions must have 4 forward gears).

Brakes

1. Brakes must be operational on all four wheels.

2. Aftermarket master brake cylinders allowed. Dual master cylinders with balance bar allowed. No adjustment from side to side allowed. Residual pressure valves acceptable 260-1874; 260-1876.

3. No brake floaters on rear-end.

4. Cars may use aftermarket brake rotors and mounting brackets but must use OEM style calipers only (i.e. small GM metric calipers).

5. Single piston calipers (Howe D52 series steel caliper acceptable) front and rear only.

6. No brake recirculators.

Engines

1. Engine:

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"602 Crate Engine" – defined as a G.M. Part Number 88958602 Crate Engine that is factory sealed, unmodified, used as produced.

2. Engine Location: Engine height minimum 12 inches measured from the ground to the centreline of the crankshaft with the frame set at 4 inches. The centre of the crankshaft must be within 1" of the centreline of the tread width. Front to rear placement will be measured from the centre line of the rear axle to the back of the engine block, that measurement will be no less than 88". ***Harmonic Balancer must be steel, no aluminum.***

3. Stock or aftermarket engine mounts may be used.

4. **Carburetor: A single two-barrel, must use an unmodified Holley 4412 500cfm two barrel. Absolutely no machining, grinding, polishing or modifying of the carburetor allowed. The only modifications permitted are removal of choke plate and linkage, and changing of jets, power valves, floats, pump cams. Maximum of 1" spacer allowed. Choke horn must be left intact. No 0-80583-1 Holley 500 cfm carburetors.**

5. Conventional or crossover headers, 180-degree crossovers, 360-degree crossover with exhaust exiting away and behind
the driver. Maximum tube size 1 ¾" OD. Quiet mufflers – maximum 92 DBA at 100 feet. Exhaust must exit under the car not through the side.

6. Factory HEI only, no aftermarket distributors. No magneto ignition or trigger style pick-ups. Recurving of distributors is allowed.

7. Engine must have a 180 degree shroud mounted over top and sides of fan. Shroud must be deep enough to cover the top half of the fan. Electric fans are okay.

8. Aluminum water pumps allowed.

9. Clutch must be iron or steel. Minimum weights Flywheel 16 Pounds; Pressure Plate 14 Pounds. One disc only. Discs must be made of organic and steel material only.

10. "602" Crate Motor:

    a. "602" Crate Motor must be used as produced, unaltered and sealed.

    b. Including Factory GM H.E.I. distributor. GM Factory Module Part #10482820 only.

11. All cars must have a MSD 8728 soft touch Rev Control box mounted on the right side of dash, out of the driver's reach. Wiring for the REV Box must run on top of the dash then drop down directly besides the HEI Distributor. The wiring must not be covered with steel or other coverings that will interfere with Teching. See Figure 11E.

12. All cars must run track supplied "chip".

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13. Rev Control Box must be functional at all times. No switches to turn box off.

14. Rev Control Box Wiring must take the shortest route to the distributor. Wires must run on top of dash for easy inspection by tech staff.

Fuel

1. All gas tanks must be certified fuel cells. No aftermarket steel gas tanks allowed. Fuel cells must be poly or fabric style.

2. Fuel cells must be securely mounted in trunk area of the car. Rollover valve is mandatory.

3. No catch pan or trunk floorboards allowed between the fuel cell and the ground. The fuel cell must be in a steel can.

4. If gasoline is to be routed through the driver's compartment, then it must run through a minimum of EMT conduit, securely and as far and safely away from the driver as possible.

5. Fuel line standard automotive or better. Steel or steel braided rubber is highly recommended.

6. Tanks must be vented, and the vent tube must exit lower than the fuel cell.

7. All fuel pumps must be mechanical. No electric fuel pumps allowed.

8. 94 octane pump gas plus octane boost allowed. No racing fuel allowed.

9. Fuel cell maximum capacity of 22 gallons. Minimum ground clearance 7 inches.

Wheels and Tires

1. 15" X 8" steel rims only.

2. 1" wheel nuts mandatory.

3. ***Spec tire is the 27.0-8-15" "970" Hoosier.***

4. ***No chemically or mechanically treated tires permitted.***

Tech Procedure

The cars FIRST race must be teched prior to racing. Illegal cars will NOT be allowed to compete. Top three cars and one random car may be teched after each feature. Cars found to be illegal will forfeit all points, trophies and monies if any for that night. Just because you do not see it in the rules, doesn't make it legal. Ask first on any grey areas.

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General track safety rules apply.

NEW RULES FOR 2020 & Onward

No traction control devices. Cars & drivers will not be permitted to carry on-board computers, automated electronic recording devices, electronically activated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices and the like. Even if inoperable or incomplete. Competitors will not be permitted to have or possess on his/her person or his/her car a device(s) at an event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

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