



2023 Pro Late Model Rules

Updated 10/24/23

SMH
ENTERPRISES

BODY and CHASSIS

Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body, body must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than a small opening at the windshield for air to the carburetor, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location. Maximum quarter panel height is 34.5".

No under body air deflectors or wings of any kind. Teams are allowed to mount two ½" tall roof rails running front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid. No passenger windows are allowed, maximum for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door up to the A-post. No fans, ducts or hoses to the rear brakes or tires, no holes or hoses are allowed through the interior sheet metal. Ride height rule; 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, if your car drags on the scales you will not pass tech and will be forced to return to your pit area for corrections.

Rear Spoiler may be no wider than 60" and no taller than 6 1/2". Spoiler must be centered on the rear bumper cover and may not be offset in any direction. There may be NO forward support of any kind, no boxed ends or runners. No Gurney lip, or any type of wicker bill on the upper edge of the spoiler. It is mandatory that the Upper 2/3's of the spoiler and the rear window of the car be made of "clear" lexan to enable other drivers to see through them.

ENGINES

Any cast iron block wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only a single 4bbl carburetor allowed. The open engine car weight for a straight rail chassis is 2,950lbs and a maximum of 59% left side weight. The open engine car weight for a perimeter chassis is 2,950lbs and a maximum of 59% left side weight or 3,025lbs at 60% left side weight. Maximum RPM for the open engine is 7,600 and cars must run a 7,600 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192.

602 CRATE ENGINE CARS that have a straight rail chassis are to be a minimum of 2,900lbs total weight and a maximum of 60% left side weight. 602 crate engine cars that have a perimeter chassis are to be a minimum of 2,900lbs total weight and a maximum of 60% left side weight.

Maximum RPM for the 602 crate engine is 6,200 and cars must run a 6,200 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192. 602 engines must remain OEM from the factory and may be either GM factory sealed break off bolt seals or new style GM factory seals. All crate engines may be removed for inspection at any time after an event, especially if they are the old style break off bolt seals.

The engine set-back rule is 2" back for all open engines (the center of the forward most spark plug hole to the center of the upper ball joint on the same side). Maximum engine set-back for the 602 crate engine is 6" measured the same way. Any single 4bbl carburetor allowed on all engine packages. NOTE: All stock type steering box cars with stock type lower

a-arms (cars without rack and pinion) with 5" or bigger diameter springs on the front suspension will receive a 30 pound weight break off all engine and chassis combinations.

When scaling, the steering wheel will be firmly attached to the steering column.

Drivers will have both hands on the steering wheel.

TIRES AND WHEELS

Tires are the American Racer AR970 treaded tires. ALL tires MUST be purchased from the track, and tires MAY NOT be cut, soaked or altered in any way. Any team wishing to run used tires must submit the tires for inspection and scanning prior to qualifying, note these used tires must have been purchased from Orange Show as well. Wheels must be steel and not exceed 8" in width. Competitors must start the race on the tires they qualified with. No tire bleeders allowed. 4 tires may be purchased on opening night, with 2 tires available at each race thereafter.

SUSPENSION

Minimum wheelbase is 101", rear wheel drive cars only. Any steel shock, all external parts must be steel (Aluminum rod end on the shaft end ok, and an aluminum thread in body cap on the shaft end is ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock.

REAR SUSPENSION—No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No bird cages of any kind (3 or 4 link). Trailing arms must mount to the rear end and chassis in a solid manner (heim allowed). No springs, sliders, rubber biscuits allowed on any of the rear trailing arms. Truck arm suspensions will be approved on a race by race basis. Any non-traditional rear suspension layouts will be approved on a race by race basis.

All wet sump cars will not exceed 68" inch track width, it will be measured from the inside lip to the outside lip of the front tires at the spindle height. No independent rear suspension.

No traction control devices. Only one ignition box allowed and the ignition box will be mounted as far to the right side of the car as possible with the chip or RPM dial facing the right side. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.

No lead is to be mounted behind or on to the rear end housing, as well as, no further forward than the motor. All lead must be painted white and have a car number printed on it. Any lost lead will be subject to a fine of a minimum \$10 per lb lost. Illegal components may be confiscated by Orange Show Speedway and become property of the speedway. Two-way communication is mandatory in the late model division. All rules are subject to change at any time if deemed necessary to ensure even competition within the division.

FUEL

All cars must run the track spec fuel. The track spec fuel is Sunoco 110 Purple race fuel. No E-85 allowed.

DRIVE SHAFT

NO carbon fiber driveshafts allowed.

Note, the following infractions will result in firm penalty which could include a

LIFETIME ban from the track.

- A. Being caught with traction control.
- B. Bypassing the RPM limiting control device in any way.
- C. Altering the American Racer AR970 tire, such as soaking the tire, or cutting the tire. Tires are to be a stock AR970 tire.
- D. If you are caught cheating the fuel in any way, the Sunoco fuel must be stock, and must not have ANY additives whatsoever.

SAFETY

Approved seat belts and double shoulder harness and a crotch strap is required, no older than five years. A full-face helmet required with a 2010 (recommended 2015) Snell sticker. SFI rated full driving suit and gloves for fire protection mandatory, SFI undergarments are recommended.

Driver's window must be equipped with a safety net and quick release latch of minimum size 22" wide by 16" high. Resilient padding must be installed anywhere the driver can reach on roll bars. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew.

2023 Track Promoter Robert Snyder: 951-852-8322