# LACROSSE FAIRGROUNDS SPEEDWAY

**2026 RULES**

***NASCAR LATE MODELS***

Updated 3/19/2026

*This Division will compete under the sanctions of NASCAR. The specifications listed will become part of the official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and La Crosse Fairgrounds Speedway specifications. Any disputes will be resolved by NASCAR officials. All drivers in this division must be a member of NASCAR to compete.*

## 1. BODY AND APPEARANCE

1. Five Star Next Gen and all 1st generation ABC approved bodies are approved and must be mounted in accordance with original published manufacturer body guidelines. AR Revolution is not permitted.
2. ~~Tech approved American Made production model of 2010 or newer.~~
3. ~~Convertibles, station wagons, truck bodies allowed with approval of the Speedway Management. ALL BODIES MUST BE STOCK APPEARING.~~
4. ~~All cars must have complete bodies, fenders, and trunks in proper configuration for the model and year.~~ No car may qualify or race minus any part (without tech approval).
5. Body must be centered within 2 inches, based on distance between outer edges of tires.
6. Bars, plates, or pipes may not be welded or attached to the outside of any part of the body except a 1 inch by 1 inch rub rail touching the body during its entire length from wheel well to wheel well. It must be painted the same as its background.
7. Body must conform to the ABC bodies rules. All body panels shall remain as produced per the ABC bodies guidelines and may not have any additional holes, vents, ducts, bubbles, etc. Five Star Next Gen allowed ~~on trial basis~~ with 60” rear spoiler rule as written below. Weight may be added.
8. No aerodynamic devices such as fixed or moveable skirts or barriers to modify airflow beneath, below or around the car permitted. No wings, belly pans, or vertical/horizontal air stabilizers.
9. Nosepiece of all body styles must be installed at the produced stock angles. Front nosepiece must be as produced – with no modifications or add-ons. (approved repairs allowed).
10. ~~Rear end of the car must be completely sealed, including area for tail lights.~~ Rear bumper cover must be ABC Approved. ~~stock or molded rubber or fiberglass.~~
11. Bodies may be steel, aluminum or fiberglass, provided stock appearance is maintained. No Kevlar parts allowed.
12. Rear spoiler must be mounted in normal position. Must be single plane only. This means no excessive forward verticals, gussets, sideboards and no wrap-

arounds. Spoiler may not exceed five (5) inches at highest point. Maximum width of rear spoiler is sixty (60) inches. Spoiler must be made of a clear “see through” material.

13. Bodies must conform to templates and/or measurements supplied by speedway. The ABC body is allowed and must pass the “referee tech template”.
14. Noses may be taped off for qualifying with a maximum of a 3″ for racing.

## 2. WINDOWS/OPENINGS AND WINDSHIELDS

1. Must run a LEXAN windshield and clear (no tint) Lexan or Plexiglas rear window. Minimum thickness of 1/8″.
2. Length, size and area of windshield and all windows must be stock size angle and configuration.
3. The dimension for the vent windows 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. Maximum deflection of 1 inch.
4. ~~Approved side-vent fill-ins allowed, and may not exceed 7 12 inches at lowest point and continue 90 degrees upwards from that spot.~~
5. Window nets required and used. Window nets must release from top. Window nets must be attached to roll bars only. Ribbon-style Window Nets only. NASCAR type seat belt latch to fasten window net required.
6. A minimum of two front windshield and rear braces must be provided to maintain stock configuration at any time. Recommended braces are installed to chassis.
7. Windshield pillars must be in stock position and have stock appearance.
8. Opera window vents allowed.
9. Brake ducts allowed with approval of Tech Official.

## 3. CHASSIS/FRAME

1. The front stub frame must be a production model made by Ford, GM, AMC or Chrysler forward of the firewall, and at least 24 inches rearward of the spindle center. Frame must be finished out rearward.
2. The fabricated front stub frame must follow production Ford, GM, AMC or Chrysler layout (single frame rail, front cross-member design), front upper spring mounts must be directly attached to frame rail. Fabricated stub must be made a minimum of 2″ wide, 3″ tall. 120″ wall rectangular steel tubing, all joints must be gusseted.
3. Ford struts may run rearward. Struts may dissect frame for travel only.
4. There is NO minimum ground clearance rule, chassis ~~will~~ may be placed on 4” blocks to confirm correct height of body components and additional measurement.

## 4. GROUND CLEARANCE

1. There is no minimum frame and undercarriage ride heights.

2. All body parts 4 inches.
3. Front Spoiler 4 inches.
4. Everything behind rear wheels, except frame rail 10 inches (IROC Taper-on body allowed to the discretion of tech official)
5. Those clearances are absolute!!

## 5. WEIGHT

1. Base weight 2825 lbs.
2. Minimum weight must be met at any time with the driver in the driver's seat, hands on steering wheel, with helmet on head.
3. Right side BASE weight of all cars shall be at least FORTY-TWO (42) percent of the car's current weight.
4. All added weight must be in 5 lb. minimum units and painted white AND NUMBERED TO MATCH THE CAR. No Tungsten allowed.
5. Weight must be solidly mounted to the frame structure. Do not mount to firewall, fuel cell, battery mounts, floor pan or within driver's compartment. Weight attached behind the axle may not hang below frame rail (including kick-ups) and will be inspected for mounting.
6. Any loss of weight while racing will result in a cash fine of $2.00 per pound.
7. Weight determined by the track scale only.
8. Minimum front-end weight is 49% of current total weight at any time.
9. Weight must be declared by race team and made visible to the Tech Official at scales.
10. Weight deductions:
11. 50lbs for stock OEM cast exhaust manifolds (see Tech Man for approval)
12. 25lbs for cast iron intake (on 9:1 motors).
13. 25lbs for a 9:1 motor
14. 25lbs for clutch 7.25" or larger.
15. 25lbs for approved common shock.
16. 25lbs for exhaust exiting rear (no side exits) of car with a downward deflector.
17. Weight additions:
18. 1. 25lbs for a 10.8 compression motor.
19. 2. 25lbs for Ford "N" heads.
20. 50lbs for cambered rear ends.
21. 75lbs (minimum) for LS Motors (subject to tech approval)
22. 25lbs for ratchet type differential.
23. 25lbs for declared track width greater than 65" (must be less than 66").
24. Internal clutch transmission (Bert, Brinn, Falcon) allowed with 50 lbs weight penalty. If use with Crate Engine Package 25 lbs weight penalty.
25. (Winners Equalizing Percentage (WEP) – 20 lbs. added for each feature win. Driver will carry 10# of that weight from that feature win for the remaining regular season; the other 10# can be removed after the third night of competition following the feature win. Feature winners' weight applied at next race event they are competing in. After a third feature win, in addition to the

extra weight, the right-side weight percentage will increase be ½% for that win, and every feature win thereafter for the regular season, with a maximum of 2%.

26. Each race night, teams are responsible for declaring what the car needs to weigh for that event. The posted weight will need to be readable and accessible near the driver's door (A-post). Weight posted would be the sum of base weight plus or minus any weight adjustments subject to that car. An inaccurate posted weight will subject the car to disqualification.

## 6. WHEELBASE

1. The shortest wheelbase acceptable is 104 inches measured from centerline of front wheel to centerline of rear wheel. A tolerance of 1/2″ allowed.

2. Maximum track width 65 inches, at spindle height (front and rear) – 1/2″ tolerance as measured with the referee.
3. A Wide Width can be declared by the driver of up to 66 inches but 25lbs will be added to the weight.

## 7. TRANSMISSION/DRIVELINE

1. OEM production type transmissions, must have two forward and 1 reverse working gears plus a neutral position minimum, seven, eight, or nine bolt side cover and must be side shifting.
2. One or Two 360-degree driveshaft hoops required.
3. One-piece steel or aluminum driveshaft only, Minimum diameter 2&1/2-inch O.D.
4. Steel driveshaft must be painted white.
5. Transmission "quick change" units not allowed.
6. No automatic transmissions allowed.
7. Transmission claim: Feature finishing positions 1-5, may be claimed by feature finishing positions 6-10. Claim would consist of $200 cash and a swap of transmissions. Only one claim per driver (car) per year. CLAIM MUST BE APPROVED BY SPEEDWAY. Refusal of claim would result in a disqualification.
8. Stock style shifter required.
9. NO two-speed transmissions allowed.
10. Internal clutch transmission (Bert, Brinn, Falcon) allowed with 50 lbs weight penalty.

## 8. REAR ENDS

1. Any Conventional closed type rear end acceptable.
2. Magnetic Steel axles only minimum 1.125 O.D. No gun drilled allowed. No exotic or torque release axles allowed. Same I.D. and O.D left and right.
3. Quick Change rear ends acceptable. No mini type (8.5" or less) quick change.

4. A $20.00 fine will be assessed to any car whose rear end plug is not secured while on the racing surface.
5. A gear rule may be implemented per technical bulletin.
6. Cambered rear ends allowed with a maximum of ½ degree.
7. Detroit locker (ratchet type) allowed (add 25lbs).

## 9. BRAKES

1. Four-wheel brakes required at all times.
2. Brake systems must be conventional hydraulic type.
3. Single, dual, or four piston (steel or aluminum) calipers with maximum retail price of $225
4. No thermal lock pistons allowed.
5. Brake pedals must be in stock location.
6. Rigid mounted rotors, maximum diameter of 12 ¼ inches, no drilling permitted, no ceramic coatings.
7. No floating calipers or rotors, no self-centering rotors.
8. No ABS units or brake recirculation systems.
9. Only one brake bias adjusting unit per car.
10. No electric wheel fans or blowers allowed.

## 10. CLUTCH

1. Clutch disc with steel hub, completely steel pressure plate and steel, cast iron or aluminum flywheel are required and must be of stock type and size. A functional full circle fiber faced clutch disc with a minimum diameter of 5.5”. No button clutches.

2. Only two, one-inch holes, placed front to rear with access from top of car, with clutch disc and pressure plate visible must be provided. One 1/2″ hole must be placed directly above flywheel teeth at 12 o’clock, for aid in compression testing.
3. Steel scatter shield required.
4. Multiple disc, small clutch or other than stock allowed. However, it must:
5. Must be disc/pressure plate type clutch.
6. No cone or coupler type allowed
7. Clutch larger than 7.25″ (deduct 25lbs). No clutch smaller than 5.5” allowed.

## 11. SUSPENSION

1. Conventional mounted 5” springs or coil overs allowed. Springs must be magnetic steel and not to exceed $150 retail price. Springs must maintain equal coil separation and not be tapered. Springs must be able to freely move and not have any type of binding.

2. Upper A-Frame may be tubular type but must be conventional “A” design and inner pivot points not exceed 12 inches, and must have ball joint and mount from the top. Mono balls allowed.

3. Stock lower control arms and must have a ball joint.

    1. Modifications allowed, but must maintain stock components, design and appearance.
    2. Both fabricated and stock stub cars may use fabricated lower A-frames/control arms.
    3. No Moveable lower spring cups.

4. Conventionally mounted 5” springs or coil over type suspensions. Spring must be magnetic steel, with a minimum 2.5” diameter, a minimum 8” height, no progressive springs allowed, with maximum retail price of $150. Steel or aluminum bodied, non-adjustable shocks.
    1. FROM LIST BELOW OF APPROVED SHOCKS:
        1. AFCO: SERIES 13T, R, S, 21
        2. BILSTEIN: SERIES SZ, SN
        3. PRO: SERIES A, AC, ACX, TA (STEEL), PG
        4. QA1: SERIES 16, 21, 5Q, 50, 51, 6Q, 62, 63, 65, 67
        5. ARS: SERIES 2000 GENESIS: SERIES GSO
        6. INTEGRA: SERIES 431
5. Manufacturers components must be used, valving optional. Post race shock disassembly is the responsibility of the owner/crew chief. Bring tools or make arrangements. No bump-stops/rubbers, compression/rebound-limiting or coil bind set-ups. Maximum allowed is one conventional (single coil) spring rubber per spring. Maximum of one shock / spring per wheel. Rear suspension must be solidly mounted with heim joints only, (no rubber bushings). No lift bar, fifth coil or other spring-loaded/hydraulic suspension device allowed. No rear stabilizer bars. All shocks must have minimum of 2” compression and minimum of 2” rebound in mounted position.

**NOTE: A common shock is the goal for a majority of tracks in Wisconsin/Midwest. The first step is offering a weight break for the approved common shock. Future rules will continue to add weight for the non-conforming shocks and a weight allowance for the approved common shock. The current approved common shock is:** KONI: 30 SERIES Part Numbers 7325, 7436, 7499, 7647, 9325, 9436 (adjustable, non-rebuildable) mandatory 7” on the front and 7” or 9” on rear only, bump stop enclosed in KONI package will NOT be allowed. There is a 25lb weight deduction for this shock.

8. Aluminum replacement components of entire suspension system and chassis are NOT allowed, except: A. Tie rod tubes B. Rack housing C. Trailing arms D. Rear rotor hats E. Rear hubs F. Quick change center sections and side bells. G.

Wheel adapters and spacers, drive plates. H.Heim joints I. Third link bracket J. Third link tube  K. Lower strut tubes

10. The drop eliminator on the rear axle must be fixed mounted that is not adjustable and has a minimum of 1.5 inches clearance to the rear axle when the car sits on all four wheels.

## 12. SPINDLES/HUBS

1. Any steel spindles allowed. Must remain of stock design. Aluminum steering-arm and ball-joint mounts allowed.
2. Aftermarket hubs allowed with 5/8" wheel studs. (Maximum retail price of $325) No gun drilled studs allowed.
3. Wide 5 hubs and spindles allowed. (Wheels must meet minimum wheel weight)
4. No oil filled hubs.

## 13. STEERING

1. Any type of conventional steering system allowed.
2. No ratio multipliers or one-piece shafts allowed.
3. Quick-release required.
4. Steering wheel "Nose Pad" required. Collapsible steering shaft recommended.
5. Power steering is allowed.

## 14. WHEELS

1. Steel wheels only. Maximum width 10″. Maximum measurement inside bead to bead. May be reinforced (non-ferrous wheels made by riveting components or bolting components are not allowed).

2. "Superlight or ultra-light" wheels will not be allowed. Minimum wheel weights: A. 17 lbs. wide-5 B. 21 lbs. for G.N. style (5×5).
3. Wheels will be weighed without tires and balancing wheel weights.
4. Bleeders not allowed. Lug nuts must be magnetic.

## 15. TIRES

1. The 2026 ~~2025~~ tire will be the 10" Hoosier 1070. The Hoosier D810 ~~D800~~ would be allowed to compete but would be subject to Speedway approval and would have to start at the rear of all events.

2. Tires must be purchased through authorized speedway dealer. (See “Concept Tire Rules” in back of book)
3. Tires are subject to change adjustment and alteration.
4. No system of heating, soaking, sipping, grinding, buffing or changing the composition, coding or character of tire allowed. Note: anyone caught using or CARRYING tire softener in their hauler or pit area will be fined $100.00 and immediately suspended for two weeks.
5. A tire “Minimum Softness” may be declared each race night. “Soft” tires will be confiscated.

## 16. TIRE RULE

1. A team may purchase only one tire per night, per car. New tire must be run in all events that night. The tires used for qualifying must be used in all preliminary and feature events.
    A. Each tire will be coded to assure that each NEW tire is used in feature.
    B. A tire will be considered new until it completes at least one half of any feature.
2. Tires will be plated, micro chipped, bar coded and/or have a unique symbol for this track.
    A. Every car registered at La Crosse Fairgrounds Speedway must have four properly plated tires by the second night of competition.
    B. Non-registered cars must have properly plated tires in the following order: First Night – One. Second Night – Two. Third Night – Three. Fourth Night – ALL (All non-registered cars will start no greater than TENTH position for the first two FEATURES)
    C. Teams may purchase tires from other teams; however, purchased tires will be treated as a “new” tire.
3. Parity: After the third night or feature of the season, any team with four new tires must start at rear of field. Any team that is allowed to purchase tires after the season has started is subject to the following parities: Four tires – must start at rear of all fields for two weeks, behind inversion third week, eligible for new purchase after second week. Three tires – must start at rear of all fields for two weeks, eligible for new purchase after second week. Two tires – must start at rear of all fields for one week, behind inversion second week, eligible for new purchase after second week. All teams must have at least two used tires for any extended lap features. Any non-registered team must have at least two USED properly plated and approved tires to start in any feature after July 1st. See Tire Marshall for exceptions.
4. NEW cut or damaged tires may be replaced if tire has code for that night, providing tire has not completed one half of the feature laps. Damaged tire must be inspected by Tire Marshal to approve new tire for following week.
5. Teams may purchase eight ~~six~~ new tires on first night of competition. Teams may purchase one new tire on the third night of competition OR THIRD

FEAUTURE OF THE SEASON. One per night thereafter. On double features nights, the track MAY ALLOW a tire for each feature. Teams will be notified the week prior if two tires may be purchased for the double features. Tires must be run in at least (minimum of 10 laps) in one of the feature events.

6. Any team with 2 or more new tires after the third race or feature event of the season is subject to a starting penalty. (See tire rule #3)
7. Tires follow the driver, not the car. (Note: Some exceptions may apply, but only with the approval of the Tire Marshal.)
8. Penalties – Penalties subject to discretion of officials.
9. ~~Up to 6 registered tires may "carry over" from the previous season. 2026; the number of carry over tires may be reduced to 4, 2, or 0. These tires must be registered (and coded if needed) with the Tire Marshal. ANY CARRY OVER TIRES MUST BE REGISTERED PRIOR TO THE SECOND FEATURE OF THE SEASON. IF NOT REGISTERED BY THE SECOND FEATURE OF THE SEASON, ANY CARRY OVER TIRE WILL BE CONSIDERED NEW.~~
10. Cars participating in the semi feature are eligible for a new tire the following week, it they completed all laps in race.
11. **Speedway Officials and management may make amendments or changes to these rules at any time.**
12. All teams must submit a tire usage card before qualifying. Any team not submitting their usage card will be ineligible for a new tire at their next available race night and may have to start at rear of field.
13. Teams must qualify on the tires they will use in the feature event. On race nights, where two tires are allowed to be purchased by all teams, only ONE new tire may be used for qualifying. Any changes other changes or situations must be approved by Tire Marshal.

NOTE: TIRES ARE AN IMPORTANT COMPONENT IN KEEPING THE RACING COMPETITION FAIR AND EQUAL. ANY ATTEMPT TO CIRCUMVATE THESE RULES COMES WITH A HEAVY PENALTY. DON'T DO IT.

## 17. ENGINE

### GENERAL ENGINE RULES

1. Any Domestic engine may be run in any body style of standard production.
2. The engine must be located so at least one spark plug hole is even with or ahead of a line, 2 inches back from the center of the spindles. For Ford engines that cannot clear the oil pan at the front cross member, a maximum of 3 inches will be allowed, but the crank height will be at least 12.5 inches.
3. Minimum crank height 11 inches. From centerline of crank. For Ford engines that cannot clear the oil pan at the front cross member and have greater than a

2-inch setback but less than 3 inches, the crank height will be at least 12.5 inches.

4. Minimum crank height 11 inches. From centerline of crank. (see above for exceptions)
5. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the centerline of tires within two inches. (The difference in the measurement from one side and the other may not exceed 4″)

5. No external oil pumps or dry sump systems. Altered oil pans & oil coolers optional. No aluminum oil pans.
6. No solid roller cam/lifters. Flat tappet Maximum valve lift - .600" (measured at retainer). Hydraulic roller cam/lifters allowed Maximum lift of .575" (measured at retainer). ~~No roller cams, no hard face overlay cams or mushroom tappets. Maximum valve lift .600~~
7. No automatic cam timing devices, no belt drive.
8. Stock appearing type harmonic balancers only. (No minimum.)
9. Engines must be of a standard production corporate model not to exceed a maximum of 362 cubic inches. Maximum overbore of .060 and stock stroke only. A. No 180˚ crankshafts. B. No lightweight crankshafts.

**9:1 ENGINE & 10.5:1 ENGINE**

1. Cast iron block with a maximum of 362 CID.
2. Must use flat top style pistons.
3. Intake: Stock O.E.M., street application, single carburetor, cast iron intake (deduct 25 lbs). No modifications of any kind allowed (the Bow Tie intake would fall under this configuration), or Edelbrock Victor Jr. 2975 aluminum intake allowed. ~~EGR may be plugged.~~

4. Cylinder Heads
5. Cylinder heads must be UNALTERED original "as cast" Form, with the following exceptions:
    1. Multiple angle valve grinds permitted. However, maximum angle not greater than 60 degrees may be done. Grind must be done with a steel cutter (no stones).
    2. Push rod holes may be enlarged. However, they may not exceed 1/8″. No lightweight pushrods allowed.
    3. Combustion chambers may be "cc" matched by resealing the valves ONLY.
    4. Intake, exhaust and head gasket surfaces may be re-machined (milled) to improve sealing.
    5. Head may be cut for valve seals.
6. Exclusive of the above exceptions: any cylinder heads with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, or abrasive blasting to the original cast form will be declared illegal.

7. With exception of valve guide material. NO additional material of any kind may be added to the cylinder heads.
8. Valves must be of stock size for that head. Minimum valve stem size is 11/32. Valves must be solid, no hollow valve/stems allowed.
9. Any stock style valve springs and retainers allowed.
10. Screw in studs allowed.
11. A maximum rocker arm ratio may be declared.
12. No shaft mounted rocker arms. Some manufacturer exceptions apply.
13. Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034),

World Products Sportsman II numbers 011150, 011250 allowed.

12. Vortec heads are not allowed.
13. For 9:1 motor -compression ratio of 9.0:1 is set; a tolerance of .4 is allowed, 9.5:1 will be declared illegal.
14. For 10.5:1 motor- compression ratio of 10.5:1 is set: a tolerance of .3 is allowed, 10.9:1 will be declared illegal.
15. Compression ratio is defined as the difference between actual cylinder volume at B.D.C. and T.D.C. which will be determined by the volume gauge and/or electronic sonic tester (whistler). The whistler reading is final. A “re-check “can be requested by race team, however, the re-check must take place within 20 minutes of original test. An illegal engine will result in the following penalties:

    1. Loss of earned points and monies won from that day’s event.
    2. A cash fine of $400.00 in lieu of confiscation will be assessed.

14. Stock appearing valve lifter only (no roller or mushroom type). Diameter of lifter and lifter bores must be stock as produced for that engine. Lifters must be stock type steel, no composites & no ceramics. Must be magnetic. Lifter bores may not be sleeved with exception of block repair – maximum 3 bores on any block.

15. Titanium retainers allowed. NO other titanium parts allowed.
16. Camshaft bearings must remain stock babbitt type (No roller).
17. No plastic or aluminum blocks.
18. Connecting rods must be magnetic steel.
19. OEM style rocker arm mounting required.
20. No crankcase vacuum pumps.
21. Oil pan inspection plug mandatory.
22. Stock OEM firing order. Exception: #4 and #7 may be switched (only).
23. If you have any question on the legality of your heads, it is your responsibility to contact the late model tech official, before you put your engine together

24. Any engine may be impounded to check the internal components.

25. NOTE: Weight reductions for 9:1 engine = 25lbs. Weight addition for 10.8 engine = 25lbs.

## 18. CRATE MOTOR

1. A crate motor must be completely and ***remain completely sealed by factory to be eligible to compete.***
2. Motors must be purchased through the Speedway. Motors may be purchased from other local teams with the approval of the Speedway.

3. Exhaust manifolds (headers) must have primary pipes 1 5/8″ or less into a 3″ collector. Must use approved mufflers with headers.

4. Weight penalties, if any, will be reviewed at the technical staff's discretion.
5. The only motors allowed: 604 Factory GM Crate Motor. Maximum compression can never be greater than 9.8:1
6. The RPM chip is set at 6600 rpm.
7. At the Speedway's discretion, to ensure the integrity of the crate motors, the Speedway has the right to "swap" a (new) crate motor with a competitor after the driver or car has won 5 features during the regular season (Oktoberfest does not count). Note: Any driver or car that has 5 or more of the fastest qualifying time of a race night- that will also be considered as a "feature win". Location and time for the swap to be set forth by the Speedway and swapped motor must remain in original unaltered condition as when the swap is announced.

**LS MOTORS**

Because of the continuous evolution of the LS Motors, no parameters can be set at this time other than the "home track" rules apply. An LS Motor may compete, but not more than two times during the regular season and will be subject to a minimum weight penalty of 75lbs.

## 19. CARBURETOR

1. Acceptable for the 9:1 or 10:5 motors are the two-barrel, Holley 4412 500 CFM carburetor. Holley Ultra series carburetor not allowed. The Holley Aluminum (Part #0-4412SA) 500cfm carburetor is not approved/allowed. No alterations of and/or no metal removed from the carburetor, except enlargement of idle hole in throttle plate. Crate Motor: Holley 650-HP (PN-80541-1) carburetor. No alterations of and/or no metal removed from the carburetor, except for enlargement of idle hole in throttle plate. The Holley Ultra XP carburetors are not allowed. A Spacer plate plus gasket (of no more than 1.5/8" total) allowed. Straight bore for Crate Motors. Tapered allowed for non-Crate Motors
2. Choke housing may not be removed. Choke "Butterfly" may be removed.

3. Adaptor plate and/or spacer and gasket may not exceed 11/2 inches.
4. Jets may be changed. No dial-a-jet devices.
5. Carburetor restrictor plates may be required on all cars. Plates will be supplied by NASCAR officials. Opening size will be determined by NASCAR officials. Plates may not be altered in any way.
6. Air box opening at windshield may not exceed 27 inches long and 2&1/2 inches in height. Air box cannot dissect plane of where the windshield and dash meet. Air box must be forward of this intersection.
7. Only one 4″ x 14″ air cleaner element or less allowed.
8. No additional fuel reservoir or pressure equalizing systems allowed. A. Fuel filter must be used on suction side of fuel pump if used.
9. Mandatory throttle return springs working in opposite directions.
10. Stock type mechanical fuel pump only, pump must mount in stock location.
11. Carburetor must be secure. No vacuum leaks, and in stock location.
12. Carburetor components may not be altered to allow any additional air, air flow, or emulsify gas with air. Carburetors metering block must be stock or HP style only. No aftermarket metering blocker permitted. Only (3) three open emulsion holes per side permitted. Any Additional emulsion holes must be plugged and nonfunctional.

## 20. EXHAUST

1. Maximum O.D. of plumbing 4 inches.
2. No form of spacer plates allowed except for gaskets between head and exhaust manifold.
3. Cast iron unaltered exhaust manifolds allowed.
4. Headers with a price under $650 allowed on all engines. Tri-Y are not allowed, no Merge-Collectors. No custom, one-of-a-kind or homemade headers. No Stingers, inserts, cones, scavenge devices or any other devices allowed in header collector at any time.
5. Mufflers required (must not exceed >96dba while competing). Visiting teams are allowed an exception for two events, and are subject to a weight penalty of 25lbs.

## 21. FUEL

1. ~~Pump gas only in crate engines or built engines may use racing fuel;~~ 110 Octane maximum allowable race fuel, Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives and/or fuels that contain masking agents or oxygen are not permitted. No Coloring additives. Use of such substances or additives will result in immediate disqualification. Must meet specific gravity of manufacturer. VP or Sunoco 110. No icing or cooling of fuel system. Ethanol (E-85) is not allowed. Fuel test at track is final.
2. Vacuum fuel pumps only, NO electric or pressure systems.
3. Fuel tank must be separated from driver by a complete metal firewall.

4. Fuel cell must be secured with at least a minimum of four 11/2″ x 1/8″ straps over and under the fuel cell.
5. The fuel cell itself may not have more than a 22 gallon. maximum capacity and must have an 11-inch ground clearance. (Note: Fuel cell size greater than 15 gallons must be approved by Tech Official) Absolutely no fuel cell “blocks” or any other device that will alter the fuel’s location is allowed.
6. Fuel Cell Construction – 22-gauge steel with plastic or rubber bladder. Cell must have rear and front guards, baffles and foam. Cell must be protected with 1/8″ steel plates on rear, right and left sides.
7. No nozzles, injectors, containers or lines for the purpose of dispersing pressurized liquids or gases – other than fire extinguishers allowed on race car.
8. Fuel cell must be centered between the rear frame rails. Failure to comply will result in a 20# right-side weight and 5# added each week until compliant.
9. Breather must exit back bumper cover on left.
10. Fuel fill to be approved by tech official. Fender fuel fill must be cabled.
11. Fuel fill cap must be secured (chained/cabled) to prevent loss. If possible, fuel shut off valve should be installed near cell.
12. Fuel will be tested by the Speedways’ test equipment and must pass any measurements set forth by the Speedway.

## 22. RADIATOR

1. Any production radiator allowed provided it fits under the hood, in stock location. Aluminum radiators allowed with prior approval of Technical Supervisor.
2. Fan must have a shroud. Overflow catch can is required. Permanently installed ahead of engine firewall.
3. Aluminum water pumps allowed.
4. No antifreeze allowed in cooling system. $20.00 fine for any violations.

## 23. ELECTRICAL

1. No magnetos, crank trigger, multiple coil or programmable systems allowed. Only one ignition system.
2. MSD/Crane ignition boxes- must have 6 pin connection. All approved ignition boxes must be mounted in plain site and out of reach of driver.
3. Dual points, breaker or breaker-less systems allowed.
4. Batteries must be securely mounted between the frame rails, forward of the rear axle and covered.
5. All cars must have an operating starter.
6. Stock 12-volt batteries only.
7. Master kill switch to the (+) positive side of battery. Switch must be located in center of car, with access from both windows.
8. Electronic traction devices not allowed.
9. Ignition wiring must be exposed.
10. ALL leads MUST be accessible and visible to Tech Staff.

11. The ignition box must be mounted to the right of the driver and easily accessed from the passenger window.
12. The ignition box must have a 6- pin female connector. The **MSD** part number **ASY-17296** wiring harness must be used.
13. The track will have several shielded wiring harnesses that will be swapped with the competitor's harness.
14. The wiring harness path from the ignition box to distributor must be large enough for easy swapping of wiring harness.
15. No digital gauges or data loggers allowed.

## 24. ROLL CAGE

1. Round steel 13/4" .095 roll-over bars are compulsory and must meet NASCAR minimums as prescribed in the Weekly Series Rule Book. Aluminum and/or other soft metals not permitted. Roll bars must be welded.
2. All cars are required to have a rear vertical hoop behind the driver's head connected to left and right front roll bar legs by a roof hoop. The front roll bar legs must follow the contour of the windshield post and cowl. The rear vertical hoop must be supported by a diagonal bar from top left to bottom right or top right to bottom left. A roll bar must connect the left and right of the rear vertical hoop at seat height. An "X" must connect left and right frame rail. An additional roll bar must be installed across the bottom of the dash board, extending from the left front roll bar leg to the right front roll bar leg. Rear support bars (no less than 11/2″ round steel), left and right, must extend from the top of the rear vertical hoop to the rear of the frame in the trunk compartment. The front leg bars and rear vertical hoop must be connected with four horizontal door bars on the left side. The door bars on the left side, must be convex in shape and spaced from top to bottom as equal as space permits. A minimum of 4 door bars must have six (6) vertical studs equally spaced. Two angular studs must be attached from bottom door bar to main frame rail. Right side must have at least 3 door bars. Transmission hoop and front hoop are required. Butt welds, joints, and connections must have gusset plates for reinforcement.
3. Roll bars must be padded and taped from top of frame on left side to center to top.
4. Roll bar thickness will be ultrasound tested. Severe penalties will be assessed for violation of minimum thickness.
5. Top roll bar and hoop must follow contour of roof as close as possible. Roof hoop at sides or side window opening must be tight to roof as close as possible.
6. Door bar deflector plate mandatory. Door plate must be welded to roll cage. (See diagram on page 9).
7. Rear clip construction, either 'over tail' or 'under tail' conventional rear clips allowed. (Over tail is highly recommended.) Rear frame rail must be 2″ x 3″ box style tubing with a minimum thickness of .083.

## 25. MINIMUM SPECIFICATIONS

1. At any time, before, during, or after an event, officials may require additional measures of equipment or make additional determination, as they deem necessary to further reduce the risk to competitors.

2. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.
3. Safety belts must be dated within last 5 years. A quick release-type approved safety belt of no less than three (3) inches in width is compulsory. Must be  Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the drivers' so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. The belt must come from behind the driver.
4. 3″ shoulder harness and additional V-Type seat belt mandatory. NASCAR-approved padded headrest mandatory. Shoulder harness inertia reel cannot be used.
5. Additional right-side head restraints allowed.
6. Center top of steering post must be padded with at least two inches of resilient material.
7. It is required that race cars have an approved fire extinguisher with its equipment within ready reach for any emergency. Pressure-type metal containers used as part of a fire extinguisher system will only be approved for installation and discharge in the driver's compartment in conjunction with the fire extinguisher system. The container cannot be concealed in any manner and there is a limit of one container for each fire extinguisher system.
8. Driver's seat must be fastened to the frame.
9. Rib rest shall remain flexible and not reinforced.
10. Recommended seat be as far right as possible.
11. A. Window nets are required and used at all times. NASCAR type seat belt buckle method of mounting is recommended.
12. Window net must be full size ribbon type.
13. All drivers must be protected at all times with a flame-resistant driving suit, top and bottom. 3) Recommend undergarments be worn under driver's suit.
14. Front and rear 'bumper' ends must be capped.

## 26. MISCELLANEOUS

1. All cars must run steel floorboard under the driver, metal firewalls. No tub type interiors.
2. Side window area must remain open other than window nets.
3. No carbon fiber or titanium parts anywhere. (see engine rule)
4. Racing seat required.
5. Fire extinguisher required with a nozzle in driver's compartment and fuel cell.

6. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.
7. TRANSPONDER— Mandatory, with location ~~of transponder 94" behind front edge of nosepiece.~~ forward from center of rear axle to center of transponder is 8". AMB Required. Install no more than 12" above track surface, with unobstructed path to track, and arrow pointing down. Transponders available for rent in pit area.
8. Scanners/Raceceiver required. Frequency is 454.000.

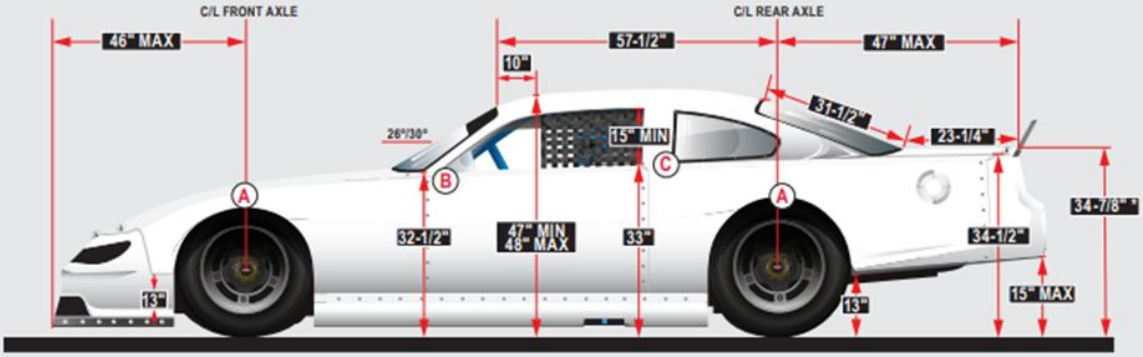
**GENERAL RULES, FLAG RULES, RACE PROCEDURES, CONDUCT AND DISCIPLINE RULES**

1. Later bulletins and/or the decisions of the race officials will take precedent, and their decision will be final.
2. Protests based on NASCAR standard operating procedure.

***END OF LATE MODEL RULES***

# ABC GREENHOUSE STYLE BODY DIMENSIONS

| CHASSIS | ROOF HEIGHT | TREAD WIDTH | WHEELBASE |
|---|---|---|---|
| Offset/ Straight Rail | 47" | 66" MAX | 101"-108" |

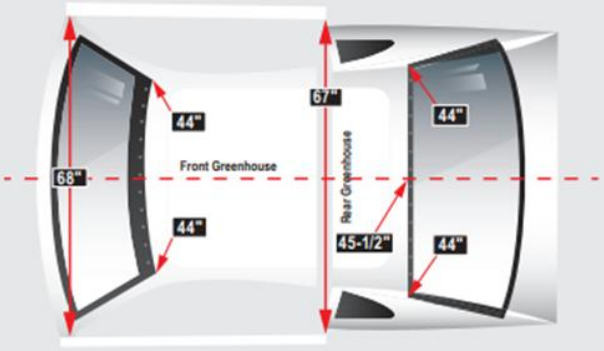



**WIDTHS**

**A** **79-1/2 MAX"**
*Body Width:* Measured at wheel wells

**B** **68"**
*Door to Door Width:* Measured at A-posts and inside edged of doors, measured through car

**C** **67"**
*Door to Door Width:* Measured at B-posts and inside edged of doors, measured through car




*Note:*
1. If the Roof Height (10" back from windshield), Fender Height (rear), Door Height (rear), Quarter Panel and Bumper Cover Height dimensions are higher than the stated dimensions, all five must increase by the same amount.

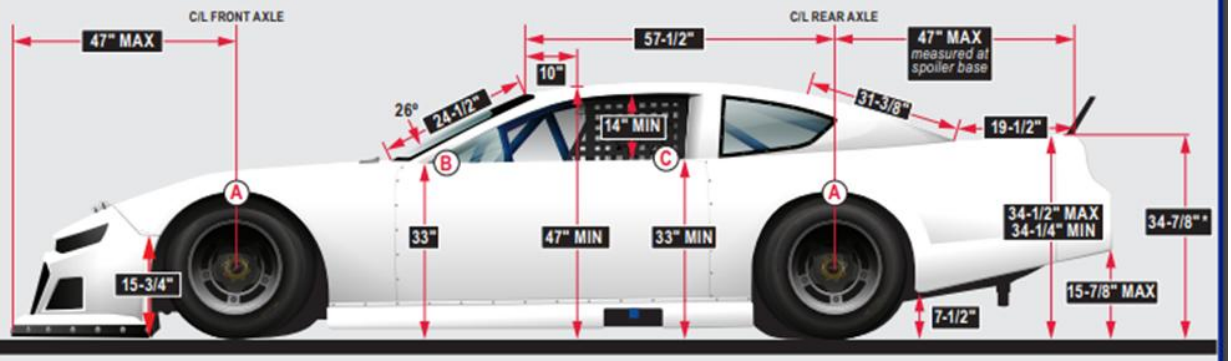
2. Must fit centerline template within allowable tolerance.

**Measured at the seam of bumper cover at deck lid intersection, +/-1/4"*

abc
APPROVED BODY CONFIGURATION

# ABC NEXTGEN BODY DIMENSIONS

| CHASSIS | ROOF HEIGHT | TREAD WIDTH | WHEELBASE |
|---|---|---|---|
| Offset/ Straight Rail | 47" | 66" MAX | 101"-106" |

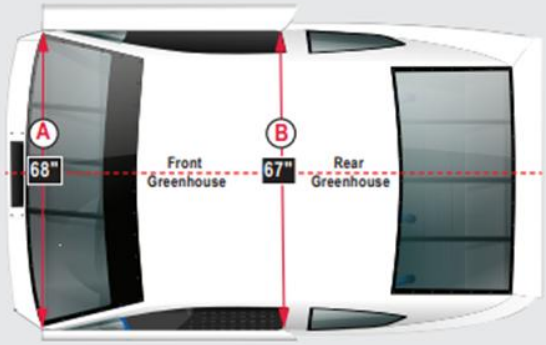



WIDTHS

**A** **79-1/2 MAX"**
*Body Width:* Measured at wheel wells

**B** **68"**
*Door to Door Width:* Measured at A-posts and inside edged of doors, measured through car

**C** **67"**
*Door to Door Width:* Measured at B-posts and inside edged of doors, measured through car




*Notes:*

1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated minimum dimensions, all four must increase by the same amount.
2. Must fit centerline template within allowable tolerance.

*"Measured at the seam of bumper cover at deck lid intersection, +/-1/4"*

abc
APPROVED BODY CONFIGURATION NEXT GEN