

SUPER LATE MODEL RULES

*** Please refer to General Section for rules and regulations applicable to all divisions***

1. THE CAR, BODY & SPOILER:

- 1.1 For all body rules please refer to the ABC rulebook.
- 1.2 Spoiler size: 6 ½ inches tall by 60 inches wide.
- 1.3 Only approved spoilers manufactured by ABC approved manufacturers will be allowed for competition
- 1.4 Additionally cowl induction cold air system is allowed provided it mates to the cowl panel and air deflector.
- 1.5 The valance must be two piece and (1.2) spoiler has a ½ gap in the center (no taping ½ gap).
- 1.6 No type of under body air deflectors allowed. No fans, ducts, or hoses to the rear brakes. No hoses or holes through the interior sheet metal or body panels allowed. Air may be pulled through the nose for engine / brake cooling. No tire or bead blower of any kind.
- 1.6 Straight rail cars max driver's tub length 52 ½, max width of frame 53 ½. No under car panning outside frame rails, no further than driver's tub front or rear at the bottom of the frame. Perimeter cars can only have 500 square inches.

2. WINDSHIELD, GLASS, & MIRRORS:

- 2.1 A clear, molded polycarbonate windshield with a minimum thickness of 1/8 inch must be used in all cars. The same shape windshield will be used for all body styles. Flat, unmolded windshields are not allowed.
- 2.2 All windshields must be supported by a minimum of three internal windshield braces to prevent deflection under racing conditions.
- 2.3 The windshield braces shall be made of a minimum 1/8 inch thick and 1 inch wide aluminum.
- 2.4 The windshield braces should be spaced on a minimum of 5 inch centers and should be approximately in the center of the windshield.
- 2.5 A clear, molded polycarbonate rear window with a minimum thickness of .090 inch must be used in all cars. The same shape rear window will be used for all body styles. Flat, unmolded rear windows are not allowed.
- 2.6 All rear windows must be supported by a minimum of two internal window braces to prevent deflection under racing conditions.
- 2.7 The window braces shall be made of a minimum 1/8 inch thick and 1 inch wide aluminum.
- 2.8 A maximum of three holes will be allowed in the rear window and the holes must lead directly to an adjuster (screw jacks and or panhard / track bar). The maximum diameter of the holes allowed will be 1 inch.
- 2.9 Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars.
- 2.10 The quarter panel window shape will vary for brand identification.
- 2.11 Flat or molded quarter panel windows are allowed for competition.
- 2.12 The maximum dimension 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.
- 2.13 Rear view mirror will be permitted.

3. FRAMES:

- 3.1 If a car is deemed to repeatedly contact the racing surface it will be black flagged with the corresponding finish.
- 3.2 No titanium or hollow bolts allowed.

4. ROLL BARS

- 4.1 A steel roll cage consisting of continuous hoop not less than 1-3/4 inch outside diameter and must have a wall thickness of at least .095.
- 4.2 Cage must be mounted to frame in at least six places with proper bracing to protect the driver.
- 4.3 Deleted.
- 4.4 Four or more side bars are mandatory and must be as parallel with the ground as possible and located perpendicular to the driver, so as to provide maximum protection.
- 4.5 Steel door plate must be securely welded to outside of driver's side door bars and cover the area from the top door bar to bottom door bar from behind the driver including the footbox area with a minimum of 0.125 (1/8") magnetic steel plate.
- 4.6 Must utilize a full roll cage and be approved by CNS officials.
- 4.7 Earnhardt bar recommended - a vertical support down tube from upper halo to cage to add support to upper halo.

NOTE: ENGINE OPTIONS & SPECIFICATIONS ARE LISTED AT THE END OF THE RULES

CNS OFFICIALS HAVE THE OPTION TO TEAR DOWN ANY VEHICLE AT ANY TIME

5. ENGINE REQUIREMENTS – GENERAL:

- 5.1 Minimum 311 C.I. to 365 C.I Max – Except “S.E.A.L. Engines.”
- 5.2 No titanium, carbon fiber, aluminum, or stainless steel connecting rods allowed.
- 5.3 A 3/4 inch plug must be installed in the oil pan for inspection, that access hole must be in line with a connecting rod journal.
- 5.4 All engines must be located so the center of the forward-most spark plug hole of the engine is 2 inches rearward of the center line of the upper ball joint. Ford & Chrysler engines are allowed a 3 inch setback.
- 5.5 All engines must be centered in the frame, within a maximum of 1 inch offset for header clearance.

6. CARBURETOR REQUIREMENTS – GENERAL:

- 6.1 A minimum of 2 throttle return springs are required and must be mounted from separate locations.
- 6.2 Maximum gasket thickness is .065”
- 6.3 No tubes, funnels or anything which may control the flow of air is allowed inside of the air cleaner or between the air cleaner and the carburetor.
- 6.4 No forced air devices are allowed.
- 6.5 A fresh air deflector will be permitted (if not utilizing a cold air system) from the center of the leading edge of the windshield directly under the cowl air opening in the hood. The deflector will measure a maximum of 2 inches down and 2 inches forward by 20 inches wide and have square bends with no radius.
- 6.6 Air deflector must be attached to the body only.
- 6.7 The top and bottom of the air filter housing must be solid and must be the same diameter.
- 6.8 A maximum of a one inch lip will be permitted from the air filter element to the edge of the air filter housing top and bottom.
- 6.9 No electric fuel pumps will be allowed.
- 6.10 One carburetor stud and one intake manifold bolt on the right side of the engine must be drilled so that the engine can be sealed.

7. EXHAUST

- 7.1 Mufflers are mandatory. 95 DBA OR LESS WILL BE STRICTLY ENFORCED!

- 7.2 Collector type headers must extend behind the driver and be securely mounted.
- 7.3 Heat shields to cover exhaust system can be no more than 4 inches wide and no longer than the valve covers.
- 7.4 The minimum penalty for any car found to be too loud at any time by Track Officials will be no points.

8. IGNITION

- 8.1 Only a point type, single or dual, or electronic system is permitted.
- 8.2 All ignition systems are subject to approval by CNS officials.
- 8.3 Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted. Subject to change at CNS official's discretion.
- 8.4 No magnetos or computerized systems are allowed.
- 8.5 The distributor must mount in the stock location and maintain the same firing order as a factory produced engine for the make and model engine being used.
- 8.6 No crank trigger ignition systems allowed.
- 8.7 No adjustable timing controls allowed.
- 8.8 No ignition system equipment or wiring may be located in the driver's side door area.
- 8.9 All ignition system equipment must be securely mounted, with an unobstructed view, and to the driver's right.
- 8.10 All wires from ignition amplifier box to distributor must be visible with no open connections.
- 8.11 Each car may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary / backup switch(s).
- 8.12 The ignition systems must consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal / external).
- 8.13 RPM limiting devices must be approved by CNS officials and be attached and wired to the ignition amplifier boxes in a visible manner.
- 8.14 Cell phones, smart watches, and / or Bluetooth devices will not be allowed in the racecar at anytime during qualifying or race.
- 8.15 Either a Nelson Specialties or SRL Wiring Harness is mandatory.

9. COOLING SYSTEM

- 9.1 The radiator must be located in front of the engine and must have a minimum 1 quart catch can securely mounted.
- 9.2 Radiator Pan not to exceed 29" in width. Any air that enters the air box must go through the radiator.

10. RADIOS

- 10.1 Two way voice communication radios, independent of car's electrical system will be required in the Super Late Model division.
- 10.2 Only one radio will be allowed in the car.
- 10.3 An area will be reserved in the Pit grandstand for one Super Late Model crew chief or crew member with radio communications to his/her driver during all practice and racing events.
- 10.4 If no spotter is checked in with the CNS official in the spotter's area, that car will be black flagged until such time as a spotter is available.

11. TRANSMISSION

- 11.1 Standard production transmissions which are cataloged and available through regular dealer channels may be interchanged.

- 11.2 One forward and reverse gear must be in working order.
- 11.3 Two-speed, three- speed, and four-speed transmissions are permitted.
- 11.4 No automatic or quick-change transmissions are allowed, unless pre-approved by CNS track officials due to extenuating circumstances.
- 11.5 No direct drive assemblies of any kind are allowed.
- 11.6 Two bolts on the side or top cover must be drilled so that the transmission can be sealed.
- 11.7 Deleted.

12. CLUTCHES

- 12.1 All clutch assemblies must meet the following requirements and are subject to CNS approval.
- 12.2 High-speed multiple disc clutches are permitted.
- 12.3 No light alloy assemblies are allowed.
- 12.4 Clutch must be mounted inside of the bell housing.
- 12.5 Clutch & Flywheel must attach to crankshaft in a conventional manner and rotate with crankshaft at all times.
- 12.6 No carbon or carbon fiber clutches.
- 12.7 Clutch must be a minimum of 5-1/2 inches in diameter.

13. DRIVE SHAFTS

- 13.1 No carbon fiber drive shafts, yolks or slip yolks allowed.
- 13.2 Driveshaft must be painted white and have a minimum of two, 2 inch wide X 1/4inch thick 360 degree brackets placed around the drive shaft and fastened to the floor or cross member preventing the shaft from being dislodged and dropping onto the racing surface.

14. REAR END

- 14.1 Deleted.
- 14.2 No open tube or independent suspension rear-ends are allowed.
- 14.3 Cambered rear-ends are allowed.
- 14.4 No titanium axles or lower input shafts are allowed.
- 14.5 No rear sway-bars are allowed.
- 14.6 Deleted.
- 14.7 Deleted.

15. BRAKES

- 15.1 All four corners must have operational brakes.
- 15.2 Floating type brake rotors allowed, not floating calipers.
- 15.3 Solid type rotors are allowed. Steel only – no titanium or titanium components.
- 15.4 No carbon or carbon fiber components are allowed in the braking system.

16. TREAD WIDTH

- 16.1 All cars must maintain a maximum allowable tread width, front and rear, of 66 inches, measured from the inside of the right tire to the outside of the left tire, at zero toe-in at spindle height. Must fit the CNS gauge and/or referee *as* presented for inspection with roof at 47” without driver. No tolerance. Tread width may be checked post race or post qualifying on 4” blocks.

16.2 *Perimeter Chassis (2006 Tour Chassis) 66 inches.

Tour Chassis means Legal under the NASCAR 2006 Rule Book. Applies only to the chassis. Body may be an offset body on a Perimeter Chassis. Body must meet CNS or ABC Rules.

17. WHEEL BASE

17.1 101 inches minimum.

18. SUSPENSION

18.1 Rear suspension may not use bird cages or any type of floating bracket on the rear end.

18.2 The rear suspension three (3) link lower arms must be steel or aluminum, round or hexagonal tubing with heim joint adjustments. Must be approved material by CNS Officials. Springs, shock absorbers, or any dampening devices will not be allowed on the lower trailing arms or upper third link.

18.3 Trailing arm mount must be rigid and not rotate or move.

18.4 Rear coil overs must be mounted either inside or outside of the rear frame rails. Both springs must be mounted on the rear trailing arms or to the brackets on the rear axle housing.

18.5 Panhard Bar adjustments must not be made in the driver's compartment.

18.6 Solid Panhard Bars only.

18.7 No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link).

18.8 Truck arm rear suspension is not permitted.

18.9 No data acquisition or cockpit adjustable devices, wiring, or components allowed on race day or during race day practice.

19. WHEELS & TIRES

19.1 10 inch steel, approved racing wheels are mandatory.

19.2 Mandatory tire will be 10" Hoosier ST-1 on the left and a Hoosier ST-2 on the right side.

19.3 Tires will be limited to 4 tires per event (2 rights and 2 lefts).

19.4 All tires must be purchased at CNS and will be marked. If a driver is found to be using tires that have not been marked, they will automatically be disqualified for the evening with a minimum loss of points and prize money.

19.5 Steel lug nuts only; no aluminum or titanium.

19.6 Tire Pressure Bleeders not permitted.

19.7 All Competitors must run the same four tires for BOTH qualifying and competition (Dash & Feature Races) for one full night of racing.

20. WEIGHT (Note: Weight *MUST* be posted on Passenger A-Pillar!)

20.1 Option 1. NASCAR Elite Division Engine 2850 lbs. 58% maximum left side weight.

20.2 Option 2. C.N.S. Spec Engine 2850 lbs. 58% maximum left side weight.

20.3 Option 3. C.N.S. Injected Engine, Complete Pkg 2800 lbs. 58% maximum left side weight

20.4 Option 4. USLMA engine (as detailed) 2950 lbs. 58% maximum left side weight

20.5 Deleted.

20.6 Option 6. 525 Crate Engine 2775 lbs. 58% maximum left side weight
25 lbs. must be mounted forward of bellhousing on right and left side frame rails; total of 50lbs.

20.7 Option 7. "S.E.A.L." Engine 2850lbs. 58% maximum left side weight

20.8 Option 8. Southern Super Series Engine 2850lbs. 58% maximum left side weight

20.9 Running a Spool gives an additional 50lb. weight break.

21. FUEL

- 21.1 Only racing fuel will be permitted and must be purchased from CNS directly.
- 21.2 Fuel shall not be blended with any other gasoline or any additives, nitro compounds, or other oxygen containing compounds.
- 21.3 It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers.
- 21.4 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 21.5 A variation of more than +/- 0.3 in the dielectric constant (DC) reading from track fuel is illegal.

22. FUEL TANK

- 22.1 The use of a fuel cell is *required* and must be isolated from the driver by a fire-wall.
- 22.2 The fuel cell shall have a positive locking cap or approved dry break and must be vented out at the upper left rear corner of the left rear quarter panel with a flapper or check valve in the vent tube.
- 22.3 Fuel cell must be enclosed in an approved metal container.
- 22.4 Fuel cell must be fitted within the container so that the maximum capacity, including filler spout and overflow does not exceed 22 gallons.
- 22.5 It is suggested that fuel cell dimensions be 33 X 17 X 9 inches.
- 22.6 Fuel cell and container must be installed as far forward as possible in trunk compartment with an equal distance between frame rails.
- 22.7 Fuel cell and container must be installed in recessed well, and must be secured with steel straps not less than two lengthwise and two crosswise. Straps must be made of 1"X 1" square tubing bolted to frame rails.
- 22.8 Fuel cell container must be supported by 3 straps minimum, of 1 inch square tubing, secured to frame an equal distance from each end.
- 22.9 Fuel cell height is 8 inches minimum measured from cell to ground.
- 22.10 A reinforcement plate of not less than 1/8 inch magnetic steel must be installed behind the fuel cell. The plate must be welded to cage and must extend the entire width and height of the fuel cell.
- 22.11 Only 1 gasoline filter may be used between the fuel cell and the fuel pump.
- 22.12 No glass or plastic fuel filters are allowed.
- 22.13 The location and size of the filter must be acceptable to CNS Officials
- 22.14 Oberg or SRI antisiphon valve is mandatory; mounted near fuel cell after fuel filter.

Notes:

OUT-OF-TOWN CARS: CNS invites all Out of Town competitors. Due to differing levels of competition, CNS reserves the right to adjust gear, total weight or bias on an individual basis

ULRA PRO LATE MODELS:

A ULRA Pro Late will be allowed to compete in the CNS Super Late Model Division for 2025. It will be scored and paid as a CNS SLM. They will compete under the ULRA pro Late Model Specifications and Guidelines. ***A full breakdown of these Rules begins on Page 10 of this book.*** The two approved engine options will be:

1. Unaltered GM #88958604 aka the Unaltered 604 crate
2. GM 604 SEAL Crate per ULRA Rules

The #1 Engine Option (Unaltered 604 Crate) will compete at 2650 lbs. in a race 50 laps or less; and at 2,700 lbs. in a race over 50 laps. The #2 engine option (604 SEAL) will compete at 2,700 lbs. in a race 50 laps or less; and at 2,750 lbs. in a race over 50 laps.

REQUIREMENTS SPECIFIC TO ENGINE OPTION:

OPTION 1 (NASCAR ELITE DIVISION RULES) –ENGINE REQUIREMENTS

NASCAR Elite Division legal motors are allowed –must comply with NASCAR rulebook including amendments. CNS will allow up to 362 c.i. maximum

9:1 motors will be able to run a 390 carb with an 8,100 Max RPM Chip, or Holley 750 carb – 4779 or 80528 – with allstar adjustable baseplate with 1.150 inserts. Holley 750 Carb must run a 1.150 restrictor with a 7,800 Max RPM CHIP.

OPTION 2 (C.N.S. SPEC RULES) –ENGINE REQUIREMENTS

365 Cubic inch maximum - Maximum bore is 4.075

CRANK: CHEV 3.48 STROKE 2.1 ROD JOURNAL 2.449 MAINS
FORD 3.50 STROKE 2.1 ROD JOURNAL 2.749 OR 3 MAINS
CHRY 3.58 STROKE 2.1 ROD JOURNAL 2.50 MAINS
Crank must weigh a minimum of 48 pounds with no inertia balancing. Grinding tolerance is .0350 maximum undercut.

BLOCK: Cast Iron blocks only. Light de-burring is allowed. No grinding or milling for weight reduction is allowed. No roller cam bearings are allowed.

PISTONS: Any three ring flat top piston allowed. 9.5-1 Compression Ratio Max. Any size steel piston pin.

RODS: Must be solid magnetic steel connecting rods. 6.250 max length, 5.7 min.

OILING SYSTEM: Dry sump system is allowed. 4 stage pump maximum (Pump Body 8.5”max length X 3.5”cross section.)

OIL PAN: Magnetic steel only. Pan must have a 3/4 inch inspection hole that is in line with a connecting rod journal.

CAMSHAFT: Roller cam and lifters are allowed. Lifters and push-rods must be magnetic steel. Stock size lifters must be in stock position for engine being used. Belt drive, chain or gear drive timing chain allowed.

ROCKERS: Shaft type rockers are allowed with a maximum ratio of 1.6. .650 max lift at valve with .030 maximum lash.

INTAKE MANIFOLD:

| | | |
|------|-----------|------------------------------------|
| CHEV | BRODIX | HV1000 |
| FORD | EDLEBROCK | FORD 2981 (9.5" deck height block) |
| FORD | EDLEBROCK | FORD 2980 (9.2" deck height block) |
| CHRY | EDLEBROCK | CHRY 2915 |

All part and casting numbers must remain on Intake, Heads, and Block. No machining, grinding, drilling, or polishing allowed. No painting, acid porting, port matching or flow work on any manifold is allowed. No spacers are allowed between the engine block and intake manifold or between the intake manifold and the cylinder heads. NO added air directional devices will be allowed inside the plenum of the intake manifold. Pop off valve on the intake valley floor is permitted. No other modifications of any kind are allowed.

HEADS:

CHEV CNS BRODIX SPEC HEAD 46221 / SP-CH-CO-NATL
FORD CNS BRODIX SPEC HEAD 46223 / SP-FO-CO-NATL
CHRY CNS BRODIX SPEC HEAD 46222 / SP-MO-CO-NATL

No painting or coating of heads allowed. All spec heads will be supplied with CNC bowl blend and intake port matching. No acid porting, grinding, or polishing of any kind is allowed anywhere on the casting. Use of any substance that may change or alter the shape or size of the ports or combustion chamber is not allowed. A maximum valve size of 2.083 for the intake and 1.603 for the exhaust will be allowed for all spec heads. Titanium intake valves are optional. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered. Seat rings must be stock for the head being used. No tapering or reshaping of valve guides will be allowed. No grinding in the port or on the seat. Valve job must be concentric with valve guide. No grinding or machining of aluminum below the seat. A .125 cut is permissible above the outer edge of valve seat. Valve spring seat may be machined to a 1.590 diameter maximum. Cylinder heads may not be angle milled. Minimum valve stem diameter is 11/32 inch. Undercut valve stems are allowed. Spec head serial numbers must remain on the head and may not be defaced or altered. No welding modifications are allowed to the original head castings. Brodix will provide head service which enables CNS to keep track of repairs. Machining or grinding for push rod clearance only is permitted.

CARBURETORS: § DEMON 650 CFM. P/N –2282010-OT STOCK
§ HOLLY 750 H.P. NON-BILLET CARB. 1-11/16 BUTTERFLY, 1-3/8
VENTURI, NO AEROSOL CARB, NO CUT-DOWN THROTTLE SHAFTS

No modifications are allowed, except for jets, air bleeds, emulsion bleeds, and power valves, which may be changed for tune-ability. No spacer plates between the carburetor and intake are allowed. Only 1 gasket is allowed with a maximum thickness of .065.

With RPM Chip: 7.900 Max RPM

OPTION 3 (C.N.S. INJECTED ENGINE) –ENGINE REQUIREMENTS

365 C.I. MAX. All repairs (Warranty and Non-Warranty), must be approved by CNS Management, prior to work being done. Schwanke Specifications as posted 01/01/2015 with no modifications.

A copy of this specification is available from CNS.

With RPM Chip: 7.500 Max RPM

OPTION 4 (USLMA ENGINE) - ENGINE REQUIREMENTS

USLMA Legal Engines are allowed provided they meet all other CNS rules contained in this rule book pertinent to the SLM division. With RPM Chip: 7.800 Max RPM

OPTION 5

Deleted.

OPTION 6 (525 CRATE MOTOR)

The following are allowed on the crate 525:

- ☐ Engine must meet all specifications of the CT 525 P/N 88958759 technical manual second edition.
- ☐ Part is no longer available. CNS Official to approve replacement
- ☐ Carburetor: 650 or 750 CFM gauge legal maximum. Stock with no modifications.
- ☐ Ignition system P/N 19171130 is mandatory and will be limited to 7,200 rpm. All other requirements for ignition systems currently in the rule book will be enforced.
- ☐ The ignition box may not use a chip. Be prepared to remove your ignition box! Boxes may be swapped with a competitors box or a box provided by the track at any time! Timing limited to 29 degrees! Teams must provide laptop capable of accessing ignition box programming when requested in tech. Laptops are not allowed to be connected to boxes while in CNS tech area without an official present. Laptops or laptop wiring may not be in any portion of the drivers compartment while in CNS tech area unless an official is present.
- ☐ With RPM Chip: 7,200 rpm Max RPM

OPTION 7 (S.E.A.L. Approved Engine)

Approved McGunegill, Hamner, Progressive “S.E.A.L.” Engines: All approved S.E.A.L. engines must use the gauge legal, 750 Holley carburetor, with the All Star Performance Base Plate with the 1.150th inserts.

- ☐ Any tampering of seals or established construction of these engines is grounds for immediate disqualification and confiscation.
- ☐ 7600 maximum RPM limits. Rev limiting device must be operational at all times with RPM dials set correctly. RPM dials must be securely sealed by CNS Officials for competition.
- ☐ All cars using the approved S.E.A.L. - McGunegill, Hamner, or Progressive engine must only use the following ignition system: Crane Cams Ignition Part # 6000 – 6700 (HI-6RC) and a Coil part # 730-0192 (PS92N), mounted on a tray as from Crane Cams, as far to the right and forward as possible inside the car. RPM dial positioned facing right side of car.
- ☐ May be torn down for inspection at team’s expense.
- ☐ Must be sealed by original engine builder.
- ☐ No modifications allowed.
- ☐ ~~HAMNER engines will be required to run 1.100 restrictors; all other engines will still use the 1.150 restrictor~~
- ☐ With RPM Chip: 7.600 Max RPM

OPTION 8 (Southern Super Series Engine)

~~Southern Super Series Engine allowed but must run a 1.250 restrictor required with CNS official present to determine restrictor size, or other options to equalize competition.~~ With RPM Chip: 7.800 Max RPM

2024 PRO LATE MODEL SPECIFICATIONS & GUIDELINES



2024 Pro Late Model Specifications & Guidelines

(Please Read the General Rules For Procedures & Other Information)

A. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. A-B-C Gen 1 & Gen 2 Body Rules apply unless otherwise specified herein.
2. The Five Star Next Gen body has been approved for competition. The AR Revolution body is not permitted.
3. No panels allowed extending the top edge of doors.
4. No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 1/2" and the maximum width of frame is 53 1/2".
5. **A skid plate will be allowed below the oil pan with a minimum of 50% open surface area. Must maintain minimum frame height and not contact the oil pan.**
6. All holes in body and interior not being used must be covered and remain so during the race.
7. 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch straight-line deflection outward. Must be smooth with no bead rolls or breaks.
8. Front nose valance may only be a single layer with a maximum thickness of 3/16" and maximum height of 3". Valance cannot cover any portion of the grill screen.
9. Rub rails are discouraged and may only be used if they are polycarbonate.
10. At all times, for Gen 1 ABC bodies, the ABC "A" measurement must maintain a minimum height of 11.5 inches. The min. height allowed for the nose, measured from the bottom, leading edge at the center of the nose, up to the hood seam is 20".
11. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose.
12. No types of underbody air deflectors are allowed.
13. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.
14. The duct work between the nose and the radiator may be no wider than the radiator with a maximum width of 29". Duct work may not be constructed out of carbon fiber.
15. Only one naca-duct in either the left or right quarter window for helmet blower only.
16. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). The only exception is that tape may be used on the radiator grill opening and brake ducts in the nose.
17. Window tint of any kind will not be allowed on windows or spoiler.
18. Interiors must be steel or aluminum only.
19. Minimum Base Weight: 2800 lbs. 58.0% Max. left side weight at all times (without refueling). 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.
20. Minimum nose, body and frame height is 4" with a maximum of 8" while in tech for the purposes of tech inspection.
21. **A full width opening deck lid, as outlined in the ABC rulebook, is required.**

B. Engines

1. Basic Engine Guidelines For All Engines

1. Measured from the center of #1 spark plug hole to the center of the top ball joint with in 1/4" tolerance is 4 inches
2. Engines may not be offset more than one inch (1") from centerline of frame rails.
3. Front center of the crankshaft must have at least ten inches (10") of ground clearance.
4. Standard steel blocks only. No Carbon Compacted blocks of any type.
5. A maximum 16-inch (O.D.) by **4-inch-tall** air filter and housing must be used.
6. 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.
7. **No intake manifolds can be painted or coated.**
8. **Original builder numbers/MS numbers must be retained on all engines.**

2. Engine Options : **See CNS Rules**

1. ~~Unaltered GM # 88958604 / 88869604 with factory seals only will receive a 75 lb. weight break.~~
2. ~~GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms (1.65 max), Comp Cam valve springs #941-16 (inner spring removed), Champ oil pan # CP106LTRB and Balancer. This package with seals from an approved S.E.A.L. rebuilder will receive a 25 lb. weight break.~~
3. ~~Ford # M06007-D347-SR with 1.5 rockers.~~
4. ~~McGuegill Ford # 425LM with 1.5 rockers.~~
5. ~~Grate engines may be refreshed but must retain all manufacturers' specifications unless specified. No reground cams.~~
6. ~~Maximum compression on all engines 10.0 max measured by the whistler.~~
7. ~~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.~~

3. Carburetor/Spacer/ Air Cleaner:

1. Holly 650 HP 4150-80541 (zinc or cast aluminum) 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. All 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. Ford engines are not allowed a spacer, only one paper gasket not to exceed .065 in thickness.
6. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

C. Minimum Chassis Eligibility Requirements

1. 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

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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" (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.

2. 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.

3. 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. The 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.

4. 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 the 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.

5. 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) **attached to the frame with a minimum of 0.375" bolts.**
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 racing fuel cell is mandatory with a maximum 22-gallon (US) capacity. Fuel cell must be constructed with a steel outer can (22-gage steel strongly recommended) and an internal rubber safety bladder. A reinforcement plate must be installed front and rear of the full cell. These plates may be constructed of 11 gage steel (Strongly recommended) or aluminum (.125" thick). The plates must extend the entire height and width of the fuel cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with a minimum of two (2) bolts on each side. Fuel cell must have a minimum of eight inches (8") clearance. All cars must have a safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container. No "U" shaped Fuel Cells or non-standard shaped fuel cells.
6. The front side of cell is to be no closer than 10" to the back of the rear end tube.

6. Bumpers

1. Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructures 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".

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7. 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 substructures must be constructed of a minimum 3/4" x .065" wall round or square steel stock.

D. Fuel System

1. Sunoco Standard 110 is the spec fuel for all events. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. Street-use pump gas is not allowed. Use of such substances or additives will result in immediate disqualification.
2. No electric fuel pumps or forced induction of any kind are permitted.
3. No icing or cooling of fuel system.

E. Exhaust

1. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door *and cannot go past door seam*. Maximum 1/2" gap around the exhaust pipe. Maximum dimension of 13" x 8" with no more than a 1/4" flare along the trailing edge. Pipe must not protrude through the door.
2. **It is mandatory that all cars compete using a muffler.** 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 disqualification.

F. Ignition

1. Battery powered ignition required. Vehicle MUST start under own power.
2. Max.16-volt battery. Must be securely mounted outside the driver's compartment. Car must be able to start with a 12-volt battery. No Mags.
3. The Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
4. Approved ignition boxes used only as produced on original plate. Mounted on the right side of the car with dials pointed out the passenger window.
 1. Crane Fast Ignition part #6000-6701
 2. JMS-Daytona Sensors Part #6000-6701K
 3. MSD part #6427 6CT

The mag positive and negative shall be a maximum length of 62 inches. Officials reserve the right to exchange boxes at any time.

5. Mandatory 6300-RPM for all Ford options and 6500-RPM for both Chevy options. *RPM limits may be changed in future. This set up may be swapped out by officials at any time.
6. 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/owner may receive a lifetime ban.

G. Suspension

1. No fifth (5th) coil 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. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end.
2. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
3. Minimum wheelbase of 101" with maximum of 105". The difference from left to right may not exceed 1/2 inch.

4. 66-inch maximum tread width for all cars.
5. No in car driver adjustments other than one adjuster for brakes.
6. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
7. One shock per wheel. Shocks must be only mechanical in nature and no part of the suspension or shocks may utilize electricity. No interer-style dampers, aka "J damper" shocks allowed.
8. Maximum one coil spring and one bump spring associated with each wheel.
9. No hollowed-out or gun drilled bolts of any kind allowed on suspension components.

H. Wheels and Tires

1. Wheel max width is 10". Wheels, lug nuts and studs must be steel.
2. Bleeders are not allowed.
3. Cars must start the last chance race on the same tires on which they qualified. Cars that run the last chance race will be allowed to start the feature on marked event tires or can purchase a new set.
4. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.
5. Air may not be blown or forced onto the tire or bead.

I. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted.
2. Winters Aluminum Raptor Part # 60200 or Magnus / Integrity Transmissions "Muncie Style" 2 Speed part #13100 transmissions will receive a 25-pound weight break. Both transmissions will only be allowed low gear ratio options between 1.35 to 1.73 (no modifications, lightning or polishing allowed).
3. A minimum of one reverse and two forward gears will be required.
4. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs. penalty.
5. No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5." No "slipper" or "centrifugal" clutches allowed.
6. Driveshaft must be painted white and equipped with a minimum of two (2) safety straps. Drive shafts must be made of Aluminum or Steel only, no other materials permitted (i.e., carbon fiber, etc.).
7. Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only.
8. Cars must utilize a working locked rear end (i.e., a spool or similar). No part of the spool may move or twist. Minimum 8" ring gear

J. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber or titanium rotors. Only steel rotors are allowed.
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
4. Two brake hoses per side with a maximum diameter of 3" each are permitted. Must attach to a spindle mounted duct only.
5. **Maximum of one blower/fan per side.**
6. Fans, ducts or hoses to the rear brakes will not be permitted.

K. Additional Rules

1. Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified.
2. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
3. No digital dashes allowed.
4. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

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5. Scoring transponders must be placed on the right rear frame rail 160" from the leading edge of the nose.
6. No cool down units, pumps, exotic fans allowed.
7. All cars must go through technical inspection prior to the car taking to the track for practice. Cars will be weighed with the driver and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Issues discovered in pre-practice tech that are not fixed to satisfaction by pre-qualifying tech will result in the slowest of the two qualifying laps be used for qualifying time.

L. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the designated spotters stand. Spotter must have standalone radio or scanner to monitor race control. **No digital radios allowed in the car.**
2. SFI approved seat belts with a minimum of double shoulder harness and crotch strap will be required.
3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be **2015** Snell standard or better and have a sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets). Helmet skirts are highly recommended.
5. Professionally manufactured aluminum racing seats and the Kenny's Components JL1 seats if bolted in 6 locations with a minimum of 3/8 bolts are approved. An SFI 39.2 rating is highly recommended for all seats. All other carbon fiber seats must have prior approval and may be required to have a minimum SFI rating of 39.2.
6. Approved clean, full driving suit and gloves for fire protection are mandatory. Shoes and fireproof underwear are highly recommended.
7. Driver's window must be equipped with a safety net with a quick release latch. String window nets will not be permitted. **Safety net must have a minimum SFI rating of 27.1.** The minimum net size must be **17"** wide and **16"** high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All weights must be securely fastened. No Tungsten or similar weight allowed.
10. Lead Inspection will be part of **pre- and** 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 one warning annually during pre-race tech only. Future pre-race and any post-race issues the team will receive a **\$250.00** fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a **\$250.00** fine to the team.

11. All competing teams must possess a minimum 10 lb. working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
12. Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of the driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
13. Numbers must be a minimum of 21" in height, with the body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield. Bottom of number towards driver's side.
14. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
15. No part of any cooling/oiling system may be located in driver's compartment.
16. A automatic working fire suppression system (Strongly recommended) or driver accessible fire extinguisher is required.
17. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed in close proximity to the point the fuel exits the cell.
18. Batteries must be securely fastened and mounted outside of the driver's compartment or in a box with a cover.

M. OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding.
2. Any disagreement over technical questions or operations will be resolved by series officials. When the decision is rendered, the decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.