

# 2025 RULE UPDATES

NOVEMBER 26, 2024

## GENERAL RULES

**TIRES:** *Tire Management Requirements:* The first scheduled night of your division will be the first night of your per-night cycle. You will put new tires on your first scheduled night of competition and run them consecutively for 2-5 nights of competition depending on the Division; then you will start the cycle over in alignment with the completed CNS scheduled nights.

*Not starting on the first race of a cycle:* If any competitor chooses to compete when they are out of cycle with the scheduled cycle, they will compete under these penalty rules:

1. They start at the back of the slow dash
2. CNS Officials will attach 35lbs of weight on competitor's car in a location of CNS Officials placement

## **ROOKIE OF THE YEAR:**

Rookie honors will be available to Super Late Model, Late Model, ProTruck, Grand American Modified, Super Stock, and Figure-8 divisions, provided the following requirements are met: Driver may not have competed in more than 5 Main Events in the specific division he/she wishes to compete in for Rookie honors. You must declare rookie status by marking the "Rookie" application block noted on the Vehicle Registration Form. A completed rookie application must accompany a completed car registration form. To be eligible for rookie status the driver cannot have competed **twice** in an upper division, and must provide CNS management with adequate experience information. If two or more competitors are tied in points at the season's end, the CNS Rookie of the Year will then be determined by: 1) total number of Main Event wins; (if still tied), total number of Main Event second place finishes, etc. respectively, until the tie is broken

## PURE STOCK

**DRIVER ELIGIBILITY:** This is an entry level race division. You (The Driver) must be at an entry level. If you have finished in the top 10 in points in the last four (4) years in any other division at CNS or have ever won a main event race in another division at CNS, you are not eligible to compete in this division. If you have ever raced any upper division, you are not eligible to compete in this division. Figure-8 drivers and Super Stock drivers may compete in the Pure Stock division if they have not won a feature event or won a championship in those divisions. **After 3 years of competition in the Pure Stock division, you will no longer be eligible for CNS points. This change in Pure Stock eligibility will include the 2024 season towards the three year maximum.**

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

- 20.1
1. Cars with a wheelbase over 110" minimum weight with driver before the race must be 3500 lbs. Maximum left side weight is 53%.
  2. Cars with a wheelbase 110" or less minimum weight with driver before the race must be 3450 lbs. Maximum left side weight is 54%. ~~602-crate motor weight 3450lbs. with driver before race.~~
  3. **No leaf spring cars allowed.**

## Super Stock

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

- 20.2
1. Cars with a wheelbase over 110" minimum weight with driver before the race must be 3500 lbs. 53% left side max.

2. Cars with a wheelbase 110" or less minimum weight with driver before the race must be 3450 lbs. Maximum left side weight is 54%. ~~602 crate motor weight 3450 lbs. with driver before race.~~
3. ~~Leaf Spring Cars minimum weight with driver before the race must be 3550 lbs. Maximum left side weight is 52%. 602 Crate Motor weight 3550 lbs. with driver before race. Camaros Maximum 52-53% left side weight. Camaro & Nova: 3,300lbs. All Fords: 3,400lbs.~~ All Leaf Spring cars and all Fords: minimum weight with driver before the race must be 3500 lbs. 52% left side max.

## **FIGURE 8**

### **7. EXHAUST:**

- 7.1 Mufflers are mandatory. 95 DBA OR LESS WILL BE STRICTLY ENFORCED! Violation will result in zero points being awarded.
- 7.2 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 automatically start at the back of a "A" Main, regardless of qualifying position.
- 7.5 180° or Try-Y Headers are permitted; No merge collectors

### **ENGINE OPTION 2:**

Minimum 311 C.I., American made V-8 steel or cast iron engine, OEM stock. May be interchanged in family line of car only, i.e.: any Chevrolet may be installed in any other GM car, but not a Ford or Mopar. Engine must match Frame/Chassis being used, body make optional. No engine set back. Engine must be located where #1 spark plug lines up with center line of upper ball joint. Engine must be centered. No lowering of engine allowed. All engines must be assembled with stock OEM parts only. 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. A 3/4 inch plug must be installed in the oil pan for inspection; the access hole must be in line with a connecting rod journal. No roller type cam bearing allowed. Stock magnetic steel connecting rods with stock length for engine being used, i.e.: 350 C.I. 5.70:. Connecting rod beams may be cleaned and peened for strength. OEM exotic metal rods are not allowed. Flat top stock type or aftermarket equivalent, stock piston with stock pin location. Piston cannot come up higher than block deck surface. Only flat tappet cam permitted. Roller rockers permitted. No stud girdles allowed. Headers optional. ~~No 180 degree headers allowed or cross-over headers allowed.~~ Must have stock stroke for engine being used. No internal, external polishing or lightening of block allowed. No internal painting. Maximum compression ratio is not to exceed 10.5 to 1. Stock type harmonic balancers only. Valve train must be steel, no composite or titanium allowed. Oil pan sumps may be enlarged, must be stock appearing, straight sides must be maintained and must be steel. No dry sumps allowed. No belt or gear driven timing components allowed. Crank must weigh a minimum of 48 lbs. Inertia balancing not allowed. No external vacuum pumps allowed. Oil coolers are allowed. No lifter bore truing allowed.

# GRAND AMERICAN MODIFIED

## GRAND AMERICAN MODIFIED TEMPLATE INSTALLATION GUIDELINES

| Letter | Max.            | Min.            |
|--------|-----------------|-----------------|
| A.     | N/A             | 108"            |
| B.     | 38"             | 28"             |
| C.     | 48"             | 34"             |
| D.     | <del>120"</del> | <del>106"</del> |

Body cannot go further forward than rear of engine block

|         |                           |           |
|---------|---------------------------|-----------|
| E.*     | 72" Or Past Back of Block |           |
| F.      | 31"                       | 22"       |
| G.      | 52"                       | 42"       |
| H.      | 18"                       | 12" Vert. |
| Opening |                           |           |

I.\*\*\* 68" ~~bottom, 66" top - 61" 53"~~

J. 52" 44"

K. 56" 41"

L. ~~LEFT REAR TIRE MUST BE PARTIALLY OUTSIDE BODY AND NERF BAR, AND VISIBLE FROM FRONT, REAR, AND TOP~~ TIRES MAXIMUM 1" INSIDE OF BOTH BODY SIDES.

M. DRIVER'S COMPARTMENT MUST BE TOTALLY SEALED FROM ENGINE AND RACE TRACK.

N.\*\*\* 8" MIN / WITHIN 2" FROM 90° ANGLE

O. 20" 16" FROM GROUND TO CENTER OF BUMPER

X. MUST HAVE GRADUAL SLOPE FROM ROOF TO THIS POINT

Y. ~~4 6"~~ MAX INTERIOR SLOPE FRONT TO REAR. SEE "Z" ON CAR DIAGRAM.

Z. ~~INTERIOR SLOPE IS 6" FRONT TO REAR AND FLAT ACROSS. IF YOU STAY FLAT THE FRONT HALF OF THE INTERIOR, YOU HAVE USED UP TO 50% OF YOUR 4" SO FROM BEHIND DRIVER TO REAR YOU MAY USE ONLY 2". ALSO, THE TOP OF THE INTERIOR MUST BE FLUSH WITH THE TOP OF THE DOOR AND QUARTER PANELS. AN OPTIONAL ESCAPE HATCH RIGHT SIDE MAY BE USED BY BRINGING THE METAL FROM THE TOP OF RIGHT DOOR DOWN DRIVER'S COMPARTMENT NO HIGHER THAN 12" FROM FLOOR PAN. FRONT AND REAR HATCH MUST BE 90 DEGREE ANGLE TO INTERIOR~~ MAXIMUM BODY RAKE IS 6" FRONT TO REAR AND BOTH SIDES OF BODY MUST NOT HAVE ANY MORE THAN 1.250 GAP IN THE CENTER OF THE BODY WHEN A STRING LINE IS USED FROM FRONT TO REAR.

\* ~~RIGHT SIDE. LEFT SIDE MAY EXTEND FORWARD TO COVER FOOT BOX.~~

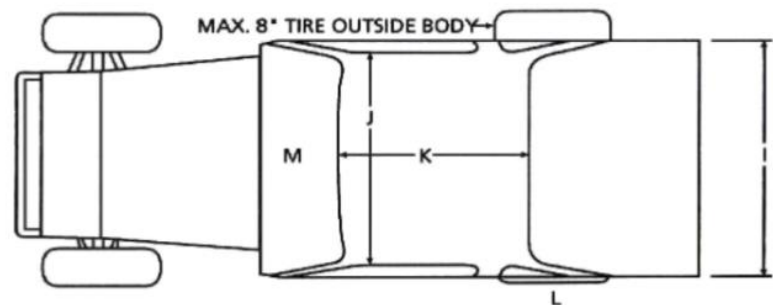
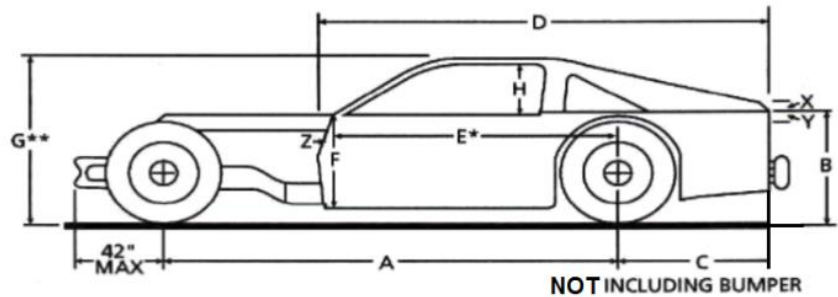
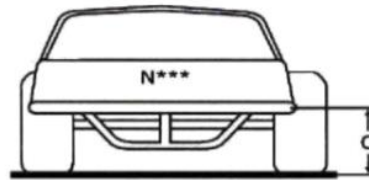
\*\* ~~ROOF RAKE USING FOUR FOOT LEVEL. MUST HAVE LESS THAN 2" CLEARANCE AT REAR OF ROOF AND 1/2 - 5" AT FRONT~~

\*\*\* ~~REAR PANEL MUST BE SOLID AND ATTACH TO DECK AND EXTEND TO QUARTER PANELS AND BE SECURELY FASTENED.~~

\*\*\*\* ~~All horizontal body surfaces will be measured to calculate body interior width. No wider than 68" max at bottom.~~

\*\*\*\*\* ~~Both Sides of body may not have any more than 1.250" gap in center of body when a straightedge is used front to rear.~~

☐ ~~LEXAN MAY BE USED IN 1/4" WINDOWS ONLY!~~



\*\* Using a level or straight edge, must have between ½” and 2” clearance at rear of roof, ½” to 5” at front

\*\* Maximum A post from front of the door to back of post is 19.”

\*\* Maximum nose width is 45.5”, flat and flush with side

## **Grand American Modified (Continued):**

### **1. THE CAR, BODY, SPOILERS, & BUMPERS**

- 1.1 Tarand 5-star racing type bodies with windows are allowed.
- 1.2 Firewall is mandatory. Minimum 0.125-inch aluminum, or 16-gauge or 0.060-inch steel, complete floor required. Body parts may be constructed of steel, aluminum, or fiberglass only, no carbon fiber.
- 1.3 Wickers (airflow): 1" tall on the nose and roof only. No wicker on top of any type of body roll. (Like a 5-star nose).
- 1.4 ~~No side windows~~ Rear Spoiler – Allowed 4" tall, top 3" clear plastic cannot be wider than rear body. 240 square inches max. 3 inches tall spoilers can be over 60 inches wide, but not wider than the rear body or over 240 sq. inches. You may have an end cap on each side and a support in the center going forward, but it must be 12 inches from the end cap and cannot be longer than 10 inches and must taper down from the top of the spoiler to zero. The maximum wicker on the back side of spoiler is 1 inch. No wicker in the driver area or inside of the race car.
- 1.5 ~~Body parts may be constructed of steel, aluminum, or fiberglass. No Carbon Fiber. Paint is not required~~ Engine compartment will remain open, no side panels; hood sides may have maximum 5-inch drop and must be enclosed at rear of hood; maximum hood scoop height, 6 inches.
- 1.6 ~~No wings or any other ground effects are allowed anywhere outside or inside of the car. No Panning on any part of the body or chassis.~~ No pans or air deflectors allowed under body or chassis Both sides of the body may not have any more than 1.250 gap in the center of the body when a string line is used from front to rear. The passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least 8 inches high within two inches of 90 degrees. No panel in front of the right door to engine compartment. No inner panels or inner fender well allowed.
- 1.7 ~~Engine compartment will remain open, No side panels are allowed~~ Sail panels must closely resemble examples shown on body diagram, be the same on both sides of car and be straight. Reinforcing lips on rear of sail panels must be 180-degree bends.
- 1.8 ~~Hood sides may have a maximum 4 inch drop and a maximum of a 3 inch rake and be sealed off from the driver's compartment~~ The body may not go past the rear bumper or spoiler. The front nose may go past the front bumper 3 inches.
- 1.9 ~~Body is not to extend farther forward than back of engine block~~ You can have a 2-inch step in the door panel (body line) no higher than the center line of the wheelbase. (Center of front hub or rear axle).
- 1.10 ~~All forced air openings must be used for radiator or brake cooling only~~ Driver and passenger side windows must have at least 12-inch opening, the same opening both sides, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.
- 1.11 ~~Driver and passenger side windows must have at least 12 inch vertical opening~~ Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a full windshield, with no wings, mounted to the roll cage. Must have a minimum of three windshield bars in front of driver. The cowl panel in front of the driver can be no wider than cockpit and no farther back than the steering wheel.
- 1.12 ~~All cars must be equipped with approved side rail bars and scrub rails~~ Steel bumpers must be used both front and rear at all times and must be 18 inches, plus or minus 2 inches from ground and securely mounted with minimum 0.375- inch bolts, made of minimum 1.25-inch OD tubing, 0.065" wall thickness on front,

0.095" wall thickness on rear, and must be able to support car if lifted by wrecker. Two bar front bumpers must be mounted frame-end to frame-end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6½ inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.

- 1.13 ~~Side kick-offs must extend to the outside of the rear tires one inch and taper inward to the body toward the front of the car~~ Rear bumper, steel nerf bars and bodies must not extend beyond width of tires and must not contain any sharp edges. Rear bumper no more than 2 inches wider than body on each side. Fuel cells must be protected from bumper down to bottom of cell.
- 1.14 ~~Front bumper must be made of 2 pieces of 1-3/4 inch max tubing, 4 to 6 inches apart, with 2 vertical connectors, mounted to front frame rails at spindle height. 50" width max~~ Nerf Bars: All cars must be equipped with approved side rail bars and scrub rails constructed of .083-inch minimum magnetic steel, seamless tubing with an outside minimum diameter of 1 inch. Must be full length from front to rear with minimum tire clearance. Side rail bars must be center lined with the front and rear axles. Only 2 intermediate supports per bar will be permitted. Side rail bars and scrub rails must be fastened to the frame. Side rail bars and scrub rails must not extend past the outside edge of the rear tires and taper slightly toward the front tires. Rear quarter-panel side rail bars, right side will be no wider than 4 inches to the outside of the side rail. Both sides will be no wider than the outside of the left rear tire.
- 1.15 ~~Front Bumper can be no wider than the front frame rails.~~
- 1.16 ~~Rear bumper must not extend beyond the width of the rear tires.~~
- 1.17 ~~The rear bumper can be no more than 4 inches wider than body.~~
- 1.18 ~~May be constructed of tubing or flat stock, no sharp edges.~~
- 1.19 ~~The center of the bumpers, front and rear, must be 18 inches (plus or minus 2") from the ground.~~
- 1.20 ~~A rear spoiler, non-adjustable by the driver may be attached to the rear deck lid.~~
- 1.21 ~~The spoiler may not to exceed 4 inches in height and 240 sq. inches.~~
- 1.22 ~~It must be 1/8 inch metal or ¼ inch Lexan and control the flow of air over one surface only.~~
- 1.23 ~~A maximum of three 1-inch wide supports may be installed on the rear spoiler. No rudders or forward mounting brackets allowed.~~
- 1.24 ~~Nose width 45.5 inches max. 1" max wicker on nose allowed. Wicker must run front to back. 3" max extension in front of bumper.~~
- 1.25 ~~TAR and 5Star Bodies with windows allowed.~~
- 1.26 ~~Roof height will be measured 10" back from the front windshield opening~~

## 20. SHOCKS / SPRINGS

- 20.1 ~~No aluminum shocks allowed~~ Only shocks allowed are one steel, nonadjustable, unaltered shock per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. ~~Shocks cannot be mounted in the center of spring.~~ Shock can be mounted in the center of the spring on the rear shocks **only**. If the shock utilizes an external gas port; the only legal gas port is a Schrader valve style. Gas plugs that do not allow the shock to be degassed without removal of the plug, and gas ports that utilize needle filling systems, are not allowed. Internal, stationary base valves, meant to reduce gas pre-load, are not allowed. ~~\*The steel body of the shock must be the same diameter top to bottom, except for Penske 7100/7150 series, Advance 7200 series, Ohlin's CCI-8, JRI SL/10, or SL/14 and Bilstein SNS2 series are approved.~~ Aluminum caps are allowed. Bump Stops may be applied to shock absorber shaft to limit travel. Bump Stop styles allowed are Foam, Polyurethane, Rubber, Spring, Belleville Washer. NO COMPRESSED AIR STYLE BUMP STOPS.
- 20.2 ~~Only one shock per wheel~~ No cockpit adjustments allowed other than one brake bias. No air shocks or air bags allowed. No torsion bars or air bags.
- 20.3 ~~Only shocks that are cataloged from a reasonably recent period at less than \$300.00 racer's net are allowed. It is the responsibility of the Driver / Owner to prove the cataloged pricing upon request from a CNS~~

**Official. Failure to provide the requested pricing will result in disqualification** Only one steel spring per corner allowed, Minimum 4½ inches non-progressive coil spring and/or steel leaf spring per wheel.

- 20.4 **Coil springs a minimum of 4-1/2 inches in diameter permitted on the front or rear of the car.**
- 20.5 No torsion bars in rear allowed.
- 20.6 Bump Stops and Bump Springs are allowed.
- 20.7 A 3<sup>rd</sup> link spring bar with minimum 5” spring allowed; must be all steel.
- 20.8 Biscuit Bar on right side trailing arm allowed; must be all steel.

**LATE MODEL**

**14. TREAD WIDTH:**

14.1 77 inches maximum, measured from the outermost part of the tire, at spindle height, zero tow in, front and rear. Must fit CNS gauges as presented for inspection – No tolerance. Must meet tread width of 77” pre-race and post-race as presented.

**16. FRONT SUSPENSION:**

- 16.7 **Any OEM steel spindles same side to side only. Spindles may be interchanged within manufacturer’s line. Only permitted spindle is GM #1 or GM#2.**
- 16.8 **Steer control arms must meet 78” tread width. Lower control arm must match the manufacturer of the stub.**

**PRO TRUCK**

None

**SUPER LATE MODEL**

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.

**2024 Pro Late Model Specifications & Guidelines**

**1. GENERAL INFORMATION**

**2. CHASSIS**

**3. ENGINE**

**4. TRANSMISSION**

**5. DRIVETRAIN**

**6. SAFETY**

**7. WEAR**

**8. TIRE**

**9. PAINT**

**10. WEIGHT**

**11. INSPECTION**

**12. RACE DAY**

**13. GENERAL**

**14. APPENDIX**

**1. GENERAL INFORMATION**

1.1. These rules apply to all classes of Pro Late Model cars competing in the 2024 season.

1.2. The rules are subject to change without notice.

1.3. The rules are the property of the sanctioning body and may be modified at any time.

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