

USA LATE MODEL SERIES



2025 Official Rule Book

Revision Date: 11/06/2024

RULE BOOK DISCLAIMER: The rules and/ or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. These rules and regulations are intended as a guide for the conduct of auto racing at any track on the USA Late Model Schedule and are in no way a guarantee against injury, or death to a participant, spectator, officials, or others.

ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS, ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES AND WEIGHT MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION OR FOR SAFETY REASONS.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND /OR REGULATIONS. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements. Any interpretation of, or deviation from these specifications or rules is left to the discretion of the Race Director and/or Technical Officials. Their decision will be final.

1. COMPETING MODELS:

- a. Chassis/Frame/Weight: Any Standard race car chassis with 2x3 main frame rails allowed. 1.75" diameter (minimum 090) 4 post roll cage and 4 driver's side plated door bars required. Main rear hoop and both A pillar bars must attach to the main frame rails. Foot bars are required minimum 1.75" X 0.90" wall.
- b. Frame height must maintain 3" in tech minimum and will be measured with a 3" roller wheel on any selected corner.
- c. Base Weight: - Base Weights are minimums with Driver in car prior to Qualifying/Race events. - Standard straight rail late model strut type chassis (Base weight 2900lbs / Left Side 57% max)
- d. ALL cars will be required to have a transponder on their car. You can buy it or rent it from the track. Transponder must be mounted 15" from the center of the rear end to the leading edge of the transponder.
- e. 101" Wheelbase Minimum.

2. BODIES:

- a. Late Model bodies must be fiberglass or aluminum; all bodies must maintain original dimensions per ABC rules. Bodies must be installed in a professional manner and meet manufactures guidelines. No exotic wedge type or homemade bodies allowed. Bodies must be acceptable by tech officials. No belly pans.
- b. The nose must maintain stock shape with no alterations. 11-1/2" nose to fender minimum and 20" nose height center top of the hood step to bottom of valance minimum will be used.
- c. 80" maximum width across any part of the body including nose in front of tires.
- d. Hood must fit in original position and maintain the original configuration. A minimum of four (4) hood pins at the leading edge of the hood and two (2) hood pins or hinges at the trailing edge.
- e. A rear spoiler, not to exceed 60" wide and a maximum of 6.5" in height off the rear Bumper cover. The spoiler must be mounted with no less than 1/4" bolts and flat washers. It is mandatory that the top 5" full length of the rear spoiler on all cars is 1/8" thick, flat, clear Lexan. Gen 6 body 64.5" spoiler width ok.
- f. The rear deck lid must be able to be opened for inspection purposes. Positive metal fasteners must be used on the right and left sides of deck lid.
- g. All cars must have complete bodies; bodies must be in top quality condition. All bodies must be acceptable to Technical Officials.
- h. Windshield is mandatory, minimum of 1/8" Lexan. Side port windows and rear windows allowed and must use a minimum of 1/8" Lexan. Must have three vertical braces inside the windshield spaced at least 6" apart and centered. Must be welded or bolted with a minimum of 1/4" bolts and flat washers to the roof hoop and the dash. Materials permitted are 3/4" x .065 tubing, 1/8" x 1" flat bar or 1/2" solid.
- i. AR and FiveStar plastic air boxes are allowed, if a fabricated box is used, it may not exceed 29" in width, and must end at the back of the radiator. No 2-piece radiator/oil cooler combos.

3. SUSPENSION:

- a. Any fabricated car with a stock or fabricated front clip allowed. Max tread width for perimeter type chassis measured by referee is 69" inches. Max tread width using fabricated or stock front lowers 67 inches. 2.5" maximum coil over springs or 5" minimum big spring. Springs must have one full coil taped to check for coil binding, no coil binding, bump stops of any type, internal shock stops, ball joint stops or travel limiting of any kind will be permitted. THIS WILL BE TECHED HEAVILY.
- b. **Sway Bar:**
 - i. Max diameter 1-1/4" sway bar. 3 piece sway bar permitted. No dual tied up bars without a right foot adjuster. The sway bar must unload over a bump. No sway bar stops.
- c. **Shocks:**
 - i. 2900Lbs base weight Shocks must cost a MAXIMUM of \$250 per corner for shock only. Shocks may be steel or aluminum body.
 - ii. Only one (1) NON Adjustable shock and spring per wheel. Must be mounted as/in a conventional style and be hydraulic type.
 - iii. No bump stops, no limiting suspension travel, 1 spring per corner, 1 shock per corner. No spring pre-loaders.
 - iv. USA Late Model Bilstien Sealed SPEC shock, -50lbs when all (4) corners are SPEC shocks. Also -50lbs shock considerations: PRO WB Series and AFCO 10/12/14 Series. "2850lbs" base weight.
 - v. Non-conforming shocks that are non-adjustable or single adjustable and cost over \$250 per corner, a +25lb penalty will be added PER SHOCK.
- d. **Rear Ends:** - Ford 9" or quick change. Iron or steel 9" carriers only.
 - i. Must be a floater rear end.

- ii. Aluminum Axle Tubes are allowed.
- iii. Rear ends must be locked (Spool) Minimum axle diameter 1.150 inches at smallest point. No twist type axles allowed.
- iv. Bolt on snouts are allowed.
- v. 1 piece drive-plates only.
- e. Steel spindles mandatory
- f. **Rear suspension:** Leaf springs and 4 links ok, 3-link may only use 1 single solid top link or trailing arm tube “no spring or biscuit style”. Solid trailing arm tubes only.
- g. **Wheels:**
 - i. Maximum 10” steel wheels permitted.
 - ii. Must be approved for Circle, Bassett, Aero, etc.
 - iii. No remanufactured or homemade wheels. No bead-lock wheels permitted or extreme beads. No aluminum wheels.
- h. **Tires:**
 - i. American Racer 153 10” Slick sold at host track.
 - ii. NO TIRE SOFTENING.
 - iii. Tire allotment will be determined prior to Test and Tune each season.
- i. **Brakes**
 - i. No floating brake calipers.
 - ii. No floating rotors. Maximum diameter is 11.75". No scalloped or drilled rotors.
 - iii. No brake blowers or brake wheel fans.

4. TRACTION CONTROL:

- a. Traction Control of any kind will result in a lifetime ban.

5. WEIGHT RULES

- a. **2,850 lbs.**
 - i. STOCK 19370602 - CHEVROLET PERFORMANCE PARTS 602 (SEALED)
 - 1. No modifications allowed. The only exception is you are allowed to use the 604 crate engine oil pan CP100LTRB and use of PAC1210x valve springs (installed heights are the same). 6200 rpm chip must be used. #80541 650 tool legal carb.
- b. **2900 lbs.**
 - i. Encrypted seal GM 604 unaltered box stock, with tool legal #80541- 650 carb 6400 rpm chip.
 - ii. OEM Cast head wet sump engine 360 max cubic inch no de-stroke using OEM or stock, no porting or polishing. 7000 rpm chip no porting or polishing. 750 tool legal 4 barrel #4150 with a 1" Allstar restrictor or tool legal #4412 carb, dodge 370 cubic inch OK.
- c. **2925 lbs.**
 - i. MEP LM425 1.25 restrictor plate must be used. 6400rpm chip
 - ii. Rebuilt 604 to stock specs with crate tool legal #80541 tool legal carb 6400 rpm chip
 - iii. 604 crate engine may be refreshed, but must retain all manufacturers.
 - iv. Aftermarket rods may be used. No reground cams. Must retain the factory hydraulic cam Max lift .474/.510.
 - v. Ford SR347 crate tool legal #80541 650 carb 6400 rpm chip

- d. **2950 lbs.**
 - i. Aftermarket cast head wet sump engine 360 max cubic inch no de-stroke.
 - ii. Must use #4150 gauge legal 750 with 1 " Allstar restrictor plate or Holley #4412 tool legal carb. 7000 rpm chip no porting or polishing.
 - iii. Brodix Type dry sump or SEAL engine will require a 0.95 Allstar restrictor, this will be the only year we will allow this option, this will be phased out in 2026, along with all dry sump engines. Tool legal - 750 #4150 carb. 7200rpm rev limiter.
- e. 58% Left side for stock style front clip.
- f. Perimeter chassis - 69" tread width.
- g. You must provide Tech with the legal weight your car should be with a sticker.

6. GENERAL ENGINE RULES:

- a. Chevy 2" max set back, Ford 3" Max set back most forward spark plug to lower ball joint.
- b. Engine crankshaft may not be offset by more than 1 inch from centerline of car.
- c. Minimum 11" crank height.
- d. All engines are allowed a maximum of (1) carburetor spacer up to 1" thick.
- e. No pressurized cooling systems, no grill tape except for final practice and qualifying. Every race must be an open grill screen. The air box must match the ABC grille opening.

7. TRANSMISSION, CLUTCH & DRIVESHAFT:

- a. Any OEM transmission or "aftermarket transmission with either." (Bert, Brinn, Falcon Recommended)
- b. Driveshaft must have safety hoop. (Recommend one front and one rear)
- c. Drive shaft must be steel or aluminum only. Must be painted white and be a minimum of 2 3/4" in diameter.

8. ROLL CAGE:

- a. Roll cage is MANDATORY. It must be fabricated with a minimum of 1 3/4" x .095 round ERW or DOM tubing. Roll cage must have main hoop, roof hoop, two (2) A-post bars, dash and main hoop spreader bars and main hoop diagonal bar. Minimum of three (3) door bars on each side. Left side door bars must radius out to within 1" of the door skin. It is mandatory that a 10 gauge steel plate completely cover all left side door bars from front to rear and top to bottom, and be solidly welded in place. Removal of left inner door panel optional. Right inner door panel may be gutted if door bars extend past inner door panel. Roll cage legs must be attached to the frame rails and not to the floor pan. Dash bar must go over top of the steering column. A minimum of two (2) bars must extend from the top of the main cage, through the rear firewall, to within 6" of the rear cross member of the frame. Front hoop is allowed, must be a minimum of 1 3/4" x .095 and cannot extend past the front grill. All overhead welds must be gusseted. Rear frame rails must remain stock and complete.
- b. All Roll bars in Driver's reach must be padded.

9. SAFETY:

- a. **Fuel and Fuel Cell:**
 - i. No oxygen bearing fuel or performance enhancing additives may be used.
 - ii. Fuel cells with rubber bladders and fuel cell plates are mandatory.
 - iii. Fuel cell protector plate is 1/8" min. thickness steel, and must be mounted on the front side of cell. (2)- 1/8"x2" steel straps required around fuel cell.
 - iv. Fuel cell minimum height is 8".

b. SEATS:

- i. Only approved, custom manufactured, aluminum seats are permitted, Minimum .090 thickness required. It is recommended to use a FULL-Containment seat. Leg extensions on both sides also recommended. A padded headrest is mandatory.
- ii. Seat must be mounted to the roll cage, not the floor pan. A minimum of four (4) Grade 8, 1/2" bolts, and flat washers must be used.

c. BELTS:

- i. A quick release lap belt no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than 1/2" in diameter. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat max 3" below the drivers shoulders or less than 10 degree's. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used. A center (crotch) or submarine belt must be mounted to the lower seat frame at the bottom. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle. Seat belts must be dated by the manufacturer and must not be used beyond the SFI valid until date by more than 5 years. If a HANS device is being used, the HANS style seat belts may be used.

d. HELMETS:

- i. HANS DEVICE OR SIMILAR MANDATORY! It will also be mandatory for ALL Drivers to wear a helmet carrying a valid, orange SA2015 or newer, standard Snell sticker, or a SFI 31.1 rating at all times while on the racing surface. NO motorcycle helmets and NO "M" Snell sticker helmets. Helmets must accompany the car at time of all inspections. It is strongly recommended that all Drivers record blood type and RH factor, plus any major medical allergies to adhesive tape label to outside back of helmet.

e. CLOTHING:

- i. Drivers must wear an approved Nomex or Proban driving suit at all times when the car is on the track. Driving suits must effectively cover entire body and meet a minimum sfi 3.2A/1 rating. It is strongly recommended that the Drivers wear NOMEX underwear, headgear, socks, gloves and shoes made of fire resistant material.

f. WINDOW NET:

- i. A nylon window screen is mandatory. The window screen must be a rib type, made from 1" wide nylon material with a maximum of 1-3/4" square opening between the ribs. The minimum window screen size shall be 22" wide by 16" high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest Drivers door bar on the cage. All window net mounts must be welded to the roll cage. WINDOW NET: Window net must be dated by the manufacturer, must meet SFI specifications, and not be used beyond the SFI valid until date by more than 5 years.

g. FIRE EXTINGUISHER:

- i. It is mandatory to have a Dry charged 2-1/2 lb. minimum, with quick release fire extinguisher. This fire extinguisher must be securely mounted to the frame and/or roll cage structure and must not use hose clamps, worm drive clamps, duct tape, or cable ties. It may NOT be taped to the roll cage. Must be fully charged. The gauge must be easily visible for the Technical Official to

read. Recommended on-board fire extinguisher system. It is mandatory that all entrants have in their pits, at all times, a fully charged 10 lb. Class B fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.

h. MISCELLANEOUS RULES:

- i. An ON/OFF ignition switch will be installed within reach of the driver when belted in the car. The on/off switch will be clearly marked. A MASTER on/off switch must be located on the roll bar directly behind the driver and accessible from the outside and must kill power to the entire car.
- ii. Car Maximum sound level is 95 decibels at 100 Feet. Will be strictly enforced.
- iii. Ballast weight must be securely attached to mainframe or major cross member structure with a minimum of two (2) 1/2" bolts. It is strongly recommended that majority of the ballast weight be contained inside the frame rails. Must be painted white and display car number. Must be in block form of no less than five 5 lbs. No ballast/weight shifting devices allowed. No "outrigger type" ballast weight brackets. No dumbbell or weight lifting weights allowed. Any lead found to not be painted, have car number on it, or be securely fastened will be a \$500 fine.

i. Battery

- i. May be relocated to inside of the car, but not in the trunk area.
 - ii. Battery must be isolated from fuel lines, must be enclosed in a protective container, and must be securely fastened to the floorboard.
 - iii. One battery permitted per car.
 - iv. Minimum battery weight is 19lbs.
- j.** No electric fuel pumps allowed.
- k.** No onboard computer system or record keeping devices permitted.
- l.** No traction control devices of any kind allowed.

10. DRIVER REGISTRATION AND NUMBERS

- a. Late Model cars must be registered by the Sanctioning Body and will be assigned a number.
- b. Call Travis Sharpe at 276-806-5739 to register numbers.
- c. Numbers are to be displayed on the car as follows: A minimum 24" high by 3" wide number is required on both door areas. A Minimum 30" high by 3" wide number is required on the roof of the car readable from the right side of the car. All cars must have a 5" number on the top right hand corner of the windshield and/or right head light cover. All numbers must be legible with paint schemes approved by Mission Valley Super Oval. Sponsors names and lettering must not interfere with the car numbers. No Metallic or reflective numbers are allowed. They must be able to be seen at night across the track. Mission Valley Super Oval retains the right to approve commercial or editorial messages on competing cars. Suggestive or rude remarks are not permitted on cars.

11. RAINOUT POLICY

- a. NO CASH REFUNDS WILL BE GIVEN. If **ANY** car takes the track for practice, there will be only a half rain check given. Full rain check only if cars have not taken the track.

USA Late Model Rulebook Revision Log

Date	Rule	Revision	Why?	Approved By
10/25/2024	3a, 5f 5e	69" Tread-width for perimeter chassis. Stock stub @ 58% Left Side weight.	Level the performance between perimeter vs straight-rail chassis.	Travis Sharpe
11/01/2024	Various 10b 3h 6d 4a 6b	Cleaned up grammatical & spelling errors. Corrected Contact Phone Number. Adjusted tire allocation limits to match schedule. Moved Carburetor Spacer rule. Added Traction Control Section. Added Engine CL Location Rule	- - - Format Cleanup Format Cleanup Missing Specification	Travis Sharpe
11/06/2024	3h	Adjusted tire allocation limit verbiage.	Future-proof the rule.	Travis Sharpe