



## 2021 Pro Late Model Rules

\*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Series rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

\*Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

\*Officials reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

\*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Officials is final.

### 1. WEIGHTS:

- A. Minimum Straight rail chassis weight is 2875lbs with a GM 602 engine.
- B. Perimeter chassis receive 50 lbs. weight break. Camaro big spring chassis receive 50 lbs. weight break. (If a car is both, it will receive a max 50lbs. break). (See #10 for Perimeter requirements)
- C. 60% maximum left side weight for cars with a GM602 at all times (without refueling).
- D. For post-race total weight rules, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
- E. Weights include driver, race ready with fuel on board.
- F. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. **Lead Inspection will be part of post-race tech and if a piece of lead is not properly painted white with car number in red or black marked on all sides the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25 per pound fine to the Driver. No Tungsten or similar weight allowed!**
- G. Added weight must not be used as panning or aero advantage.
- H. Added weight located ahead of the front spindles or behind the centerline of the rear axle must be bolted securely to main frame rails and cannot be used as panning or aero advantage.
- I. No titanium, Inconel, exotic materials, parts, or components allowed anywhere on racecar or the engine unless specified in the rules.

### 2. ENGINE:

- A. **Tracks 3/8 mile or larger only an unaltered GM 602 Crate Engines permitted**, no alterations from factory and GM sealed with new style seals. (you may run after market valve springs but they must be the same spring pressures as OEM)
- B. **Tracks under 3/8 mile the following engines will also be permitted:**
  1. All other iron block wet sump engine combinations/any 4bbl 3075 lbs. 58.0% left 6800 rpm **7200 rpm**
  2. Dry sump iron block engines 76" maximum track width 3075 lbs. 58.0% left 6800 rpm **7200 rpm**
  3. CT525 GM approved sealed crate engine/any 4bbl 3075 lbs. 58.0% left 6800 rpm (CT525 ignition controller must straight line timing curve)  
The CT525 is the only aluminum block allowed. Cars running the CT525 will be required to bolt 20 pounds to each R & L front frame rail (40 pounds total) at the kick up just behind the front cross member.  
Perimeter chassis receive 50 pounds weight break. Camaro big spring chassis receive 50 pounds weight break. (If a car is both, it will receive a maximum 50 pounds break). (See #10 for Perimeter requirements)
- C. Maximum engine set-back is 6" for the 602 crate engines and all other engines the maximum engine set-back is 2". Measured from the center of the number one spark plug hole to the center of the upper ball joint.
- D. Any single 4bbl carburetor will be permitted.
- E. Cars must run a maximum 6,200 RPM chip from the series or you may use the FAST/Crane Ignition System part # 6000-6701. Mount on right side of car dials point out the passenger side.
- F. Only one ignition box allowed and must be mounted as far to the right side of the car as possible with the chip or RPM dial facing the right side. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.
- G. The Nelson Specialties/SPEARS SRL Southwest Tour Series or Quick Car part number #50-2053 spec wiring harness is highly recommended may be mandatory in 2022 and may be removed or swapped with the Series wiring harness at any time.
- H. The spec wiring harness shall not be altered or changed in any way.
- I. **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 and owner will receive a lifetime ban from all events.
- J. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- K. Digital dashes will not be permitted but digital gauges are permitted.
- L. **Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during tech, practice, qualifying or race, the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense.**

### 3. BODY AND CHASSIS:

- A. Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body and must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than a small opening at the windshield for air to the carburetor, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location. Maximum quarter panel height is 34.5".
- B. No under body air deflectors, panning or wings of any kind. Teams are allowed to mount two 1/2" tall roof rails running front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid. No passenger windows are allowed, maximum for the vent window will be 12 inches and must go 90 degrees from the top of the door up to the A-post.

- C. No fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal.
- D. **Ride height rule;** all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales, if your car drags on the scales you will not pass tech and will be forced to return to your pit area for corrections.
- E. 6 ½" x 60" rear spoiler only, must be centered on the rear bumper cover with no offset in any direction. Maximum of (6) six rod style spoiler supports permitted on the rear of the spoiler only. It is mandatory that the upper 2/3's of the spoiler and the rear window of the car be made of "clear" Lexan.
- F. If exhaust exits through the door, must be configured to series standards. Must meet DBA limits for series and track. **When competing at Roseville's All-American Speedway we must follow their 'Exhaust system and noise requirements' – No side exit exhaust and max 90 DBA.**
- G. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may be no wider than the frame rails and may not be carbon fiber.
- H. Only one naca-duct in left or right quarter window for helmet blower only will be permitted. No reverse naca-ducts.
- I. Interiors must be steel or aluminum only.
- J. Bumper bars and right-side door bars must be a minimum of .065 x 1 ¼ inch steel tubing in 2022.
- K. No Carbon Fiber; radiator ductwork, rotors, drivelines, driveshafts, chassis supports or clutches.

L. One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, and its location, acceptable to the SRL officials, will be permitted. Electronic or remote-control devices will not be permitted.

M. No fans or cool down units that fasten to wheels will be permitted.

N. Window tint of any kind will not be allowed on windows or spoilers.

O. No hollowed-out bolts of any kind on suspension components.

#### 4. SUSPENSION AND SHOCKS:

- A. Minimum wheelbase is 101". (The difference from left to right may not exceed 1/2 inch in 2022.)
- B. Any steel shock, all external parts must be steel (Aluminum rod end on the shaft end ok, and an aluminum threaded body cap ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock. Aluminum shocks with no remote adjusters or reservoirs of any kind may be used with a 25-pound penalty.
- C. REAR SUSPENSION – No fifth (5th) coil, torque arm 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 and chassis in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end or move. Truck arm cars must have a race-to-race approval.
- D. No independent rear suspension.
- E. No carbon fiber drive shafts allowed. Two driveshaft hoops are required.

#### 5. FUEL AND FUEL CELL:

- A. **Spec fuel is Sunoco 110 or Sunoco E-85R race fuel only.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, 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. A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from Sunoco 110 or Sunoco E-85R will be illegal. No icing or cooling of fuel system.
- B. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum and moving forward the series will address a minimum fuel cell height. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have 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.
- C. **No "U" Shaped fuel cells will be permitted.**
- D. All cars must have an OBERG or SRI fuel shut off at the point the fuel exits the cell and after fuel filter.

#### 6. TIRES AND WHEELS:

- A. Maximum track width of 66 inches measured with Referee. (This is the same as 79"-inch track width, when measured from the bulge outside to outside of the front tires at the spindle height.)
- B. Hoosier 970 treaded tire on 8" steel wheels only with steel studs and steel lug nuts.
- C. Tires may not be cut, soaked or altered in any way. Any team wishing to run used tires must submit the tires for inspection and scanning prior to qualifying.
- D. Competitors must start the race on the tires they qualified with.

#### 7. SAFETY:

- A. Approved SFI or FIA seat belts and double shoulder harness and a crotch strap is required, no older than five years.
- B. A full-face helmet required with a 2010 (recommended 2015) Snell sticker.
- C. SFI or FIA rated full driving suit and gloves for fire protection mandatory, SFI undergarments are recommended.
- D. **Driver's window must be equipped with a safety net, no older than five years and quick release latch of minimum size 22" wide by 16" high.** Resilient padding must be installed anywhere the driver can reach on roll bars.
- E. An Onboard charged Fire System is Mandatory.
- F. Approved SFI or FIA Head and Neck Restraint System is mandatory.
- G. All teams must have a fire extinguisher in their pit at all times.
- H. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew. Batteries must be securely mounted outside of the driver's compartment.
- I. 1/16" steel side plate in driver's door is mandatory.
- J. Roll cage must be constructed of 1 3/4" o.d. steel x.090 round tubing, the main frame and clips from the radiator area to behind the fuel cell must be made of steel, main frame must be minimum 2"x3" rectangular steel.

#### 8. TRANSPONDER:

- A. All competitors must have timing transponders on their car for the entire program including practice. Available at event.
- B. All Transponders must be mounted 160" inches (front of nose to the center of transponder) from front of the nose and on outside of right-side frame rail.

#### 9. RADIOS AND CAMERAS

- A. Two-way radio communication between driver and minimum of one spotter for each team is required for all competitors at all times while on track. **Mandatory each spotter must have a dedicated stand-alone radio or scanner to monitor Race Control at all times frequency at 460.0125.**
- B. No electronic recording devices allowed in or on the car, cameras inside car may be approved but Series has the right to view or download any video at any time.

#### 10. FRAME REQUIREMENTS AND ELIGIBILITY (All frames must be approved and acceptable to the SRL officials)

A. **Straight Frame Rail** cars roll cage will follow the U.L.R.A. and SRL guidelines, built by an approved manufacturer, to approved standards.

B. **Perimeter Frame – Specification:**

1. The minimum distance from outside to outside of frame rails is 57 inches.
2. The front and rear main roll cage bars must be welded perpendicular to the top of the right and left frame rails, rising vertically.
3. Roof Bar – the center-to-center width of the roof bar (halo) must be a minimum of 40 inches (left to right), and a minimum distance of 30-1/2 inches (front to rear).

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