



# LATE MODEL RULES

UPDATED March 2023

## OFFICIAL RULE BOOK

These rules are designed to allow limited late model cars to compete on an equal and fair footing. Please realize many of the rules are made to keep racing as inexpensive and competitive as possible. If you are unsure of any rule or the spirit of any rule, please check with the tech officials. **If it doesn't say you can't, it doesn't mean you can.** All track safety rules apply, as per the rulebook. **The series invites any WESCAR Late Model to compete with us, using their own series Rules. LDI Series weights and tire rules will apply. LDI Series rules must be followed to compete for Championship points.**

**All rules outlined below are class specific to Late Models. For generic running rules, speedway rules, and racing procedures, all competitors should review the Saratoga Speedway running rules located at [www.saratogaracing.ca](http://www.saratogaracing.ca)**

## CAR CONSTRUCTION RULES

### 1.0 BODY

#### 1.1 GENERAL

1.1.1 All bodies to be professionally built and available to all competitors such as 5-Star or ARP.

1.1.2 All bodies must be mounted to reflect a stock body. No wedge or down force bodies allowed. ABC/2019 Fivestar body regulations will apply. Body parts may not be altered. All body measurements will be taken at a 4" frame height.

1.1.3 Nose cones to remain as manufactured. No alterations allowed gaining an aerodynamic advantage. Wear strips are ok.

1.1.4 Composite bodies only. No carbon fiber bodies allowed. Aluminum door panels are allowed.

1.1.5 Doors and rear quarter panels must line up and be flat and smooth. Rear deck lid must be flat. Height subject to template.

1.1.6 Bodies must be always in good condition. Bodies must be free from sharp edges.

1.1.7 Roof height to be 47" minimum without driver. Measured at 4" frame height

1.1.8 No under car aerodynamic devices allowed.

#### 1.2 SPOILERS

1.2.1 ~~Front valance and side skirts minimum 4" ground clearance.~~ Rear spoiler 6 ½" height maximum. No wrap around spoilers allowed

1.2.2 Spoiler may not extend past the body and be 60" maximum in width



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## 1.3 **WINDOWS**

1.3.1 A full front windshield, minimum .125" and a rear window a minimum .093" made of carbonate (Lexan) is required.

1.3.2 Front window supports are required.

## 2.0 **WHEEL BASE**

2.1 104.5" to 108" maximum

## 3.0 **TRACK WIDTH**

3.1 69" maximum as measured at spindle height from center of tire to center of tire.

3.2 Cars with 66.5" track width or less can remove 50 lbs. from total weight.

3.3 All Track Width measurements will be measured at 4" frame height.

## 4.0 **WEIGHTS**

4.1 All weights will be race ready with driver and gear in seat and full of fuel. All ballast weights will be securely fastened and painted white with the car number on them.

4.2 Factory Stock front clip with fabricated chassis: **2950lbs minimum, maximum 57% percent left side.**

4.3 Approved fabricated Camaro front clip with fabricated chassis: **2950lbs minimum, maximum 57% percent left side.**

## 5.0 **CHASSIS**

### 5.1 **GENERAL:**

5.1.1 Car may be fabricated tube chassis or stock clip either perimeter or offset design.

5.1.2 Fabricated main frame rails in centre section of the car must be a minimum of 2 x 3 x .095" steel tubing.

5.1.3 All Fabricated clips must match factory OEM mounting points for, lower control arms, steering box, and Idler arm. Port City, Howe, Lefthander, Race Car Factory and Victory Circle are the approved manufacturers. (Contact tech officials for approval of any other manufacturer)



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- 5.1.4 All stock clips must match original dimensions. Lower control arms, steering box and idler arm mounting points must not be moved. Stock clip must continue to lowest point rearward of lower control arm mount. Contact tech for clarification.
- 5.1.5 Lower pivots may not be adjustable. Welded washers in stock location OK.
- 5.1.6 Stock front clips may be notched and boxed for clearance of bottom cross member.
- 5.1.7 Skid plates are allowed, and must provide for access by tech for checking crank height and access to lower control arm pivots.

## 5.2 GROUND CLEARANCE

- 5.2.1 ~~4" minimum ground clearance of all parts of the car, including chassis and body, except tires.~~
- 5.2.2 ~~Front cross member on GM clips 3" minimum ground clearance~~

## 5.3 ROLL CAGE

- 5.3.1 The roll cage must be constructed of a minimum of 1.75" x .095" wall round seamless tubing.
- 5.3.2 Joints in major locations, door bars, dash bars, roof bars, must be gusseted.
- 5.3.3 A minimum of 4 door bars are required on the left side and 2 on the right side. Left side door bars must curve out to the outermost part of the door design.
- 5.3.4 All bends are to be mandrel bent. No exhaust type bends, links, or welded elbows are allowed.
- 5.3.5 All cars must have minimum 16 gauge steel door plating. Plating must at minimum, cover all door bar holes that extend through to the driver.

## 6.0 SUSPENSION

- 6.1 Bump stops and Coil binding will not be permitted in front suspension. If your car's suspension cannot be traveled far enough to induce "bottoming out" it will be deemed illegal. Example: If the tech man and approximately 3 volunteers can't kneel on the front of your car and bounce it up and down to the point that the cross member hits the ground, YOU ARE ILLEGAL.
  - 6.1.1 Springs must be 5 inch or larger coil and must utilize a factory style spring pocket on the front lower control arm.
  - 6.1.2 Lower control arms must be OEM or approved tubular Camaro replacements. OEM control arms may only be modified for the addition of ball joint sleeves.



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- 6.1.3 Swapping of lower control arms is not permitted. Arms must match the make, model, and year of front clip being used.
- 6.1.4 Port City/Victory Circle HD tubular arm #100-202-CL/R and #100-202-CL/R-1 lower control arms are allowed. May only be used on OEM, or Fabricated Camaro clips.
- 6.1.5 Tubular upper arms are allowed.
- 6.1.6 Stock production steel spindles only. No pinto spindles allowed. Must be dimensionally correct to factory specifications. No grinding or bending of spindles allowed. Spindle may be drilled for tie rod bolts.
- 6.1.7 No mono type ball joints allowed.
- 6.1.8 Steel bushings are allowed. No threaded rod ends on lower pivots are allowed. Spherical bearings are allowed.
- 6.1.9 Sway bar must be one piece only.

## 6.2 **REAR SUSPENSION**

- 6.2.1 Leaf springs, 3 link, or truck arms allowed. No spring links allowed. 3rd link rubber bushings are allowed.
- 6.2.2 No springs or shocks may be used to control the torsional rear end housing movement. No spring pan hard bars.
- 6.2.3 No spring, rubber or poly link trailing arms or panhard allowed.
- 6.2.4 Main Coil springs must be a minimum of 5" inches in diameter. Bump stops/springs are allowed in rear suspension.

## 6.3 **STEERING**

- 6.3.1 All steering components must be mounted in stock location for the make, model and year of clip being used.
- 6.3.2 Stock steering box only. No rack and pinions
- 6.3.3 Stock or laser cut center links are allowed. Approved parts #'s are Howe #23396, Port City Racing #100-19900, Port City Racecars #610-19900, and Allstar #56331. Modified stock center links are not allowed. Laser cut center links must be dimensionally equivalent to stock, with the exception of vertical bump steer adjustment. (contact tech for approval of laser cut center links not included)
- 6.3.4 5" laser cut pitman arm allowed with use of Howe, Port City Racing, Port City Racecars, or Allstar laser cut center links only, Cannot be used with a stock center link. Approved part #'s are, Howe 2349, Port City Racing #100-3EP102. Stock Camaro OEM pitman arm must be used in



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conjunction with a stock Camaro OEM center link only. (contact tech for info on pitman arms not included)

6.3.5 Stock or aftermarket Idler arm allowed, Howe # 23421/2 is the suggested aftermarket replacement. Idler arms must be dimensionally equivalent to stock for make, model, and year of front clip being used.

6.3.6 At all times, centre link, idler arm and pitman arm must be dimensionally equivalent to stock for make, model, and year of front clip being used.

6.3.7 Rod ends can be used in place of tie rods. Aluminum tie rod sleeves are allowed. Highly recommend steel tie rod sleeves.

## 7.0 SHOCKS

7.1 Shocks must be steel body and non-adjustable. Twin or mono tube configuration will be allowed. Schrader valves allowed. No internal bump stops!

7.2 No exotic racing shocks allowed. No external or enlarged reservoirs. No bulb or big top shocks. No base valves in high pressure mono tube gas shocks. Tech reserves the right to confiscate any competitor's shocks at any time for the purpose of inspection.

7.3 **Approved shocks are:**

7.4 QA1- 51 and 26A series

7.5 Bilstein - SZ, SL and SN(S/A) series

7.6 Pro-TA series

7.7 **INTEGRA- part # 310 431XX and #310 451XX**

7.8 **FOX- 95 and 97 Series**

7.9 **AFCO- 23, 24, and 10 Series**

7.10 Must be mounted directly to suspension. No cantilever or linkage set ups.

7.11 Only 4 shocks on the car.

7.12 No shocks inside springs.

## 8.0 REAR ENDS

8.1 Standard size Quick change or full floaters 9" only. Absolutely no lightweight or "crate" Quick changes will be allowed. Must have steel axle tubes. Hubs may be steel or aluminum. Axles may be gun drilled.

8.2 Opened or spooled rear ends only. No detroit locker, or trackstar/gleason style gear units.

8.3 No cambered rear ends are allowed.



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- 8.4 No exotic parts or metals allowed.
- 8.5 No traction control devices of any kind are allowed.

## 9.0 BRAKES/ROTORS/HUBS

- 9.1 Must use a single piston cast iron/factory style caliper.
- 9.2 Check valve style circulatory systems allowed. No pump style systems allowed.
- 9.3 All cars must have 4 wheel disc brakes in working condition.
- 9.4 Any steel rotor is allowed
- 9.5 Brake rotor/hub must be dimensionally equal in size and weight to available factory hub. Rotor diameter must not exceed 12 inches.
- 9.6 May use aftermarket hub, but must be steel. (Exception: cars that have speedway engineering aluminum hubs that were legal in the 2009/2010 Katana series will be allowed. New aluminum hubs will not be allowed)
- 9.7 No wide five hubs.

## 10.0 WHEELS

- 10.1 Steel wheels only. Maximum wheel width is 10" inches.
- 10.2 No home-made wheels.
- 10.3 Must have a minimum of 5 steel lugs, must be steel.
- 10.4 Must have a minimum of 1" lug nuts.
- 10.5 Must have all lug nuts in place.

## 11.0 TIRES

- 11.1 The official tire is the Hoosier F45
- 11.2 The tires you qualify on must be the same tires you start all of the day's races on.
- 11.3 No tire softeners or treating of tires allowed. No altering of the tire in any manner is allowed.
- 11.4 Bleeders are allowed.

## 12.0 INTERIOR



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## 12.1 **INTERIOR SHEET METAL**

12.1.1 All cars must have a full floorboard from firewall to firewall. A minimum of 16 gauge steel is required under the driver.

12.1.2 Driver to be surrounded by 24 gauge steel including foot box, tunnel and behind driver seat.

12.1.3 The rear area of the interior may be paneled straight across from the window lines. The forward part next to the driver may slope from the side of the tunnel to the right side window edge.

## 12.2 **DRIVER'S SEAT**

12.2.1 Approved racing quality seat is mandatory.

12.2.2 No plastic or fiberglass seats. All seat mounting bolts to be minimum 3/8" or larger with a minimum 1" washer.

12.2.3 Seat must be mounted to the frame and roll cage.

12.2.4 It is recommended that the seat provides support to driver's ribs, shoulders and legs when sitting in a normal racing position.

12.2.5 Headrest/head surround must be mounted to seat or roll cage that will give full support to driver's helmet when sitting in a normal racing position.

## 12.3 **ROLL BAR PADDING**

12.3.1 All bars within the driver's reach must be padded. Padding which meets SFI 45.1 specification is recommended.

## 12.4 **MIRROR**

12.4.1 Rearview and sideview mirrors must be mounted inside the car.

## 13.0 **SAFETY EQUIPMENT**

13.1 An approved window net is mandatory on all cars.

13.2 Net must be installed so it is tight.

13.3 Window net anchors must be attached to the roll bars, not the body.

13.4 Window net must be quick-release type.



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- 13.5 Net must be permanently anchored at the bottom and release from the top, with a minimum of one quick-release.
- 13.6 Wide mesh nets only. Window net meeting SFI specification 27.1 are recommended, with a minimum of ½" ribbon or larger.
- 13.7 Full face helmets which meet Snell SA 2005 or SFI specification 31.1 or more recent standards are to be used.
- 13.8 All Drivers must wear fire resistant drivers' suits. Suits meeting SFI specification 3.2A/5 are recommended. It is also recommended that the driver wear fire resistant underwear. Full coverage fire resistant gloves which meet SFI specification 3.3/5 are mandatory. Fire resistant shoes meeting SFI specification 3.3 are mandatory.
- 13.9 ALL cars will be equipped with a minimum 3" wide seat belt, two piece shoulder harness, and a crotch strap with a metal-to-metal center release. Driver's restraint system which meets SFI specification 16.5 is mandatory. All safety belts must be mounted per manufacturer's recommendations. This system must be in good condition with a five year maximum dating.
- 13.10 Restraint system must be securely attached to the roll cage structure.
- 13.11 All drivers are strongly encouraged to use an approved head and neck restraint system. Restraint systems which meet SFE specification 38.1 are recommended.
- 13.12 Any driver removing head and neck restraint system on the track will be black flagged. Safety inspector has final say.
- 13.13 All cars must be equipped with a five pound fire extinguisher, fully charged, Halon Type, DuPont FE36 or equivalent, securely mounted with working gage. The fire extinguisher must be mounted within easy reach of the driver in the normal seated race position. Gauge should be mounted in a manner to be read from the top side.
- 13.14 An emergency main battery disconnect which removes all power must be located in the center of cockpit within reach from either side window. The switch must be labeled clearly ON/OFF.

## 14.0 RADIOS

- 14.1 Radios are required for all drivers, crew chiefs and/or spotters.
- 14.2 All spotters are required to have radio, in contact with the driver, and recommend they monitor race control during the race.
- 14.3 All spotters must be in the spotters area as set up by officials during the race.

## 15.0 EXHAUST

- 15.1 All cars must have a working muffler that can meet a noise Level of 95 decibels at 100 feet; [review "Noise Mitigation / Muffler Rules" on Saratoga Speedway Website.](#)





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15.2 Exhaust must exit underneath the car with turn outs pointed down, no side-exits.

15.3 Recommended mufflers: Howe H-3100; H-3099; H-3098.

15.4 No stainless steel or other exotic exhaust systems like SPD allowed.

15.5 The only approved crate engine headers are Schoenfeld, Chevrolet: 135VCM-3, Ford: 335V-3CM, Dodge: 435V

15.6 System may be jet coated. No merge collectors.

## 16.0 TRANSMISSION

16.1 Any standard transmission is allowed. Must be in general production from Ford, GM, Dodge.

16.2 Must function in all gears and cannot be lightened or modified. No gun drilling or exotic parts.

16.3 Richmond T-10 is allowed as long as it is synchronize and works in all gears.

16.4 No special built Brinn, Jerico or T-10 modified racing or standard racing built allowed.

16.5 Tex T-10 allowed as long as it is synchronize and works in all gears.

16.6 A steel clutch scatter shield is required. Clutches must use a stock diameter steel flywheel. Must be a 153 tooth and measure 12 7/8 diameter. Clutch disks must be minimum 7 1/4" inch in diameter and be steel.

16.7 No lightening holes allowed.

16.8 Richmond 2 speed dog ring transmissions are allowed

## 17.0 DRIVESHAFT

17.1 Drive shaft must be steel. No aluminum or carbon fiber driveshafts allowed.

17.2 Drive shafts must be painted white.

17.3 Drive shaft hoops are mandatory and must be 1/4" inch thick by 2.0" inch wide and mounted to the frame within 6.0" inches from the front yoke and 12.0" inches from the rear yoke.

## 18.0 FUEL SYSTEM

18.1 Fuel cell mandatory, maximum 22 gallons and must be an approved racing type soft bladder only.

18.2 Fuel cell must be mounted behind the rear axle housing, between the frame rails.



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- 18.3 All fuel cells must be mounted no lower than 10.0" inches from the ground.
- 18.4 Fuel cell must be enclosed in a separate container made of a minimum of 22 gauge steel.
- 18.5 Fuel cell must have 2 guard protector bars centered behind the cell.
- 18.6 Fuel cell must be a minimum of 8" inches from the rear bumper.
- 18.7 Fuel cell and container must be mounted to the frame.
- 18.8 Fuel cell must have a rollover check valve in working order.
- 18.9 Filler tube must be grounded to the fuel cell container.
- 18.10 Fuel cell must have a vent tube that exits the car at the rear.
- 18.11 Fuel lines must be mounted above the bottom of the frame rails and between the frame rails. All fuel line must be made of steel or braided type fuel line only. No copper or aluminum line allowed.
- 18.12 Fuel lines are not allowed in the driver's compartment.
- 18.13 No electric fuel pumps allowed.
- 18.14 All fuel filters must be metal case type.
- 18.15 Fuel – must run on gasoline.

## 19.0 COOLING SYSTEMS

- 19.1 All systems must be front mounted.
- 19.2 The hood must close properly.
- 19.3 One coolant overflow tank with a minimum of 1 quart is required.
- 19.4 No ethylene or propylene glycol based antifreeze can be used. Water wetter OK.
- 19.5 All cars must maintain an unrestricted/unaltered grill opening (NO TAPE) during all Heat Races & Main events. Grills will be allowed to be taped off for Qualifying.

## 20.0 ELECTRICAL/IGNITION

- 20.1 All cars must have a working starter.
- 20.2 The battery must be located outside the driver's compartment and securely mounted within the frame rails.
- 20.3 Any stock type distributors are allowed. No magnetos.
- 20.4 May use aftermarket ignition system.
- 20.5 Ignition switches to be clearly labeled in the off position and within the driver's reach when buckled in.



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## 21.0 ENGINE LOCATION

- 21.1 All cars maximum 1 inch engine set back from the #1 spark plug to the lower ball joint center. Steel Cylinder heads & OEM stock front clip cars are allowed an extra 1" setback, to a max of 2"
- 21.2 Ford and Dodge engines may set back 2" inch from the #1 spark hole to the lower ball joint.
- 21.3 Crank shaft height must be 11" minimum from the ground up to the centerline of the crank shaft.
- 21.4 Engines must be located within 1" of centerline measured between the lower inner pivots

## 22.0 ENGINE RULES

### 22.1 *BC Late Model 2bbl 11:1 Flat Tappet Engines*

- 22.1.1 365 cubic inch maximum
- 22.1.2 Heads, stock OEM, or listed aftermarket , World Products S/R torquer #042660, 042750,042670,042650, Windsor JR #053030,Ford 351 N head, Chrysler P5007950, Pro Topline Vortec #223 6494 083, #223 6494 906, RHS # 12407 these heads are only allowed with 1:94 intake valve and 1:50 exhaust valve.
- 22.1.3 Vortec heads numbers 10239906 and 12558062. Original GM vortec heads allowed a 2:02 intake valve and 1:60 exhaust valve.
- 22.1.4 No titanium Valves allowed. No plunge cutting of bowls allowed. Cutting action concentric to valve stem is allowed. No porting. Must remain untouched by grinder or any other method to enlarge port or shape or volume
- 22.1.5 Four barrel aluminum intake manifolds are allowed
- 22.1.6 Two bbl. Holley 4412. Base plate must match. Carburetor must meet attached sheet
- 22.1.7 No dry sumps or external wet sumps allowed.
- 22.1.8 Fords may use Single stage external oil pumps but must have all engine oil in the oil pan.
- 22.1.9 Must have flat tapped cam. No roller cams, mushroom lifters or radius lifters are allowed.
- 22.1.10 11:1 maximum compression.
- 22.1.11 Cast iron production blocks only. No aluminum blocks.
- 22.1.12 Engine blocks and heads may not be lightened.
- 22.1.13 No vacuum systems allowed.



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22.1.14 No magnetos.

## 22.2 CRATE ENGINES

22.2.1 All crate engines must have factory seals and bolts. Series technical directors reserve the right to require any crate engine to be dynoed before being deemed legal for competition. Chevrolet, Ford, and Dodge crates are all eligible. Dodge crates will carry an additional 50 lbs penalty

22.2.2 All Crate engines must remain unmodified. Must have 6400 rev chip maximum that is easily accessible by tech and not removable by the driver.

22.2.3 Mini clutch - Quarter master part #100-28590ZZ

22.2.4 Crate engines using full diameter steel flywheel may remove 25lbs off total weight of the car.

22.2.5 The only approved crate engine headers are Schoenfeld, Chevrolet: 135VCM-3, Ford: 335V-3CM, Dodge: 435V

22.2.6 Holley 0-80541-1 650 CFM 4 bbl carburetor only, no modifications allowed.

22.2.7 Carb spacer to maximum of 1" thick.

22.2.8 Maximum 94 octane fuel. No additives allowed.

22.2.9 No vacuum systems.

22.2.10 Must use OEM balancer

## 23.0 ARCA Recipe Engines

23.1 Will be allowed. Tech reserves the right to impose a weight penalty up to a maximum of 50lbs at any time.

## 24.0 2BBL CARB TECH SHEET

24.1 Understand that there is ZERO tolerance on carb tech. Every part of the carb must be exact to the rules. If you have purchased your carb from a rebuilder, it is your responsibility to ensure the carb is correct. Carbs will be teched EVERY RACE.

24.2 The carburetor rule is intended to allow all competitors to purchase a legal and competitive carb over the counter. Only minimal modifications are allowed to prepare this carb for oval racing. If your carb does not meet all of the specifications listed below, it is the responsibility of the driver or car owner to ensure the carb is legal.



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- 24.3 Choke Horn must be completely intact and untouched. Choke plate, choke shaft and all other choke related linkages and components may be removed.
- 24.4 Air Bleeds
- 24.5 Factory type air bleeds only.
- 24.6 No screw in air bleeds Main Venturi/booster Venturi.
- 24.7 No modifications to the main venturies or booster venturies.
- 24.8 Booster venturi must be standard Holley airfoil type.
- 24.9 Booster venturi must measure 0.385 +/- 0.010 ID.
- 24.10 Booster venturi must measure 0.615 +/- 0.010 OD.
- 24.11 Main venturi casting mark must be visible on apex of main venturi.
- 24.12 Must pass Holley venturi tool.
- 24.13 Carb Body
- 24.14 Mill mating surface for metering block square ok.
- 24.15 No other milling, drilling or grinding allowed.
- 24.16 Throttle Plate/Base Plate
- 24.17 Must be stock bore 1.6875 +/- 0.010.
- 24.18 Must have factory brass Phillips screws – untouched.
- 24.19 Swaged part of throttle plate screw must be intact.
- 24.20 Throttle shaft and plate combined thickness must be 0.200 +/- 0.010.
- 24.21 May have holes drilled in throttle plate.
- 24.22 Must pass Holley base plate tool.
- 24.23 Float Bowl
  - 24.24 Must have factory float bowl.
  - 24.25 May use oval track float.
  - 24.26 May use h/d needle and seat.
  - 24.27 Metering Plate
  - 24.28 Must be factory production metering plate (no performance types).
  - 24.29 No grinding or modifying of metering plate.
  - 24.30 No external mixture adjusters allowed.
  - 24.31 Jet Side
  - 24.32 Holes for jets only, no other modifications allowed. Jets may be changed.
  - 24.33 Power Valve Side
  - 24.34 May plug power valve.



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- 24.35 May change power valve.
- 24.36 No extra holes allowed.
- 24.37 No extra emulsion holes allowed in main well (only 4 factory holes TOTAL).

SEE PICTURE FOR CLARIFICATION\* If you have any questions, check with the tech crew.