

OLD NO.1 SPEEDWAY

CRATE LATE MODEL RULES

GENERAL

1. GM part number 88958602 & GM part number 88958604 crate engines only are allowed. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan. Crate engines must not be altered, modified or change from factory specs. The sealed engines must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be: the driver will be disqualified, will lose purse for the night, and points for the entire season. Car and owner/driver will be suspended from participating in this class for the next 4 completed races. Suspended car and owner/driver cannot participate in any event for this class at Old No.1 Speedway during the suspension period including race specials that include this class.
2. 103" minimum wheelbase.
3. Crate Motor Limited Late Models will run a manufactured jig tube-type full frame.

SAFETY

1. All lead weight must be properly secured and painted white.
2. All lead weight must have car number painted on it.
3. All safety items subject to Tech Inspectors approval.
4. All cars must have 3" seat belts with shoulder harness and must be attached to roll cage.
5. We strongly recommend that all cars be equipped with a fire extinguisher system.
6. All drivers must wear a complete fire suit and racing gloves.

BODY

1. All edges must be rolled. No sharp or jagged edges or corners.
2. Spoiler:
 - a. Maximum spoiler height 8 inches measured from deck to tip and 72" in length and cannot be wider than car.
 - b. Rear spoiler cannot be suspended above deck to create a wing effect.
 - c. Spoiler must begin where quarter panels end.
3. No push bars allowed in front.
4. Aluminum bodies and fiberglass roofs permitted. No fiberglass hoods.
5. Body subject to Tech Inspector approval.

FRAME

1. All frames must be of steel construction.

ROLL CAGE

1. All cars must have a suitable steel roll cage protecting the drivers compartment, including headrest, constructed of 4 post design with the front roll bar following the windshield contours and the top of the roll cage forming a box the width of the inside of the car.
2. Side roll bars are mandatory, and must extend into the door panels, a minimum of three (3) bars must be on the driver's side.
3. A minimum of 3 side bars on the passenger door.
4. Two bars may be anchored from front posts of the roll cage to the frame behind the A arms on each side.
5. A minimum of two cross bars are required along the back of the driver's seat.
6. The driver's seat must be securely fastened to the roll cage with at least 3" clearance from the roll cage to the driver's helmet.
7. All tubing must be a minimum of 1 - 1/2" in diameter, with a minimum material thickness of .083".
8. Roll cage must be welded to frame.
9. All welds must be continuous welds.
10. All corner welds must be reinforced with gussets.
11. All additional bracing is subject to inspection.
12. No offset cages allowed.
13. Two additional bars should be anchored from the roll bar to the frame area above the rear housing.
14. No screw-type fittings or pipe threads allowed.

WHEEL / TIRES

1. Any brand of aluminum or steel wheel allowed. Must be mounted with 1" lug nuts.
2. Maximum wheel width- 14".
3. Both rear tires must durometer 48 minimum at any time.
(Only 2 exceptions - Hoosier D21 or Hoosier 1350 must durometer 40 minimum at any time)
4. Hoosier Racing Tires on all 4 corners.

BRAKES

1. Four-wheel hydraulic type brakes. Right front brake optional.
2. Cut off valves allowed.
3. Aftermarket disk brakes allowed.
4. Adjustable proportioning valves mounted within reach of the driver allowed.
5. Aftermarket master cylinders allowed.

SUSPENSION

1. Racing shocks permitted.
2. Coil over permitted.
3. No suspension adjustment mechanism in cockpit allowed.

CLUTCH / TRANSMISSION

1. Aftermarket multi-disc clutch allowed. 7 inch minimum.
2. Must have at least one forward and one reverse gear in working order.
3. No couplers allowed.
4. One 360 degree safety straps around front drive shaft required.
5. Drive shaft must be painted white.

REAR END

1. No electronic traction control.

BATTERY, IGNITION, ELECTRONICS

1. No electronic devices allowed on any care thereby enhancing adjustment of that car.
2. Any ignition with the exception of magnetos.

FUEL SYSTEM

1. Commercial pump gasoline or racing gas only. No alcohol, nitrous oxide, nitro methane or other nitrate additives or propylene oxide.

ENGINE

1. Engine must be naturally aspirated.
2. Carburetor:
 - a. One four-barrel carburetor only of any manufacture.
 - b. May use one carburetor spacer (2 inch maximum) and two standard one-piece open hole paper gasket (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between space to carburetor.

EXHAUST

1. No tri-y headers allowed.
2. Stock location only. Wet sump only. No external oil pumps, even if considered wet.
3. Oil pans must remain sealed.
4. Cars using stock front clip, the number one spark plug must be in line with the grease fitting on the left front upper ball joint.
5. Tube cars may set the engine back, but not more than six inches (6") from the grease fitting on the left front upper ball joint.

LATE MODEL STOCK

1. Stock OEM production cast iron block.
2. Maximum engine displacement of 362 cubic inches.
3. No repositioning, boring or bushing of cam or lifter bores.
4. OEM production crank or any brand of 3.480 stroke w/stock weight. (Balancing only, no knifing)
5. Any OEM or aftermarket stock length rod (5.7" Chevy I beam). No billet rods allowed.
6. Any flat top 2 or 4 valve relief piston allowed.
7. Max "0" deck height. (Piston may not protrude above deck surface).
8. Timing set - Chain only. No belt or gear drives allowed.
9. Any Hydraulic cam allowed. Engine must pull 15" of vacuum at 1,000 rpm by the track gauge. Must utilize stock firing order. No solid lifters of any style allowed.
10. Any 5/16 diameter pushrod.
11. Stamped steel or Aluminum roller rocker arms allowed. No shaft systems, rev kits, stud girdles or valve stabilizers allowed.
12. Stock steel OEM or the steel GM Vortec head allowed. No porting, polishing, grinding or excessive deburring in any breathing area on heads allowed. No shot peening or acid porting of heads allowed. 3 angle valve job is allowed. Minimum chamber volume - 62cc. Stock valve stem and size limited to OEM production specs. (Chevy - 11/32 stem, 1.94/1.5 head diameter).
13. World Products Sportsman II heads (I.D. casting numbers I-037) allowed. No porting, polishing, grinding or excessive deburring in any breathing area on heads allowed. NO machine work allowed. No shot peening or acid porting of heads allowed. 3 angle valve job is allowed.
14. Screw in studs and guide plates are permitted.
15. Valve Springs - Any single spring, with or without a dampener, with a max of 120# of seat pressure allowed.
16. Aftermarket oil pans permitted. No dry sump systems.

17. Any intake. May use 1 carburetor spacer (2" maximum).
18. MECHANICAL FUEL PUMP, CAM DRIVER OR BELT DRIVER, NO ELECTRIC FUEL PUMPS.
19. No titanium parts allowed.
20. No magnetos.
21. No vacuum pumps.
22. Must weigh a minimum of 2300 lbs anytime.

WEIGHT

1. All tube type cars using the GM Performance Parts #602 engine must weigh 2200 lbs, after feature race, with driver and no fuel added.
2. All tube type cars using the GM Performance Parts #604 engine must weigh 2300 lbs, after feature race, with driver and no fuel added.