

2020 LATE MODEL RULES

Track Tire is the Hoosier F45

Stock and Fab clip

ENGINE RULES – STOCK AND FAB CLIP

1. Chevrolet, Ford, or Mopar V-8 engines allowed with a maximum displacement of 360 cubic inches and a maximum compression ratio of 12 to 1
2. Engine block must be OEM, OEM performance, or aftermarket replacement Cast Iron block. Must be exact replacement for OEM block. No large bore or tall deck blocks.

CRANKSHAFT

1. Any steel or cast iron crankshaft allowed.

CONNECTING RODS

1. Any steel connecting rod allowed.
2. No titanium or aluminum rods allowed.

PISTONS

1. Flat top or dish pistons only
2. No part of piston may extend past block deck surface.

CYLINDER HEADS

1. Cast iron cylinder heads only.
2. Standard production heads as well as OEM performance heads will be allowed.
3. The following aftermarket heads are also allowed:
 - A. World Products # 4266 and # 4267
 - B. Dart Iron Eagle 180 Dart Iron Eagle 200 and Dart Iron Eagle 215 heads are allowed.
 - C. World Products 053030 and 053040 and DART 10300010, 10300080, and 13400010 for Fords.
 - D. Engine Quest CH318B and RHS20300 & 20310 for Mopar.
4. All casting and part numbers must remain on cylinder heads.
5. No porting, polishing, or acid etching. 6. No altering of valve angle or location.

7. Cylinder head casting may be machined $\frac{1}{4}$ " from bottom of seat angle. All machining must be concentric to valve guide center.

8.. Any valve size may be used.

INTAKE MANIFOLD

1. Any cast iron or cast aluminum OEM or aftermarket production manifold permitted.

2. No porting, polishing, or acid etching.

3. No epoxy, painting, or coating allowed in plenum or in runners.

4. All identifying casting numbers or markings must remain on manifold.

5. No sheet metal manifolds allowed.

CAMSHAFT AND LIFTERS

1. Flat tappet and roller cams permitted.

2. Flat tappet or roller lifters permitted.

3. Lifter bore size must be stock OEM for block used.

ROCKER ARMS

1. Roller rockers arms allowed.

2. No shaft type roller rocker arms (except Mopar engines)

OILING SYSTEM

1. Dry sump system will be allowed on fab clip cars only, but will require a fifty pound weight penalty.

2. Wet sump system must be used on stock clip cars and may be used on fab clip cars. External oil pump may be used on Ford engines to replace stock front mounted oil pump but all oil must be stored in oil pan.

Oil pan must be a minimum of 6.5" deep at sump.

IGNITION SYSTEM

1. Mechanically driven capacitive discharge or magneto type ignition is allowed.

2. No crank trigger, cam trigger, or flywheel trigger systems permitted.

3. No programmable ignition boxes allowed.

CARBURETORS

1. Carburetor must be a Holley (2) barrel, 500 C.F.M. model number (4412) for gas or 4 barrel 650 CFM(4150) mounted on 1-inch adapter plate can be used on all motors (Box Stock)

2. Any modifications allowed, but must maintain base plate bore size of 1 $\frac{11}{16}$ " on stock clip cars.

3. The following are the only allowed alterations on any fab clip cars:

A. BODY OF CARBURETOR

No polishing, grinding, or drilling of holes permitted.

B. CHOKE

Choke assembly may be removed.

Choke horn must remain.

C. BOOSTERS

Boosters must not be changed, but may be aligned.

Size and shape of boosters must not be altered.

Booster height must remain standard.

D. VENTURI

Venturi area must not be altered in any manner

Casting ring must not be removed.

E. THROTTLE PLATES AND SHAFTS

Stock throttle plates only, must not be thinned or tapered.

Idle holes may be drilled in throttle plates.

Throttle shafts must not be thinned or cut in any way.

Screw ends may be cut even with shafts.

F. METERING BLOCKS

Metering blocks may be altered.

Power valve and jets may be changed.

Float may be altered.

CARBURETOR SPACER

1. Any one inch solid spacer is permitted.

2. Only two paper gaskets (1 per side) of a maximum thickness of .065" is permitted..

CRATE ENGINES

1. The following crate engines are allowed:

A. Chevrolet/GM: PN. 88958603 and PN. 88958604.

B. Ford: PN. M-6007-D347

C. Mopar: PN: P5007958

2. Crate engines must not be altered in any way. Crate engines must use Holley carburetor model 4150 650 CFM 4-barrel, or 500 CFM 2 barrel, stock. Seals may be removed and replaced with standard bolts for disassembly and inspection purposes. Crate engines will be inspected based on OEM parts lists, no substitution will be permitted.

3. Former Evergreen Raceway Pro Stock and Riverhead Charger cars are allowed to run a Holley carburetor Model 4150 650 cfm carburetor.

ENGINE SET BACK

1. Forward most spark plug must be no further back than 3.5 inches from upper ball joint on Chevrolets, and 5.5 inches on Fords and Mopars.

HEADERS

1. Any header system is allowed.

CLUTCH – PRESSURE PLATE

1. Single disk clutch and pressure plate or small diameter multi-disk type racing clutch allowed.

EXHAUST

1. All cars must have mufflers.

WHEELS

1. No aluminum wheels - steel only. Maximum width 10".

2. Bleeders Allowed

TRANSMISSION AND REAR

1. Production type manual or automatic transmissions allowed.

2. Blow-proof bell housing required on manual transmissions without multi disc clutch.

3. Stock torque converter must be used.

4. Safety blanket required for automatic transmissions.

5. Quick change rears allowed. No titanium axles, magnetic steel only.

6. Driveshafts must be Steel or Aluminum only.

FRAME AND SUSPENSION- FAB CLIP

1. Frame rails must be no less than 2" X 3" tubing .120 wall thickness.

2. No canister shocks
3. Minimum 102" wheelbase.
4. Maximum 82" track width outside to outside tire at "0" toe/hub center height.
5. Only one weight-jacking device per wheel. Must be external.
6. Front spindles must be linked to the frame using steel cables or other approved tether.

FRAME AND SUSPENSION- STOCK CLIP

1. Any stock clip that has been altered or modified in excess of the limits set forth in this rulebook will be considered, for all intents and purposes, a "Fab clip" and the entire race car shall be subject to the rules and limitations of a "Fab clip Late Model".
2. Stock clip must remain from front of steering box to firewall. Cross member may not be altered in any way except for minimum fuel pump and oil pan cut out allowances.
3. Lower "A" frame must remain stock for year, make and model of clip used. Stock mounts must be used.
4. Frame side rails may be fabricated, minimum .120 wall steel and 12" maximum offset.
5. Minimum 102" wheelbase.
6. Maximum 82" track width outside to outside tire at "0" toe/hub center height.
7. Only one weight-jacking device per wheel. Must be external.
8. Front spindles must be linked to the frame using steel cables or other approved tether.

WEIGHTS AND PERCENTAGES

Cars will have weights measured prior to the feature. All cars have access to the scales at any time throughout the racing event however they must have the official weights and measurements done prior to the feature. There will be a one pass per night forgiveness. If you go for your official pre-race inspection and your frame heights are too low or your weight is off, you will be given one chance to make changes to the car and come back around. Any additional attempts that are needed will result in forfeiture of your starting position and you will be moved to the back of the field. Cars can be pushed on the scale by 2 crew members however; no manipulation of the car once on the scales is permitted.

1. All cars must be 2800 pounds, 58% left side, no rear weight percentage, with driver. No allowance for fuel. Dry sump cars must weigh an additional 50 pounds.

BODIES

1. Any aftermarket sheet metal or fiberglass body allowed.
2. Body must resemble any American made car from 1990 to present.
3. All tires must be within the body.
- 4.. The carburetor air cleaner must be under the hood or hood scoop. Air boxes allowed.

5. Drivers' side and passenger side window opening must be completely open.
6. Rear deck lid must be hinged.
7. Hoods must remain stock appearing.
8. Hood scoops are permitted, providing they are no more than 4" above hood.
9. No exposed air cleaners.
10. No wings or louvers are allowed on roof, hood, or rear decks.

SPOILER

1. Rear spoilers are allowed but must not be higher than 6.5" for lexan, or 5" for non-lexan.
2. The rear spoiler must not exceed 61" in linear measurement with no lips or air dams.
3. All lexan spoilers must be clear, with no lettering or stickers of any kind.

WINDSHIELD-REAR WINDOW

1. All cars must have a full front lexan windshield.
2. Must have 3 straps in the inside of the front windshield.
3. Quarter panel windows are permitted.
4. Rear windows are allowed.

GROUND CLEARANCE

1. There is no minimum frame height requirement.

RUB RAILS

1. All rub rails must be inside the body.
2. External lexan body protectors allowed.

NOSE – REAR TAIL SECTIONS

1. All cars must have full stock appearing nose and rear rail sections.
2. One exposed bar, both front and rear, mounted between the frame rails and above the bumper, may be used for towing purposes. The bar may not extend past the outermost edge of the bumper cover and may not extend vertically any higher than necessary to facilitate hooking the car for towing purposes.
3. All cars must have (2) tow hooks in front of car, and (2) tow hooks in rear of car for towing purposes. Hooks must be fabricated from solid steel or chain, and be accessible without requiring hood or deck removal. Cables will no longer be allowed. All cars must either have tow hooks, or a front and rear bar (see Nose - Rear tail section rule #2), to be eligible for competition.

HEIGHT OF CAR

1. Stock clip cars must have a minimum roof height of 43" measured 12" back from front window opening, with driver in car.
2. Fab clip cars must have a minimum roof height of 45" measured 12" back from front window opening, with driver in car.
3. Rear of car must maintain a maximum of no more than 42" to the top of rear spoiler.

INTERIOR SHEET METAL

1. Must be 20-gauge steel.

FUEL CELL

1. Racing gasoline only, will be available at racetrack
2. No alcohol allowed. Maximum Ethanol percentage is 15%.
3. Fuel cell must be mounted between frame rails, behind rear end.
4. Minimum of 1inch X 1-inch "X" brace under bottom of fuel cell mount.
5. Fuel cell must be protected between rear bumper and rear of fuel cell by minimum of 1 ½" .095 round tubing or equivalent upon approval of tech inspector.
6. Approved fuel cell with an inner bladder and foam mandatory. Maximum 22 gallon. Ground clearance to bottom of fuel cell minimum 7".

ROLL BARS

1. Roll cage must be constructed of no less than 1 ½" OD X .120 wall steel tubing or 1 ¾" OD X .095 wall steel tubing.
2. All main areas of the roll cage must have gussets.
3. Cage must be a minimum of 3" above drivers' head.
4. No square tubing, channel or angle iron will be permitted in the construction of the roll cage.
5. Roll cage must have two hoops, one at the front of the drivers' compartment, and one behind the drivers' compartment.
6. Hoops must be connected by one bar at each side of the top, four bars on the left side, and three bars on the right side. Left door bars must be curved out into the door.
7. Threaded pipe, pipe couplers, lap welded pipe, magnesium, or aluminum will not be permitted.
8. Roll bars in the drivers' area must be padded.

GENERAL

1. Mirrors allowed.
2. Driver must monitor one-way scanner and obey and respond to Race Director's instructions. Scanner must be on board race car and operational at all times. Radios will be allowed, but rules of

operation will be strictly enforced. Any violation of rules will result in loss of radio privileges for remainder of year. Rules concerning radio operation will be posted in the procedural section of rulebook.

If radios are being used, the frequency must be given to Evergreen Raceway to monitor communications. Failure to do so will revoke radio privileges for drivers failing to do so until the frequency is given. Wide spread failure to do so along with officials observing radio driving or poor radio/driver edict will result in removal of the privilege to use radios throughout the entire class at the discretion of the Race Director.