# 2025 Pro Late Model Specifications & Guidelines

**A. Eligible Cars and Bodies Guidelines**

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. A-B-C Gen 1 & Gen 2 Body Rules apply unless otherwise specified herein. All parts must remain as produced unless otherwise specified.
2. The Five Star Next Gen body has been approved for competition with the 64.5 spoiler. **The AR Revolution body has been approved for competition except at Berlin Raceway.**
3. No panels allowed extending the top edge of doors.
4. No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 ½" and the maximum width of frame is 53 ½".
5. A skid plate will be allowed below the oil pan with a minimum of 50% open surface area. Must maintain minimum frame height and not contact the oil pan.
6. All holes in body and interior not being used must be covered and remain so during the race.
7. 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch straight-line deflection outward. Must be smooth with no bead rolls or breaks.
8. Front nose valance may only be a single layer with a maximum thickness of 3/16" and maximum height of 3". Valance cannot cover any portion of the grill screen.
9. Polycarbonate rub rails may only be used.
10. At all times, for Gen 1 ABC bodies, the ABC "A" measurement must maintain a minimum height of 11.5 inches. The minimum height allowed for the nose, measured from the bottom, leading edge at the center of the nose, up to the hood seam is 20". **AR Revolution bodies, the "A" measurement must maintain a minimum height of 12.5 inches. The minimum height allowed for the nose, measured from the bottom, leading edge at the center of the nose, up to the hood seam is 21".**
11. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen **or similar** may be used for the radiator opening in the nose.
12. No types of underbody air deflectors are allowed.
13. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.
14. The duct work between the nose and the radiator may be no wider than the radiator with a maximum width of 29". Duct work may not be constructed out of carbon fiber.
15. Only one naca-duct in either the left or right quarter window for helmet blower only.
16. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). The only exception will be the upper (3") of the radiator grill opening and brake ducts in the nose.
17. Window tint of any kind will not be allowed on windows or spoiler.
18. Interiors must be steel or aluminum only.
19. Minimum Base Weight: *2800* lbs. 58.0% Max. left side weight at all times (without refueling). For post-race total weight rules, if requested by officials, teams may be required to refuel, or officials may utilize "1 lb. per lap" burn-off.
20. Minimum nose, body and frame height is 4" with a maximum of 8" while in tech for the purposes of tech inspection.
21. A full width opening deck lid, as outlined in the ABC rulebook, is required.

**B. Engines**

1. **Basic Engine Guidelines For All Engines**

1. Engine set back measured from the center of #1 spark plug hole to the center of the top ball joint with in ¼" tolerance is 4 inches.
2. Engines may not be offset more than one inch (1") from centerline of frame rails.
3. Front center of the crankshaft must have at least ten inches (10") of ground clearance.
4. Standard steel blocks only. No Carbon Compacted blocks of any type.
5. A maximum 16-inch (O.D.) by 4-inch-tall air filter and housing must be used.
6. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
7. No intake manifolds can be painted or coated.
8. Original builder numbers/MS numbers must be retained on all engines.

2. **Engine Options**

1. Unaltered GM # 88958604 / 88869604 with factory seals will only receive a **75 lb. (except Berlin will be 50lb.)** weight break. **Can replace oil pan with Champ oil pan # CP106LTRB. Oil pan must be sealed by a certified S.E.A.L. or UARA builder.**
2. GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms (1.65 max), Comp Cam valve springs #941-16 (inner spring removed), Champ oil pan # CP106LTRB and Balancer. SCAT Pro Stock connecting rods # 2-ICR5700P (Minimum weight of 580 grams) and Mahle "drop in" pistons #930127800 (Maximum oversized of .020") are approved replacement parts. This package with seals from an approved S.E.A.L. or **UARA** rebuilder will receive a **25 lb.** weight break.
3. Ford # M06007-D347-SR with 1.65 rockers. The following updates are approved for competition. The factory supplied Jesel KSS-566565 1.65 rocker arms are approved replacements for the Crower 72813 and 72813X1 rocker arms. The Brodix Head Kit CKST 5.0 Pro are approved replacements cylinder heads. Brodix Head Kit CKST 5.0 Pro must use Scorpion 3067 Rocker Arms with a 1.65 ratio.
4. McGunegill Ford # 425LM with 1.5 rockers.
5. Crate engines may be refreshed but must retain all manufacturers' specifications unless specified. No reground cams. **When repair is needed on GM engines, the plastic timing cover can be replaced with steel covers.**
6. Maximum compression on all engines when measured by the series/track whistler is 10.0 maximum at all times.
7. Re-built engines must have seals from a re-builder on the S.E.A.L. or **UARA** approved list or carry a 100 lb. penalty. Seals must remain in place and be unaltered.

3. **Carburetor/Spacer/ Air Cleaner:**

1. Holley 650 HP 4150-80541 (zinc or cast aluminum) four-barrel with no alterations allowed.
2. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
3. Any attempt to pull outside air other than down through venturis is not permitted.
4. A minimum of two return springs is required. Throttle stops recommended.
5. All GM # 88958604 / 88869604 may use a maximum height 1" aluminum open, (4) hole type or tapered spacer only with 1 paper gasket per side not to exceed .065" in thickness. Ford engines are not allowed to use a spacer, only one paper gasket not to exceed .065 in thickness.



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6. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

**C. Minimum Chassis Eligibility Requirements**

1. **Frame**

1. All chassis components must be made of magnetic steel and welded. The chassis must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded and have a minimum overall height of 39". Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.
2. Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing minimum 2" x 3", with a minimum wall thickness of .083" (recommended .120" (recommended .120"). All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 53 ¼", and 50" minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container and must not exceed the length of the frame rail.
3. Front sub-frame rails must be a minimum of 2" x 2" by .065" on the front clip from the front of the A-frame forward.
4. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell. Rear sub-frame rails must be connected by a cross member of the same size tubing at the point of termination.

2. **Roll Bars**

1. At a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness. Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.

3. **Basic Roll Cage**

1. The main roll bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail.
2. The distance from the center of each of the front roll bar legs to the center of the main roll bar must not measure less than 40-1/2". Each of the front roll bar legs must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be constructed from a continuous length of tubing.
3. The halo must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length and remain parallel within 1-inch to the main frame rails with a minimum height of 38". The outside-to-outside width of the halo must be a minimum of 28" front to rear and a minimum of 25" from side to side.
4. The main roll bar diagonal bar must be made from a minimum of round steel DOM tubing 1-1/2" by .090" (.000 tolerance) minimum wall thickness and must form a straight line, with no bends and must begin near the upper left and or right bend of the main roll bar and after intersecting the horizontal shoulder bar, should be supported from that point down to the main sub frame.
5. The dash panel bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 16-1/2" above the main frame rail.
6. The door bars must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness on the left side, must have a minimum of three (3) bars (Design A) or minimum of four (4) bars (Design B) equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top left side door bar minimum height must be a minimum vertical height of 18-7/8 inches from the top of the main frame rails. The left side door bars must be convex in shape and convex outward past the main frame rail. The left side door bars must have a minimum of six (6) vertical supports with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4" by .090" (.000 tolerance) minimum wall thickness magnetic steel seamless round tubing. All door bars must be plated from the top door bar to the frame rails.
   Design A (3 door bars) - minimum 0.090" solid steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.
   Design B (4 door bars) - minimum 0.062" (1/16") steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.
7. Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" (.000 tolerance) with a minimum height of 15", maximum of 20 ½" and one diagonal bar of 1-1/2" x .065".
8. The left side vertical vent window bar must be made from a minimum of round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be welded from the upper surface of the top door bars on the left side to the front roll bar legs.
9. The two rear down support bars must be made from round steel DOM tubing 1-1/2" by .065"(.000 tolerance) minimum wall thickness and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top and connects with the sub frame.

4. **Driver's box and foot box**

1. The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in.
2. The left side of the driver's foot box must be plated with a minimum plate of 9" high by 12" long and a minimum .090" thickness steel plate and welded in place to protect the driver's feet.
3. Behind the driver's seat must be plated with a minimum .090" thickness steel plate, at minimum 10" tall by 12" wide and welded in place.

5. **Fuel and Fuel Cell**

1. Fuel cell must be mounted in a minimum structure of 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance) **attached to the frame with a minimum of 0.375" bolts.**
2. The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
3. If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.
4. The bottom support frame must be constructed using a minimum of two (2) straps, 1 ½" x 0.125" minimum thick magnetic steel or 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance). These supports must be welded to the fuel cell front and rear cross members. The support straps must extend down the front and rear equally spaced and under the fuel cell container.
5. A racing fuel cell is mandatory with a maximum 22-gallon (US) capacity. Fuel cell must be constructed with a steel outer can (22-gage steel strongly recommended) and an internal rubber safety bladder. A reinforcement plate must be installed front of the full cell. These plates may be constructed of 11 gage steel (Strongly recommended) or aluminum (.125" thick). The plates must extend the entire height and width of the fuel cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with a minimum of two (2) bolts on each side. Fuel cell must have a minimum of eight inches (8") clearance. All cars must have a 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. No "U" shaped Fuel Cells or non-standard shaped fuel cells.
6. The front side of cell is to be no closer than 10" to the back of the rear end tube.

6. **Bumpers**

1. Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructures must be constructed of a minimum ¾" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".

7. **Chassis Right Side Body Bars**

1. Chassis right side door bars commonly called the outrigger or the kick-up bar supporting structures must be a minimum 1.250" x .065" OD steel tubing only. All supporting substructures must be constructed of a minimum ¾" x .065" wall round or square steel stock.

**D. Fuel System**

1. Spec fuel will be announced on event entry form. A minimum purchase may be required at each event. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, 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.
2. No electric fuel pumps or forced induction of any kind are permitted.
3. No icing or cooling of fuel system.

**E. Exhaust**

1. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door *and cannot go past door seam.* Maximum ½" gap around the exhaust pipe. Maximum dimension of 13" x 8" with no more than a ¼" flare along the trailing edge. Pipe must not protrude through the door.
2. Cars may be required to run a muffler. It will be on the entry form if required.

**F. Ignition**

1. Battery powered ignition required. Vehicle MUST start under own power.
2. Max.16-volt battery. Must be securely mounted outside the driver's compartment. Car must be able to start with a 12-volt battery. No Mags.
3. The Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver…and…all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
4. Approved ignition boxes used only as produced on original plate. Mounted on the right side of the car with dials pointed out the passenger window.
    1. Crane Fast Ignition part #6000-6701
    2. JMS-Daytona Sensors Part #6000-6701K
    3. **MSD part #6427 6CT (Subject to trade out or run series box)**

    The mag positive and negative shall be a maximum length of 62 inches. Officials reserve the right to exchange boxes at any time.
5. Mandatory 6300-RPM for all Ford options and 6500-RPM for both Chevy options. *RPM limits may be changed in future. This set up may be swapped out by officials at any time.
6. 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/owner may receive a lifetime ban.

**G. Suspension**

1. No fifth (5th) coil 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 in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end.
2. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
3. Minimum wheelbase of 101" with maximum of 105". The difference from left to right may not exceed ½ inch.
4. 66-inch maximum tread width for all cars.
5. No in car driver adjustments other than one adjuster for brakes.
6. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
7. One shock per wheel. Shocks must be only mechanical in nature and no part of the suspension or shocks may utilize electricity. No inerter-style dampers, aka "J damper" shocks allowed.
8. Maximum one coil spring and one bump spring associated with each wheel.
9. No hollowed-out or gun drilled bolts of any kind allowed on suspension components.

**H. Wheels and Tires**

1. Wheel max width is 10". Wheels, lug nuts and studs must be steel.
2. Bleeders are not allowed.
3. Series or Track spec tire unless entry says differently.
4. Cars must start the last chance race on the same tires on which they qualified. Cars that run the last chance race will be allowed to start the feature on those tires or can purchase a new set.
5. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, fines, loss of points and money.
6. Air may be blown or forced onto the tire or bead.

**I. Transmission, Driveshaft, Rear End**

1. Full standard type transmission will only be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted.
2. Winters Aluminum Raptor Part # 60200 or Magnus / Integrity Transmissions "Muncie Style" 2 Speed part #13100 transmissions will receive a 25-pound weight break. Both transmissions will only be allowed low gear ratio options between 1.35 to 1.73 (no modifications, lightning or polishing allowed).
3. A minimum of one reverse and two forward gears will be required.
4. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs. penalty.
5. No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5." No "slipper" or "centrifugal" clutches allowed.
6. Driveshaft must be painted white and equipped with a minimum of two (2) safety straps. Drive shafts must be made of Aluminum or Steel only, no other materials permitted (i.e., carbon fiber, etc.).
7. Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only.
8. Cars must utilize a working locked rear end (i.e., a spool or similar). No part of the spool may move or twist. Minimum 8" ring gear.
9. **Maximum rear camber is + or – 1.5 degrees.**

**J. Brakes**

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber or titanium rotors. Only steel rotors are allowed.
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
4. Two front brake fans/hoses per side with a maximum diameter of 3" hose are permitted to brake or tire.
5. Rear brake cooling: One 3" fan with a screen will be allowed per side, attached directly to each axle tube and a 3" diameter hose, maximum of 12 inches long from the blower to the brakes or the tire. Nothing may be attached to the end of the hose, no naca duct, or any other attachments. Just the blower and the hose.

**K. Additional Rules**

1. Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified.
2. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
3. No digital dashes allowed.
4. Cellphones, smart watches, or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.
5. Scoring transponders must be placed on the right rear frame rail 160" from the leading edge of the nose.
6. No cool down units, pumps, exotic fans allowed.
7. All cars must go through technical inspection prior to the car taking to the track for practice. Cars will be weighed with the driver and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Issues discovered in pre-practice tech that are not fixed to satisfaction by pre-qualifying tech will result in the slowest of the two qualifying laps be used for qualifying time.

**L. Safety**

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the designated spotters stand. Spotter must have standalone radio or scanner to monitor race control.
2. SFI approved seat belts with a minimum of double shoulder harness and crotch strap will be required.
3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be 2015 Snell standard or better and have a sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets).Helmet skirts are highly recommended.
5. Professionally manufactured aluminum racing seats and the Kenny's Components JL1 seats if bolted in 6 locations with a minimum of 3/8 bolts are approved. An SFI 39.2 rating is highly recommended for all seats. All other carbon fiber seats must have prior approval and may be required to have a minimum SFI rating of 39.2.
6. Approved clean, full driving suit, gloves and shoes for fire protection are mandatory. Fireproof underwear and head sock are highly recommended.
7. Driver's window must be a **rib-type construction made from 1" x 1" wide material with 1" x 1" square openings** and equipped with a safety net with a quick release latch. **Safety net must not be flush with the body or connect to the body at any point.** Safety net must have a minimum SFI rating of 27.1. The minimum net size must be 17" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All weights must be securely fastened. No Tungsten or similar weight allowed.
10. Lead Inspection will be part of pre- and post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive one warning annually during pre-race tech only. Future pre-race and any post-race issues the team will receive a $500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a $500.00 fine to the team.
11. All competing teams must possess a minimum 10 lb. working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
12. Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of the driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
13. **Metallic numbers must have at least a 1-inch solid color outline** and numbers must be a minimum of 21" in height, with the body of each character a minimum of 3" in width and must be professionally placed on each door. **Duplicate numbers are required to add 3" letters at an event, must be added!** A number will be required on top, readable from the infield. Bottom of number towards driver's side.
14. **The driver's last name is to be displayed on both sides along or just above the rocker panel below the car number in 4" readable letters.**
15. No part of any cooling/oiling system may be located in driver's compartment.
16. An automatic working fire suppression system (Strongly recommended) or driver accessible fire extinguisher is required.
17. All cars must have an OBERG, or SRI fuel shut off placed in close proximity to the point where the fuel exits the cell.
18. Batteries must be securely fastened and mounted outside of the driver's compartment or in a box with a cover.

**M. OFFICIAL DECISIONS**

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding.
2. Any disagreement over technical questions or operations will be resolved by series officials. When the decision is made, the decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted, or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.