



LATE MODEL SHOWDOWN RULES:

Competition Rules and Specifications (These rules are specific for the Friday, February 2nd, "Late Model Showdown")

NOTE: These rules are not necessarily the Kern County Raceway Late Model rules for 2018.

1) Body

- A) ABC Body Rules - version 9.0 will be used.
- B) A 6.5" x 60" spoiler with top 4" clear must be used.
- C) No under car panning outside frame rails and no further than (a) post and (b) post.
- D) Brake cooling air must come thru the nose of racecar.

2) Engines

- A) Engine must be centered in the front clip.
- B) Any air filter may be used. No cold air box to cowl allowed.
- C) Any 1" metal carburetor spacer may be used with 4 squared cut holes.
- D) Any muffler allowed that meets the 90-decibel at 100 foot.
- E) Engine setback 1.5" furthest forward spark plug on driver's side behind upper ball joint.
- F) Maximum 12-volt systems.
- G) Base weight: 2,900 lbs.

Option (1) 25lbs. weight break: GM 604 Crate Engine (Sealed from factory) w/ gauge legal Holley 650 cfm (80541-1)

- A) GM "604" crate engine must be run as delivered from GM with all applicable GM factory seal bolts intact. No altering or rebuilding allowed. Must have correct GM harmonic balancer.
- B) Rocker arms, valve springs, retainers and keepers must all be as delivered from factory.
- C) Stock OEM type HEI distributor only.
- D) Any 1.625" Header allowed. No Tri Y. Catalog Part Number required.
- E) 6.5-inch pan permitted.

Option (2) Yellow book specifications, w/ gauge legal Holley 650 cfm (80541-1).

- A) Any 1.625" Header allowed. No Tri Y. Catalog Part Number required.
- B) Must have correct GM harmonic balancer.
- C) Stock OEM type HEI distributor only.
- D) 6.5-inch pan permitted.

Option (3) 20 lbs. penalty: Any rebuilt GM 604 Crate Engine 360ci, 10.0:1 compression, w/ gauge legal Holley 650 cfm (80541-1)

- A) Must use the correct 604 block, casting # 10105123, May be bored .030 over (4.030 max) and deck surfaced.
- B) Must use correct 604 powdered metal 595 gram 5.7 rods, part # 10108688. May be resized and balanced for rebuild but may not be lightened in any way. **Scat 2-ICR5700 or 2-IRC5700R**, or an approved part number.
- C) May use replacement flat top 4 valve relief pistons and magnetic steel pins of similar weight and design as stock.
- D) Maximum compression ratio not to exceed 10.0:1.

- E) Any rings, bearings and gaskets may be used.
- F) Any after-market stock replacement type timing chain and sprockets may be used. Timing gears with adjustable cam timing keyways or slugs are allowed.
- G) Any aftermarket harmonic balancer may be used.
- H) Any aftermarket stock replacement wet sump, high volume type oil pump is allowed. Any aftermarket steel wet sump oil pan is allowed.
- I) Only GM 604 aluminum Vortec cylinder heads, part #'s 12464298 or 19300955 may be used. May be resurfaced but no other port work, smoothing or enlarging of intake and exhaust ports or valve pockets.
- J) May use aftermarket replacement valves. Must be max 2.00/1.55 steel or stainless steel valves with 11/32 stems. No performance enhancing valves such as back cut, swirl polished or titanium valves. May use any valve springs, retainers and keepers.
- K) May use ANY hydraulic roller lifters and camshaft. No solid roller cam or lifters.
- L) May use 1.5 or 1.6 (max) ratio roller rockers. No shaft mounted rockers.
- M) Must use GM 604 part # 12496822 aluminum intake. Must be as cast. No modifications, porting, grinding or smoothing of runners or reworking of plenum floor allowed.
- N) Any HEI or aftermarket distributor may be used. No magnetos or crank fired or optical ignitions allowed.
- O) Any 1.625" Header allowed. No Tri Y. Catalog Part Number required.
- P) Data sheet from builder must be provided if requested.

Option (4) - 30 lbs. penalty: steel block, wet sump, 11.5:1 max. compression, max. 361 ci, 2 bbl Holley 4412, with Irwindale Brodix head or Vegas spec Vortec head, or CT 525 engine with 20lbs. on both sides of block 2 bbl carb Holley 4412, 6600 chip.

These packages require a KCRP approved restrictor plate. Mandatory 4:11 gear.

NOTE: **Option (4) engine** may only be used in the **Package (B) chassis**.

3) Chassis and Weights

Main roll cage must be 1.75" x .090 to NASCAR Late Model, Tour and Super Late Model standards.

Base weight: 2,900 lbs.

Package (A) - Perimeter chassis similar to drawing in NASCAR Whelen rule book, magnetic steel steering box, center link, pitman arm and idler arm and OEM type stamped equal length lower a-arms, minimum 5.25" diameter conventional front springs, minimum 5" diameter rear springs, with approved Camaro reproduction tubular front clip allowed; Howe, Port City, Racecar Factory or Victory Circle. 57% left side and 67" tread width.

Package (A) with a 604 engine – maximum weight with penalties: 2940lbs.

Package (B) – Tour Style/SLM Perimeter chassis with rack and pinion, coil overs, tour sway bar and after market lower a-arms, multi piston brakes – **15 lbs. penalty** at 57% left side and 67" tread width. Current Tour Car /Super Late Model rules apply to chassis.

Package (B) with a 604 engine – maximum weight with penalties: 2950lbs.

Package (C) – Straight Frame Rail chassis with rack and pinion, coil overs, tour sway bar and after market lower a-arms, multi piston brakes – **30 lbs. penalty** at 57% left side and 66" tread width. Straight rail chassis will be required to bolt 30 lbs. on the outside of the right frame rail between the 2 main cage uprights. Current Tour Car / Super Late Model rules apply to chassis.

Package (C) with 604 engine – maximum weight with penalties: 2970lbs.

Package (D) - Stock front clip or leaf spring rear suspension, perimeter chassis – 58% left side and 67" tread width. **25 lbs. weight break**.

Maximum weight with penalties with engines other than the 604, 2980lbs.

THE FOLLOWING APPLIES TO ALL CARS:

4) Shock Absorbers

- A) Steel non-adjustable, non-nitrogen charged shocks.
- B) Gas charged and/or adjustable shocks add 40lbs.
- C) No external reservoir type shocks allowed.
- D) No shock covers.

5) 20 lbs. Weight Break with NO BUMP STOPS (If you choose not to bump, you must meet the following to receive weight break)

- A) No bump stops of any kind internally or externally of the shock.
- B) NO SUSPENSION TRAVEL LIMITING DEVICES ALLOWED (Examples include, but are not limited to: bump stops, bump springs, coil binding, chains, straps, bolts, shock mounting locations, suspension binding, short shock shafts, spring pre-loaders, etc).
- C) Cars may be inspected using one and one half inch (1 1/2") ramps and nose of body or cross member travel sufficiently pushed down by three crewmembers or may be considered illegal. *Bumper must be mounted SOLID. No hinges or slides – must comply with nose height rule at all times.*
- D) No adjustable shock mounts permitted.
- E) When the rear of the car is jacked up the rear suspension must drop 1.5".

6) Rear End and Suspension

- A) Mandatory Rear gear 4:11.
- B) Three link suspension must use one piece trailing arms, top link tubes and panhard bar. No dampening on trailing arms, top link and panhard bar.
- C) Magnetic steel rod ends only.
- D) Ford 9" floater or quick change allowed. No truck arm chassis.
- E) No birdcage or pivoting trailing arm mounts on rear end housing. No fifth (5th) coil, torque arm or lift bar suspensions will be permitted.
- F) Magnetic steel third member, bearing retainer and yoke.

7) Other Suspension

- A) Any magnetic steel spindle with aftermarket hubs may be used.
- B) Tapered roller wheel bearings only.
- C) Wide five hubs add 25 lbs.
- D) One shock/spring per wheel. One (1) conventional (single coil) spring rubber per spring allowed.
- E) Hydraulic Spring Perches are not permitted.
- F) No spring or shock covers allowed.
- G) No progressive springs allowed.
- H) Only the springs may hold the car up during ride height tech inspection. Nothing may be positioned on the shock shaft which holds the car up during tech inspection. A portion of the shock shaft must be visible during pre-qualifying and pre-race tech inspection.

8) Brakes

- A) Round Vented brake magnetic rotors must be a minimum of 11.75" x .750".
- B) Must have four working brakes. No brake recirculators.

9) Transmission

- A) Transmission must have two forward gears and working reverse.
- B) Any aftermarket 2 speed transmission allowed. No magnesium cases allowed.
- C) Minimum weight of transmission is 50lbs. without shifter.
- D) OEM 3 or 4 speed Transmission - Saginaw, Muncie or T-10 with helicut gears allowed.
- E) Magnetic steel driveshaft minimum 2.5" diameter with steel yokes.
- F) High gear must be 1.00:1. Third gear minimum ratio 1.18:1. Must run in high gear and must not circumvent gear rule at anytime.

10) Clutch

- A) 7.25" Clutch minimum 2 disc. 5.5" Clutch add 10lbs.
- B) All clutch parts must be metal - No carbon fiber.

11) Fuel

- A) ~~SUNOCO Purple Standard 110 is the Spec Fuel. SUNOCO 100 will be allowed on a trial basis. Fuels must be pure 110 or 100 and be declared before race.~~
- B) Fuel cell must be in a minimum of 22 gauge steel can.
- C) Fuel cell cage must be 1"x1"x.065 square tube- two lengthwise and two widthwise.
- D) No fuel additives or mixing of fuel.

12) Tires

- A) All Hoosier (970) race tires are to be purchased and scanned at Kern County Raceway, and must be officially scanned and recorded to a specific car.
- B) Must qualify and race on same four tires.
- C) No chemicals or cleaners of any kind may be applied to the tire.

MORE

- A) Minimum 4" ride height. Without driver.
- B) 15" x 8" steel wheels. No bleeders.
- C) Two-way radio and a spotter must be used anytime your car is on-track. It is required the spotter scans race control during the event.
- D) Transponder must be mounted on right side of rear clip 24 inches behind the centerline of the rear axle to the centerline of the transponder. In place at all times.
- E) Refer to NASCAR Whelen All-American current rulebook, section 6, in its entirety covering protective clothing, fire control, helmets, head and restraints, seat belts, and seats.
- F) Added weight must be block form and painted white with car number on it.
- G) Added weight must be secured with minimum 1/2" grade 8 bolt and lock nut. Weight may not be added behind the rear axle.
- H) All wiring must be approved, if any 'traction control' device is found, the driver and owner will be disqualified for that event, all points for the year will be taken away and the car will be confiscated until a fine is paid.

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