



2024 SPEARS PRO LATE MODEL SERIES RULES

*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Series rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

*Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Officials reserve the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Officials is final.

1. **WEIGHTS:** (weights include driver, race ready with fuel on board)
 - A. Minimum Straight rail chassis weight is 2875lbs with a GM 602 engine.
 - B. Perimeter chassis receives 50 lbs. weight break. Camaro big spring chassis receive 50 lbs. weight break. (If a car is both, it will receive a max 50lbs. break). (See #10 for Perimeter requirements)
 - C. 60% maximum left side weight for cars with a GM602 at all times (without refueling).
 - D. Method of determining post-race total weight will be at the discretion of Officials. Officials may either utilize "1 lb. per lap" burn-off or allow teams to refuel for post-race total weight rules.
 - E. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. *Lead Inspection will be part of post-race tech and if a piece of lead is not properly painted white with car number in red or black marked on all sides the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25 per pound fine to the Driver.* No Tungsten or similar weight allowed!
 - F. Added weight must not be used as panning or aero advantage.
 - G. Added weight located ahead of the front spindles or behind the centerline of the rear axle must be bolted securely to main frame rails and cannot be used as panning or aero advantage.
 - H. No titanium, Inconel, exotic materials, parts, or components allowed anywhere on racecar or the engine unless specified in the rules.
2. **ENGINE:**
 - A. **Tracks 3/8 mile or larger, only an unaltered GM 602 Crate Engines permitted**, no alterations from factory and GM sealed with new style seals. (You may run after market valve springs, but they must be the same spring pressures as OEM).
 - B. **Tracks under 3/8 mile the following engines will also be permitted:**
 1. All other iron block wet sump engine combinations/any 4bbl 3075 lbs. 58.0% left 7200 rpm at Roseville 6800
 2. Dry sump iron block engines 76" maximum track width 3075 lbs. 58.0% left 7200 rpm at Roseville 6800
 3. CT525 GM approved sealed crate engine/any 4bbl 3075 lbs. 58.0% left 6800 rpm (CT525 ignition controller must straight line timing curve)
The CT525 is the only aluminum block allowed. Cars running the CT525 will be required to bolt 20 pounds to each R & L front frame rail (40 pounds total) at the kick up just behind the front cross member.
Perimeter chassis receives 50 pounds weight break. Camaro big spring chassis receive 50 pounds weight break. (If a car is both, it will receive a maximum 50 pounds break). (See #10 for Perimeter requirements)
 - C. Maximum engine setback is 6" for the 602 crate engines and for all other engines the maximum engine setback is 2". Measured from the center of the number one spark plug hole to the center of the upper ball joint.
 - D. Any single 4bbl carburetor will be permitted with a maximum of 1-inch spacer.
 - E. Cars must run a maximum 6,200 RPM chip from the series, or you may use the (**highly recommended & will be mandatory in 2025**) FAST/Crane Ignition System part # 6000-6701 or 'JMS - Daytona Sensors' part # 6000-6701K. Mounted on the right side of car dials point out the passenger side.
 - F. Only one ignition box allowed and must be mounted as far to the right side of the car as possible with the chip or RPM dial facing the right side. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.
 - G. The Nelson Specialties/SPEARS SRL Southwest Tour Series or Quick Car part number #50-2053 spec wiring harness is highly recommended **& will be mandatory in 2025**.
 - H. The spec wiring harness shall not be altered or changed in any way.
 - I. **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 and owner will receive a lifetime ban from all events.
 - J. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
 - K. Digital dashes will not be permitted but digital gauges are permitted.
 - L. Cellphones, smart watches, or Bluetooth devices will not be allowed in racecar at any time during tech, practice, qualifying or race, the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense.
3. **BODY AND CHASSIS:**
 - A. No air obstruction/deflection devices in grill area, duct work, through radiator or tape of any kind will be allowed anywhere on the outside of the car. The only tape exception will be the upper half of the factory body manufacturer grill screen or with official approval after an on-track crash that results in the need for tape.
 - B. Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body (no mixing of brands) and must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than standard ABC opening (2.5" x 20") at the base of the windshield, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location. Maximum nose width is 79.5". Maximum front overhang is 46.5". Maximum quarter panel height is 34.5" and 34 7/8" center. Maximum rear overhang is 47". Any body that appears to be chopped up will be subject to templates.
 - C. No under body air deflectors, panning or wings of any kind. Roof rails and passenger windows will not be permitted. 12-inch vent windows with a maximum of 1" deflection will be required and must go 90 degrees from the top of the door up to the A-post.
 - D. No fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal.
 - E. Ride height rule; all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales, if your car drags on the scales, you will not pass tech and will be forced to return to your pit area for corrections.
 - F. 6 1/2" x 60" rear spoiler only, must be centered on the rear bumper cover with no offset in any direction with a 1/2" gap in the center. Maximum of (6) six rod style spoiler supports permitted on the rear of the spoiler only. It is mandatory that the upper 2/3's of the spoiler be made of "clear" Lexan.

- G. If exhaust exits through the door, must be configured to series standards. Must meet DBA limits for series and track. When competing at Roseville's All-American Speedway we must follow their 'Exhaust system and noise requirements' – No side exit exhaust and max 90 DBA.
 - H. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may be no wider than the frame rails and may not be carbon fiber.
 - I. Only one naca-duct in left or right quarter window for helmet blower only will be permitted. No reverse naca-ducts.
 - J. Interiors must be steel or aluminum only.
 - K. No Carbon Fiber; radiator ductwork, rotors, drivelines, driveshafts, chassis supports or clutches.
 - L. One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, and its location, acceptable to the SRL officials, will be permitted. Electronic or remote-controlled devices will not be permitted.
 - M. No fans or cool down units that fasten to wheels will be permitted.
 - N. Window tint of any kind will not be allowed on windows or spoilers.
 - O. No hollowed-out bolts of any kind on suspension components.
- 4. SUSPENSION AND SHOCKS:**
- A. Minimum wheelbase is 101" and difference from left to right may not exceed 1/2 inch.
 - B. Any steel shock, all external parts must be steel (Aluminum rod end on the shaft end ok, and an aluminum threaded body cap ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock. Aluminum shocks with no remote adjusters or reservoirs of any kind may be used with a 25-pound penalty.
 - C. Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover and minimum 8" ring gear or a complete all steel 9-inch Ford are the only type of rear-ends allowed.
 - D. REAR SUSPENSION – No fifth (5th) coil, torque arm 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 and chassis in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end or move. Truck arm cars must have a race-to-race approval.
 - E. No independent rear suspension.
 - F. No carbon fiber drive shafts allowed. Two driveshaft hoops are required.
- 5. FUEL AND FUEL CELL:**
- A. **Spec fuel is Sunoco 110 or Sunoco E-85R (25-pound penalty) race fuel only.** 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. A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from Sunoco 110 or Sunoco E-85R will be illegal. No icing or cooling of fuel system.
 - B. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum and a minimum height of 8" with the car on 4" blocks.
 - C. No "U" Shaped fuel cells will be permitted.
 - D. All cars must have an OBERG or SRI fuel shut off at the point the fuel exits the cell and after fuel filter.
- 6. TIRES AND WHEELS:**
- A. Maximum track width of 65 1/2 inches measured with Referee.
 - B. Series tire on 8" steel wheels only with steel studs and steel lug nuts. No bleeders permitted.
 - C. Tires may not be cut, soaked, or altered in any way (minimum of \$1,000 fine). Any team wishing to run used tires must submit the tires for inspection and scanning prior to qualifying.
 - D. Competitors must start the race on the tires they qualified with.
- 7. SAFETY:**
- A. Approved SFI or FIA seat belts and double shoulder harness and a crotch strap is required, no older than five years.
 - B. A full-face helmet required with a 2010 (recommended 2015) Snell sticker.
 - C. SFI or FIA rated full driving suit and gloves for fire protection mandatory, SFI undergarments are recommended.
 - D. The driver's window must be equipped with a safety net, no older than five years, and quick release latch of minimum size 22" wide by 16" high. Resilient padding must be installed anywhere the driver can reach on roll bars.
 - E. An Onboard charged Fire System is Mandatory.
 - F. Approved SFI or FIA Head and Neck Restraint System is mandatory.
 - G. Professional manufactured aluminum racing seats with an SFI rating are highly recommended. The Kenny's Components JL1 seats are approved if bolted in 6 locations with a minimum of 3/8 bolts, but any other carbon fiber seat must have prior approval and may be required to have a minimum SFI rating of 39.2.
 - H. All teams must always have a fire extinguisher in their pit.
 - I. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew. Batteries must be securely mounted outside of the driver's compartment.
- 8. TRANSPONDER:**
- A. All competitors must have timing transponders on their car for the entire program including practice. Available at event.
 - B. All Transponders must be mounted 160" inches (front of nose to the center of transponder) from front of the nose and on outside of right-side frame rail.
- 9. RADIOS AND CAMERAS**
- A. Two-way radio communication between the driver and minimum of one spotter for each team is required for all competitors at all times while on track. **Mandatory each spotter must have a dedicated stand-alone radio or scanner to monitor Race Control at all times frequency at 460.0125.**
 - B. No electronic recording devices allowed in or on the car, cameras inside car may be approved but Series has the right to view or download any video at any time.
- 10. FRAME REQUIREMENTS AND ELIGIBILITY (All frames must be approved and acceptable to the SRL officials)**
- A. **Straight Frame Rail** cars roll cage will follow the U.L.R.A. and SRL guidelines, built by an approved manufacturer, to approved standards.
 - B. **Perimeter Frame – Specification:**
 - 1. The minimum distance from outside to outside of frame rails is 57 inches.
 - 2. The front and rear main roll cage bars must be welded perpendicular to the top of the right and left frame rails, rising vertically.
 - 3. Roof Bar – the center-to-center width of the roof bar (halo) must be a minimum of 40 inches (left to right), and a minimum distance of 30-1/2 inches (front to rear).

If you have any questions, contact Ricky Brooks at 850-324-6821 or rickybrooks5@aol.com



NATIONAL MINIMUM CHASSIS ELIGIBILITY AND REQUIREMENTS

A. 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. Straight Rail cars maximum drivers tub length is 52 1/2" and the maximum width of frame is 53 1/2". No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Perimeter cars can only have a total of 500 square inches.
3. The maximum distance from outside to outside of frame rails is 53 1/4", 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.
4. 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.
5. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell.

B. 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.

C. 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 1/2" 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.

D. 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.

E. 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).
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 1/2" 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 reinforcement plate of not less than 11 gage aluminum (.125" thick) flat plate must be installed in front will be mandatory and behind the fuel cell container is highly recommended. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with two (2) bolts on each side.

F. 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 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".

G. 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 3/4" x .065" wall round or square steel stock.