



2020 Pro Late Model Series Rules

1). BODY AND CHASSIS: 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., Body 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 an opening at the windshield for air to the carburetor, 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 quarter panel height is 34.5".

No under body air deflectors or wings of any kind. Teams are allowed to mount two ½" tall roof rails running from front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid. No passenger windows are allowed, maximum for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door to the A-post. No Fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal. Ride height rule; all cars must be able to get on 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.

Rear Spoiler may be no wider than 60", and no taller than 6 1/2". Spoiler must be centered on the rear bumper cover. There may be NO forward support of any kind, no boxed ends or runners. No Gurney lip, or any type of wicker bill on the upper edge of the spoiler. It is mandatory that the upper 2/3's of the spoiler and the rear window of the car be made of "clear" polycarbonate to enable other drivers to see through them.

Batteries must be securely mounted outside of the driver's compartment. A minimum 1/16" steel side plate covering the driver side door bars is mandatory. The main roll cage must be constructed of 1 3/4" OD x.090 min. round steel tubing, the main frame and clips from the radiator area to behind the fuel cell must be made of steel. The main frame rails must be a minimum 2"x3" rectangular tubing.

2.ENGINES- Any cast iron block wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only a single 4bbl carburetor allowed. The open engine car weight for a straight rail chassis is 3075 lbs and a maximum of 58% left side weight. The open engine car weight for a perimeter chassis is 3025 lbs and a maximum of 58% left side weight. Maximum RPM for the open engine is 7,200 and cars must run a 7,200 RPM chip from the track.

The CT525 CRATE ENGINE with an aluminum block will be allowed and will be the only aluminum block allowed. The CT525 will be treated as an open engine at the 3075 lbs weight with a maximum of 58% left side weight with both the straight rail or perimeter chassis, the engine set back is 2" to the center of the forward most spark plug to the center of the upper ball joint on the same side and left side weight for the

CT525 is 58%, all CT525 cars must bolt 40 pounds of weight to the front clip (20 pounds on each side after the kick up just behind the front cross member). CT525 cars may also bolt the 40 pounds to the engine block via a weight belt. CT525 cars must run a 6,800 RPM MSD rev chip. Any single 4bbl carburetor allowed.

602 CRATE ENGINE CARS that have a straight rail chassis are to be a minimum of 2900 lbs total weight and a maximum of 60% left side weight. 602 crate engine cars that have a perimeter chassis are to be a minimum of 2850 lbs total weight and a maximum of 60% left side weight. Maximum RPM for the 602 crate engine is 6,200 and cars must run a 6,200 RPM chip from the track. 602 engines must remain OEM from factory and may be either break off bolt seals or new style seals. You may run after market valve springs but they must be the same spring pressures as OEM, you may run any carburetor, , you must run a mechanical fuel pump in the stock location, and you must run the stock oil pan and stock harmonic balancer.

DRY SUMP ENGINE CARS- You may run a steel engine block tour legal car with a dry sump engine in the Pro Late Model series. Track width must not exceed 76" it will be measured from the bulge outside to outside of the front tires at the spindle height. Must use an all steel shock (aluminum rod end on shaft end ok, aluminum coil over kit ok). Left side weight not to exceed 58%, minimum weight is 3,075 pounds prior to race and qualifying for both a straight rail and perimeter chassis. Must use 8" steel wheel and the Hoosier 8.0-15/970 treaded tire. Maximum RPM for the dry sump engine is 7,200 and cars must run a 7,200 RPM chip from the track.

The engine set-back rule is 2" back for all open engines (the center of the forward most spark plug hole to the center of the upper ball joint on the same side). Maximum engine set-back for the 602 crate engine is 6" measured the same way. Any single 4bbl carburetor allowed on all engine packages.

3. TIRES AND WHEELS - Tires are the Hoosier 8.0-15/970 treaded tire. ALL tires MUST be purchased from the track, and tires MAY NOT be cut, soaked or altered in any way. Any team wishing to run used tires must submit tires for inspection and scanning prior to qualifying, note these used tires must have been purchased from Irwindale Speedway as well. Wheels must be steel and not exceed 8" in width. Competitors must start the race on the tires they qualified with.

4. SUSPENSION - Minimum wheel base is 101", rear wheel drive cars only. Any steel shock, all external parts must be steel (Aluminum rod end on the shaft end ok, and an aluminum thread in body cap on the shaft end is ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock. Aluminum shock body penalty is 15# to overall weight of racecar. REAR SUSPENSION - No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No bird cages of any kind (3 or 4 link). Trailing arms must mount to the rear end and chassis in a solid manner (rod end allowed). No springs, sliders, rubber biscuits allowed on any of the rear trailing arms. Truck arm suspensions or any non traditional rear suspension will be approved on a race by race basis. All wet sump cars will not exceed 79" inch track width, it will be measured from the bulge outside to outside of the front tires at the spindle height. Track width on dry sump cars must not exceed 76" it will be measured from the bulge outside to outside of the front tires at the spindle height. No independent rear suspension.

5. NO TRACTION CONTROL DEVICES - Only one ignition box allowed and ignition box will 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.

6. FUEL - All cars must run the track fuel, the track spec fuel is Sunoco 110 Purple race fuel or Sunoco E-85R race fuel. Teams may also run stock Chevron 91 octane pump fuel with NO additives and NO mixing of fuels. The fuel must be stock as provided by the manufacturer and not have ANY additives whatsoever.

7. DRIVESHAFT - NO carbon fiber drive shafts allowed.

8. SAFETY - Approved seat belts and double shoulder harness and a crotch strap is required, no older than five years. A full face helmet required with a 2010 (recommended 2015) Snell sticker. SFI rated full driving suit and gloves for fire protection mandatory, SFI undergarments recommended. Driver's window must be equipped with a safety net 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. Onboard charged Fire System Mandatory. Head and Neck Restraint System mandatory. All teams must have a fire extinguisher in their pit at all times. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew.

9. Irwindale Speedway Late Model

2020 Rulebook Legal car must weigh 2950# total weight and 58% left side weight. Only exception is any rear gear ratio may be used.

- *perimeter chassis
- *stock type lower
- *vendor sealed yellow book GM 604
- *steering box
- *7.25" clutch
- *twin tube shock
- *no bump stop/coil binding/limiting travel
- *single piston brakes

All cars must run a transponder mounted 12" behind the rear axle.

All competitors will be required to display sponsor decals supplied by the track.

Note: The following infractions will result in a BIG penalty which could include a huge fine, suspension or a LIFETIME ban from the series.

- A. Being caught with traction control.
- B. Bypassing the RPM limiting control device in any way.
- C. Altering the 602 crate engine under the seals in any way that is non OEM.
- D. Altering the Hoosier 970 tire, such as soaking the tire, or cutting the tire. Tires are to be a stock 970 tire.
- E. If you are caught cheating the fuel in any way.

Illegal components WILL be confiscated by Irwindale Speedway and become property of the speedway.

We reserve the right to adjust the rules at any time in the interest of safety and maintaining an even playing field.

E-mail competitors@irwindalespeedway.com with any questions