

LATE MODEL STOCK CAR DIVISION SPECIFICATIONS

RADIO COMMUNICATIONS: A one-way radio system will be mandatory for all cars competing in the Late Model Divisions at Penn Can Speedway. All Late Model Race Drivers must have the ability to receive communications from the scoring tower during all heats, consis, and feature events. Cars not equipped with the one-way radio system will not be able to compete. No Exceptions and No Excuses.

ELIGIBLE MODELS

- (a) This division is limited to 1980 through 2010 American manufactured stock car bodies.
- (b) Cars MUST have type of car displayed on body with 3" minimum letters. Examples: Camaro, Monte Carlo, Mustang, Probe, T-Bird, Grand Prix, etc.

BODIES:

- (a) Nose and roof (including quarter window panels) must match body style.
- (b) All cars MUST have a minimum of 1 ½" roll at top of fenders, doors and quarter panels. A sharp edge WILL NOT be allowed. Body roll MUST go from sides over upper body, and NOT upper body over sides.
- (c) Floor boards and firewall must cover the driver's area and be constructed to provide maximum safety.
- (d) Driver's seat must remain in the same general area as the general design.
- (e) Windshield screen or bars are MANDATORY.
- (f) Neatly numbered at least 18" high are required on each side of the car and roof.
- (g) Neatly numbered at least 6" high is required on the nosepiece in the approximate position of the headlight, and numbered at least 4" high is required on the fuel cell in a visible position.
- (h) No fins or raised lips of any kind permitted ANYWHERE, the entire length of car.
- (i) Body line must be a smooth and even line from front to rear.
- (h) NO slope nose/Late Model wedge cars, PERIOD!!!
- (k) Any Ford bodied car MUST use Ford engine. Example: Ford-Ford, Chevy-Chevy, Mopar-Mopar, etc.
- (l) NO belly pans or any type of enclosure on bottom of car is permitted Skid plate to protect oil pan is okay.

STOCK NOSE PIECES:

- (a) MUST be made of stock appearing molded type material.
- (b) Two piece nose MUST be fastened together in center. NO spacers to gain width allowed.
- (c) MUST be mounted not to alter original shape.
- (d) NO material can be removed from cutting from bottom, top or sides of nosepiece.
- (e) NO adding to bottom at frontal area to achieve lower ground clearance.
- (f) Stock nosepiece can extend a MAXIMUM of 46" from center of front hub to farthest point extending forward.
- (g) Front fender flairs MUST be made of plastic, CANNOT alter original shape of nosepiece, CANNOT extend beyond front tire width with wheels pointed straight, must have collapsible support. (NO STEEL SUPPORTS).

ROOFS AND ROOF SUPPORTS:

- (a) MUST be stock appearing and mounted level.
- (b) MUST be stock dimensions.
- (c) 45" MINIMUM height from ground.
- (d) MUST be mounted parallel to body and near center of car.
- (e) A MAXIMUM 1" roll (turned downward is allowed along the front edge of the roof. A MAXIMUM 1" roll turned downward) is allowed along the rear edge of the roof. (Roll allowed to help strengthen roof.)
- (f) NO flat or odd shaped roofs.
- (g) ALL roof side panels MUST extend to edge of body, be flat, MUST be stock OEM size and MUST be of same make and model as nosepiece.
- (h) Any sun shields (4" MAXIMUM) MUST be able to hinge for easy exiting of car.
- (i) Front roof supports CAN be no MORE or LESS than 2" wide by 24" long.
- (j) If body style has rear windows, roof sail posts MUST be in stock location. Window location MUST be kept, open window, Lexan window or sticker on filler panel allowed. NOTE: Grand Prix - Ford, etc.

FRONT FENDERS AND HOOD:

- (a) MUST be level and flat from left to right side of car.
- (b) Fenders CANNOT gain height from rear to front of car.
- (c) NO part of fenders or hood can be below out side bodyline.

DOORS:

- (a) At NO point can door sides break in towards center of car.

QUARTER PANELS:

- (a) NO offset quarter panels. MUST be equally tapered towards the center of the car. If quarter panels are not equally tapered towards center of car, a 50 lb. weight penalty will be assessed.
- (b) Tire clearance from body MUST be at least 2". NO WHEEL SKIRTS!!!
- (c) At NO point can quarter panel sides break in towards center of car.

FRAMES:

- (a) NO aluminum frames or front clips may be used in construction.
- (b) 104" wheelbase must maintain 103" minimum.
- (c) The wheel base of all cars MUST be constructed of 2" x 2" MINIMUM rectangle or square tubing with a MINIMUM of 8" circumference and a MINIMUM of .083" wall thickness or a minimum 1 3/4" round tubing and minimum wall thickness of .095 in. DOM or equivalent.

ROLL CAGES:

- (a) Cars MUST have a suitable steel roll cage in drivers compartment including headrest.
- (b) Side roll bars are MANDATORY and MUST extend into the door panels.
- (c) A MINIMUM of three bars MUST be used on the left side. Each bar must be at least 1 1/2" in diameter with thickness of 0.095".
- (d) Roll cage MUST be welded to the frame.
- (e) Roll cage MUST be above drivers helmet.

INTERIORS:

- (a) Interior MAY BE dropped to the middle of the car NO more than 3" below the top of the doors and MUST be at least 12" below the roll cage.
- (b) Interior MUST gradually taper up to the quarter panel height and be level for 32" from rear of the quarter panel.
- (c) Interior MUST be fastened flush at the top of the doors and quarter panels and MAY taper gradually towards the center of the car, NOT creating a lip effect. MINIMUM of 8" taper, MAXIMUM 3" drop extending from firewall to rear of door pieces in a continuous line.
- (d) Interior MUST run in a straight line from behind the drivers seat to the rear spoiler.
- (e) If interior is flat through the car, it MUST maintain a 12" clearance from roll cage for easy exiting from either side of car.

SPOILER:

- (a) Rear spoiler MUST be manufactured of material of adequate strength, material MAXIMUM 8" height measured from deck to tip of material. MAXIMUM 72" width.
- (b) Rear spoiler CANNOT be suspended above the deck to create a wing effect.
- (c) Rear spoiler MUST begin where quarter panels end. NO extended deck

ENGINES:

Only steel American manufactured blocks, (GM, Ford, MOPAR or Dart products). All casting numbers must remain. 430 cubic inch maximum displacement...

Cars up to 360 cu. in. must meet a minimum weight of 2250 lbs.

Cars over 360 cu. in. to 410 cu. in. must meet a minimum weight of 2350 lbs.

Cars over 410 cu. in. to 430 cu. in. must meet a minimum weight of 2450 lbs. Maximum car weight 2800 lbs.

Engines may not be placed further back than 6" from forward most spark plug centerline to in line with both top ball joints.

NO titanium or exotic material crankshafts or connecting rods permitted. Oil pan is to have a minimum 3/4" inspection plug in left side of pan opposite the number one rod journal, any windage tray which would block the view of the rod must be removed. This is for magnet use or pan could be required to be taken off. Steel and aluminum heads allowed. ALL engines limited to one spark plug and two (2) valves per cylinder.

Roller cams or roller lifters allowed. Roller rockers allowed.

Intake - aluminum or cast iron 2 or 4 barrel.

A 2" maximum carb. adapter/spacer plate may be used.

No traction control devices.

CARBURETOR/FUEL: ONLY ONE CARBURETOR ALLOWED.

Conventional barrel stock type boosters only. Can remove choke throttle plate. **Gauges will be used**, carb. may be required to be removed to check with light and gauge. Only the following engine/carb/fuel combinations will be allowed. Cars up to 360 cu. in. Gasoline or Alcohol, a 1.6875" throttle bores, 1.4000" primary and 1.4000" secondary venturi diameter (4-barrel) carburetor or any listed carburetor size in this rule. Cars over 360 cu. in. may use Alcohol only with a 1.6875" throttle bore, 1.4000" venturi diameter (2-barrel) carburetor only, or Gasoline with a 1.6875" throttle bores, 1.2800" primary and 1.3125" secondary venturi diameter (4-barrel) carburetor.

FUEL SYSTEMS:

- (a) An approved fuel cell (32 gallon MAXIMUM) MUST be securely mounted in the trunk area of the car inside a 20-gauge metal box supported by two (2) 1/8" x 2" steel straps.
- (b) A firewall MUST be installed between the fuel tank and driver's compartment.
- (c) ALL fuel cells MUST be completely visible from rear of car. Fuel cell MUST NOT be mounted lower than bottom of quick-change rear end and be adequately protected
- (d) NO pressurized fuel systems.
- (e) Nitrous gases or other nitrate additives are NOT permitted.
- (f) Fuel maybe tested at any time.

TRANSMISSION AND CLUTCH:

- (a) Drive train MUST have transmission mounted on the rear of engine and lead to one (1) drive shaft. NO direct drive or in-out boxes permitted.
- (b) Any transmission with working forward and reverse gears is permitted.
- (c) Manual transmission MUST be equipped with an operational clutch.
- (d) Cars equipped with external clutch must use SFI certified safety bell housing.
- (e) Automatic transmissions are permitted.

REAR DIFFERENTIALS:

1. All cars must have locked rear ends. No limited slip, posi-traction or traction control differentials allowed.
2. Rear ends up to and including 1/2 ton truck and floaters will be allowed Quick change rear ends will be allowed. Aluminum tubes allowed (optional) - no aluminum axles - no live axles. Bird cages allowed.
3. Drive shaft loop is mandatory. Must completely surround the shaft. Must be fabricated out of adequate material within 6 inches of front u-joint.
4. All steel drive shafts must be painted white. Aluminum drive shafts allowed

SUSPENSION:

No mechanical or hydraulic devices will be allowed that will allow driver to shift weight or otherwise adjust handling characteristics while car is in motion. Fifth or Sixth coil allowed. Bearing type bird cages allowed. Spring rods will be allowed for use of trailing arms. A-Frame cars only. No straight front axles.

BRAKES

All cars must have four-wheel brakes able to work upon request. All components must be in place. (Caliper- rotor- hose- etc.) Remote brake shut-off allowed.

JACKING DEVICES:

NO cockpit adjustable shock controls or adjusters, ANY driver using cockpit shock controls or adjusters or weight jacks WILL BE FOUND ILLEGAL!!!

BUMPERS AND NERF BARS

1. No visible front bumpers. All cars must have an external provision in front for wreckers to hook for removing car from track.
2. Rear Bumpers. If rear bumper is stubbed, it may only extend a maximum of 8" beyond the frame. Any stubbed rear bumper that extends 8" or more beyond the frame must be rounded and directed towards the front of car 8".
3. No external nerf bars allowed.
4. No rough edges on the bumper or nerf bar will be allowed. Welds must be smooth-open ends of all pipes must be capped and smooth including front bumper under front covering. This will be checked by technical inspector.

EXHAUST:

- (a) Mufflers are recommended.
- (b) CANNOT point towards ground. MUST be parallel to track.

WHEELS:

Bead lock wheels allowed on all corners, steel or aluminum only, any width or offset.

TIRES: American Racer Tires only, Left and Right Front and Left rear SD 33, DTW style only, Right rear tire: American Racer (Must be stamped) SD 38 only. Grooving, siping, and buffing allowed on any tire, NO TIRE SOFTENER.

COSMETIC:

All cars must be painted and neat. No solid dark colored cars. Must have contrasting light color. Severely damaged body panels and bumpers must be replaced at discretion of Inspector.