

Ukiah Speedway and Lakeport Late Model Series 2019

\$\$ PAYOUTS WILL BE PAID SAME NIGHT BY TRACK \$\$\$ There is a \$100.00 entry fee due the day of the event at the track for car and driver, 100% of the entry is returned to the purse. *The Entry Fee does not include the price of Transponder Rental (\$20 per car, or you can use your own if you have one)

Ukiah and Lakeport Speedway Pro Late Model Series Rules

1. Any late model type chassis allowed / Body type is open. There is a 48" maximum front overhang measured from the axle measured to the forward most part of the car, ABC style nose piece recommended (note, any car that has a dirt style wedge nose will be on a zero contact policy). There is a 55" maximum rear overhang measured from the rear axle to the rearward most part of the race car body/bumper/spoiler (nothing may extend beyond 55"). Note; If the rear bumper rail is exposed, it must be rounded where it meets the quarter panels so that it has no square edges and it must turn back in behind the rear tires and connect to back to the frame. The bumper must extend to the rear of the car even with the spoiler, or extend beyond the spoiler of the car. Maximum rear quarter panel height is 36 ". Maximum rear width of the body at bumper height across the rear of the car is 72". The window opening on the driver's side must be a minimum of 13" at the center of the door to the roof. Minimum wheel base is 101". 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.

2. 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 is 3075lbs and a maximum of 58% left side weight.

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 3075lb weight with a maximum of 58% left side weight, 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.

3. 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.

4. 602 crate engine cars are to be a minimum of 2875lbs total weight and a maximum of 60% left side weight. All other open cast iron block engines are to be 3075lbs and a maximum of 58% left side weight. 602 engines must remain OEM from factory and may not turn more than 6,200 RPM's. **Designated crate motor dealer is Maita Chevrolet, Elk Grove, Ca. (916-647-8110.) Designated crate motor certification and repair is Comptech Race engines /PRS (916-338-3434)**

5. Any single 4bbl carburetor allowed.

6. Tires are the American Racer tire, 8 inch. 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 the tires for inspection and scanning prior to qualifying, note these used tires must have been purchased from Ukiah and Lakeport as well.

7. Wheels must be steel and not exceed 8" in width.

8. Competitors must start the race on the tires they qualified with.

9. 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)

10. No traction control devices.

11. All competing 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. No independent rear suspension.

12. Rear Spoiler may be no wider than 60", and no taller than 6 1/2". 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 highly, highly recommended that the Upper 2/3's of the spoiler and the rear window of the car be made of "clear" lexan to enable other drivers to see through them.

13. DRY SUMP ENGINE CARS- You may run a steel engine block four 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. Must use 8" steel wheel and the American Racer tire.

14. All cars must run the track spec fuel. NO additives and NO mixing of fuels.

15. Drive shaft, NO carbon fiber drive shafts allowed.

Note, the following infractions will result in a firm penalty which could include 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. (you may run aftermarket valve springs but they must be the same spring pressures as OEM, you may run any carburetor, you may run the approved aftermarket replacement distributor, you must run a mechanical fuel pump in the stock location, and you must run the stock oil pan and stock harmonic balancer).

D. Altering the American Racer Tire, such as soaking the tire, or cutting the tire.

E. If you are caught cheating the fuel in any way, the fuel must be stock as provided by the manufacturer, and must not have ANY additives whatsoever.