



2022 Super Late Model Specifications & Guidelines

IMPORTANT: Competitors **MUST READ** the "Additional Series/Track Rules" Section at the end for additional rules specific to a Track or Series.

A. Eligible Cars and Bodies Guidelines

- All competing cars will be full-sized, stock American manufactured passenger car bodies. 2018 A-B-C Body Rules apply unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details. Also, no panels allowed extending top edge of doors. Any holes in body not being used must be covered and remain so during the race. The Five Star Next Gen body has been approved for competition. The AR Revolution body is NOT permitted
- 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch of straight-line deflection and must be smooth, no bead rolls or breaks. Front nose valance may only be a single layer and may only be a maximum 3/16" thick and may be only a maximum of 3" tall and may not cover any of the grill screen.
- Rub rail are discouraged and may only be used if they are polycarbonate.
- If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum 1/2" gap around the exhaust pipe. Pipe must not protrude through door.
- At all times, for original ABC bodies, the ABC "A" measurement must maintain a min. length of 11.5 inches. Also, 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam. Measurements strictly enforced!
- The air box between the nose and radiator may have no pieces wider than the radiator. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose. No cool down units, pumps, exotic fans allowed.
- No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. 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 29" and may not be carbon fiber. Only one naca-duct in the left or right quarter window for helmet blower only.
- No air obstruction/deflection devices in grill area, duct work, thru 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 on-track damage that results in the need for tape.**
- Window tint of any kind will not be allowed on windows or spoilers.
- Titanium, Inconel or exotic metal are not allowed for use in any way on the race car. No hollowed-out bolts of any kind on suspension components.
- 66-inch maximum tread width for all cars.
- Interiors must be steel or aluminum only.
- [See minimum chassis eligibility and requirements](#)
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days. No digital dashes allowed. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.
- Scoring transponders must be placed 160" from the nose on the right rear frame rail.
- All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Issues discovered in pre-practice tech that are not fixed to satisfaction by pre-qualifying tech will result in the slowest of the two qualifying laps be used for qualifying time.
- Minimum Base Weight: 2800 lbs. (see "Series/Track Additional Rules" section for additional weight breaks or penalties). 58.0% Max. left side weight at all times (without refueling). For post-race total weight rules, if requested by officials, teams may be required to refuel, or officials may utilize "1 lb. per lap" burn-off.
- Minimum/ Maximum Nose Height will be: Minimum nose, body and frame height is 4" and Maximum of 8". (While in tech for the purposes of tech inspection)

B. Engines

Basic Engine Guidelines

- Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four-inch (4") setback.
- Engines may not be offset more than one inch (1") from centerline of car.
- Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
- Standard steel blocks only. No Carbon Compacted blocks of any type.

- A maximum 16-inch (O.D.) air element and housing must be used.
- Carburetor restriction must be done with a solid plate or cone type system only, and may NOT be externally adjustable in any way. No adjustments may be made to the carb/restrictor package following qualifying. Teams will race with the same package they qualify with.
- Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
- Externally lightened blocks will receive a 25-50 lb. total weight penalty.
- All oil pumps must be mounted to front of the engine.

Southern Super Parts Engine (SSPE)

Southern Super Parts Engine (May Be Claimed for \$21,000 + pulling fee)

- Maximum Engine displacement is 362 cubic inches.
- Maximum compression ratio is 11.5:1 with +.5 tolerance.
- Any flat top piston permitted with 927 wrist pin and 1mm x 1mm x 2mm ring package only. Pistons must not extend out of the top of engine block. Max. racer cost of \$1500.00 per set.
- Cast Iron engine blocks only. No lightened blocks.
- Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 or 2892 only.
- Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/Ford 2.250. Maximum advertised racer cost of \$2200.00
- Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of \$1600.00 per set. No titanium rods permitted. Minimum rod weight 540 grams.
- Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F Std 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 Std 227-SSPE. Must retain min. valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
- Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel.
- No Titanium valve springs permitted. Maximum racer cost: \$500.00 per set. Titanium retainers permitted. Lock angles not specified.
- Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum racer cost of \$750.00 per set. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm racer cost of \$1,600.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
- Maximum 5 stage dry sump oil pump permitted. Max. racer cost of \$1,500.00.
- Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Max. racer cost of \$700.00.
- Mandatory 7800 RPM Rev Limiter must be installed and fully functional, per these rules. Absolutely no crank trigger pickups permitted.
- Carburetor must be an unaltered 750 CFM 4779, 80528 Holley permitted. Carburetor must pass inspection at any time regardless of temperature. Maximum 1" carburetor spacer permitted on Ford Motor only. Maximum 1/2" carburetor spacer permitted on Chevrolet motor only.

"Other Engines"

- S.E.A.L. approved McGunegill, Hamner, Ford 374D and Florida SPEC "Sealed Engines" may also be used. The 6 existing Ford 374D engines are grandfathered for another year. That package will be eliminated in the near future. No new Ford 374D engines may be built. If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. The maximum RPM is the series mandated 7600 for these engines. Rev limiting device must be operational at all times with RPM Dials securely covered. All Sealed engines must use the gauge legal, 750 carb as described in the SSPE section. NO Internally lightened blocks.
- The "ACE" Engine as commonly used in the ARCA Midwest Tour may also be used with a 750 carb as described in SSPE engine section. Series officials may add or subtract weight to ensure fair competition. 7800 rpm max.

- Crate engines may also be used. Series officials may add or subtract weight to ensure fair competition. Cars utilizing crate engines must use the engine, carb and ignition specifications from the National Pro rules, unless otherwise specified.

C. Fuel System

- Sunoco 110 is the spec fuel.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, 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.
- No electric fuel pumps or forced induction of any kind are permitted.
- No icing or cooling of fuel system.
- A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container. No "U" Shaped Fuel Cells or non-standard-shaped fuel cells.
- Starting 1-1-2023 front side of cell is to be no closer than 10" to the back of the rear end tube.**

D. Ignition

- Battery powered ignition. Vehicle MUST start under own power.
- Max. 16 Volt Battery. Car must be able to start with a 12-volt battery. No Mags.
- The Nelson Specialties/ SRL harness or Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
- One Crane/Fast Ignition part # 6000-6701 or JMS - Daytona Sensors' part # 6000-6701K only as produced and mounted on right side of car dials pointed out the passenger side on original plate. The mag positive & negative shall be a maximum length of 62 inches. This set up may be swapped out by officials at any time.
- 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.

E. Suspension

- No fifth (5th) coil, 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 in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
- The wheelbase difference from left to right may not exceed 1/2 inch.
- No driver adjustments other than ONE adjuster for brakes.
- Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
- One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity. **No Inerter-style dampners, a.k.a. "J dampers", shocks allowed.**
- Maximum one coil spring and one bump spring associated with each wheel.

F. Wheels and Tires

- Steel only 10" wheels, lug nuts and studs.
- Bleeders are not allowed. Hidden bleeders will be checked for!!!**
- Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars that run the last chance race on qualifying tires will be allowed to change tires prior to the feature.
- Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.

G. Transmission, Driveshaft, Rear End

- Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
- A minimum of one reverse and two forward gears will be required.
- Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs. penalty.
- No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5". No "slipper" or "centrifugal" clutches allowed.
- Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Drive shafts must be made of Aluminum or Steel only, and use no other materials (i.e., carbon fiber, etc.).
- (1-1-2023) Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover.**

- Cars must utilize a working locked rear end (i.e., a spool or similar). No part of the spool may move or twist. **Minimum 8" ring gear.**

H. Brakes

- Vehicle must be equipped with four-wheel hydraulic brakes.
- No carbon fiber rotors. Only steel rotors are allowed (no titanium).
- Brake fluid circulators permitted. Liquid or gas cooling not permitted.
- Two fans/hoses per brake, with a maximum 3" flexible hose to the brake and the hose must attach to a spindle duct only.**
- Fans, ducts or hoses to the rear brakes will not be permitted.**

I. Safety

- Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have scanner to monitor race control.
- Approved seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.
- A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
- Helmet must be 2010 Snell standard or better (2015 Recommended) and have sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets).
- Professional manufactured aluminum racing seats with a SFI rating is 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.
- Clean, full driving suit and approved gloves for fire protection are mandatory.
- Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
- Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
- All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
- All lead weights must be painted white, with the car number painted on each individual piece. All weights must be securely fastened. No Tungsten or similar weight allowed!**
- Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$1500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team.**
- Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
- Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
- A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
- No part of any cooling system may be located in driver's compartment.
- Batteries must be securely mounted outside of driver's compartment.
- A working Fire Suppression system or driver accessible fire extinguisher is required. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed at the point the fuel exits the cell.

OFFICIAL DECISIONS

- Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding.
- Any disagreement over technical questions or operations will be resolved by series officials. When decision is rendered, decision is final and binding
- Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
- At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.

Additional Berlin, Citrus, Mobile, SRL National Rules Section

- Track spec tire unless entry says differently.
- Where a 750 carb is allowed for use, a team may also use a gauge legal 4412, 390 or a Pro Late Holley 650 HP 4150-80541 four barrel.**
- 9:1 & Steel head engines may be used by old specs. Must contact Chief Technical Inspector for guidelines.

SUPER AND PRO LATE MODEL NATIONAL MINIMUM CHASSIS ELIGIBILITY AND REQUIREMENT

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"). All frame rails must be parallel. 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.
3. 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.
4. 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. 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 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 substructure 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 substructure must be constructed of a minimum 3/4" x .065" wall round or square steel stock.