



2017

North Central Arkansas Speedway LLC.

Late Model Rules

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

NCAS officials reserve the right to change, delete, or amend rules in the interest of competition and safety.

All participating drivers agree to abide by and not attempt to manipulate the NCAS rules set forth and acknowledge that their car is subject to inspection any time by a Track Official.

SAFETY: Helmets are required and must meet Snell Standards: Snell-rated **SA2005** or **SA2010** full coverage helmet required and must be worn at all times. Helmet must accompany vehicle at time of inspection. Flame retardant neck braces are mandatory. Flame retardant gloves and shoes are mandatory. Fire suits of a flame retardant nature must be worn by all competitors. Two-piece fire suits allowed. **NO KART SUITS, NO FLAME RETARDANT COVERALLS.** Additional safety equipment is optional. Fire extinguisher is required and must be mounted within driver reach. All drivers must comply with general track safety rules.

GENERAL: No radio communication or sound equipment allowed unless track authorized. All cars must have a kill switch located within reach of driver. Switch must disconnect positive line from the battery. Recommended all cars have a tow hook on the front.

SEAT, WINDOW NET & BELTS: Aluminum seat is mandatory by NCAS. Seat belts and shoulder harness must be at least (3) three inches wide and no older than (3) three years from manufacturer date. All cars must be equipped with approved window net. Window net must be up and secured at all times while car is on track.

BODIES: Nosepiece and roof must match body style of car. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and

quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety. Front window bars are mandatory. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof. No fins or raised lips of any kind are permitted anywhere along the entire length of the car. Bodyline must be a smooth even line from front to rear. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing; no "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. All body panels must be solid. No holes, slots, or air gaps are permitted. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES: Nosepieces must be made of molded type material. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted. The nosepiece must be mounted so as not to alter its original shape. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight. Front fender flairs must have collapsible support. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

ROOF AND ROOF SUPPORTS: The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54"). The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52"). Roof must be stock appearing and mounted level. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground. The roof must be mounted parallel to body and near center of the car. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof). All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must remain the same size. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.

Front posts must be flat and in uniform width from top to bottom – four inch (4”) maximum width. Any sun shields, four inch (4”) maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD: Must be level and flat from left to right side of car. Fenders are not permitted to gain height from rear to front of car. No part of fender or hood can be outside of the bodyline. The front fender can be a maximum of thirty-six inches (36”) in height. Height is measured vertically from the ground to the top of the fender behind front tires.

DOORS: Door to door cannot exceed seventy-six inches (76”) in width at the top of the doors. Door to door cannot exceed eighty-two inches (82”) in width at the bottom in the center of the car. Doors cannot exceed thirty-six inches (36”) in height measured from the ground. At no point can the door sides break in towards the center of the car between the top and bottom measurements. Minimum ground clearance permitted is three inches (3”).

QUARTER PANELS: Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1”). Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33”) and a maximum of thirty-six inches (36”) including the 3 plastic; measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27”) without the plastic and thirty-one inches (31”) with plastic; measured at the front and rear of the quarter panel, one inch (1”) tolerance. **ADDITION:** Max width at rear quarter panel seventy-two (72) inches. Max width at top of quarter panel seventy-six (76) inches.

INTERIORS: Interior is permitted to be dropped to the middle of the car a maximum of three inches (3”) below the top of doors and a minimum of twelve inches (12”) below the roll cage. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32”) from the rear of the quarter panel. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a “lip effect.” Interior must run in a straight line from behind the drivers’ seat to the rear spoiler. If interior is flat through the car, it must maintain a twelve-inch (12”) clearance from roll cage for easy exiting from either side of the car. All cars with interior panels must at NO point in the car be over three inches (3”) in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons.

SPOILER: (See Diagram below for proper side spoiler support measurements). Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum. Rear spoiler material maximum eight-inch (8”) height measured from deck to tip of material. Maximum seventy-two inch (72”) width. Rear spoiler is not permitted to be suspended above the deck to create a “wing effect.” Rear spoiler must begin where quarter panels end. No extended decks permitted. A maximum of three (3) rear spoiler supports allowed; option of two (2) additional one inch (1”) aluminum braces. Spoiler supports cannot be mounted wider than the top of the quarter panel. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is thirty-eight (38) inches, zero tolerance.

ENGINE OPTIONS AND CORRESPONDING WEIGHT REQUIREMENTS:

ENGINE SET BACK: The engine may be set back a maximum of 25 ½ (25.5) inches from the center of ball joint to the back of the block.

NCAS Engine: "Wet Sump Systems Only," NO dry-sump oiling systems. Oil pump must be stock-type pump and in stock location. No external oil pumps allowed. No external oil tanks allowed. Oil accumulator okay but must have only one line. Engine oil cooler okay but must have lines running to the block only. No oil lines in or out of the oil pan. An oil return line

from front of head to oil pan will be permitted (1 line per each side). ALL blocks must be steel blocks. A one (1) inch inspection hole in oil pan is recommended for oil-pump inspection. If pan has no inspection hole, driver may be asked to remove or drain pan for oil-pump inspection.

Steel or aluminum heads allowed. If running aluminum heads a total of 50 lbs must be added 12" on center in front of the engine plate; 25 lbs on each upper frame tube (measured from front of engine plate to center of weight). Weights will not exceed 12" in total length. All heads must be stock valve angle (23 degree for Chevrolet), (20 degree for Ford), (18 degree for Dodge). One half (1/2) degree valve angle tolerance (for gauge accuracy only), angle milling not allowed. Valve angle can and will be checked on any of the 16 valves, any one valve angle found not within tolerance will result in disqualification! Any car checking outside the tolerance will be disqualified. Any car found with this rule infraction must go thru a pre-tech inspection before racing another event. Roller cams allowed. Car and driver must weigh 2,350 lbs after completion of race, no tolerance. 4

Crate Motor Engines: "Must Be Factory Sealed". Only the 602 and 604 CRATE motors are permitted. Engines are to remain sealed. The original factory seals must remain unaltered. GM Certified bolts only, NO REBUILT ENGINES! Modifications of any type and/or broken factory seals will not be permitted. NO upgrades are allowed to any engine that may produce power via "performance-enhancing methods." 602 CRATE motor compression ratio: 9.1:1 (no tolerance) subject to whistle and compression pump. 604 CRATE motor compression ratio: 9.6:1 (no tolerance) subject to whistle and compression pump. All engines, parts, and components must be as from factory. This includes, but is not limited to, harmonic balancers, valve springs, push rods, rocker arms, and after-market valve covers. Any changes will result in disqualification and no points awarded. Gas carburetor only, 750 CFM Carb or smaller. Aerosol carburetors are not legal. Must have 1 11/16th base plate maximum. No tolerance (measured with go/no-go gauge). Mechanical fuel pump only. Billet base plates may be used (.780 maximum). One gasket per surface, .070 maximum. 604 1" carb spacer maximum, no tolerance. 602 2" carb spacer maximum, no tolerance. Spacer must not protrude into carb or intake at any point.

602 Factory Sealed Engine: car and driver must weigh 2,200 lbs after completion of race, no tolerance.

604 Factory Sealed Engine: car and driver must weigh 2,250 lbs after completion of race, no tolerance.

Factory Sealed Crate motor engine inspection and/or exchange: Track Officials reserve the right to impound any engine at any time for competitive analysis and for inspection. Any driver who declines or refuses the exchange or impound will be disqualified and banned from track for the rest of the current season.

All engine options may run one 2-barrel or one 4-barrel carburetor. No ZOOMIES. CRATE cars will follow all rules as written except where specifically described.

CHASSIS SUSPENSION: In-cockpit driver-controlled suspension devices are NOT permitted. Weight jacks of any kind are NOT permitted, including fifth (5th) coils, etc. A driver using "in-cockpit driver controlled" suspension devices or weight jacks will be disqualified from competition, no exceptions! Shocks may be steel or aluminum. Maximum of one shock per wheel only is allowed with the exception of two shocks allowed on the left rear only. Cars must have a fabricated front stub. No full-frame chassis. Rack and Pinion steering is allowed. Coilovers are allowed. Fifth arm or torque link allowed. Rear suspension is optional per car. Roll cage minimum diameter is one and a half (1 1/2) inches outside dimension (OD). Steel tubing must not be less than .083 thick. Car must have minimum of

three (3) bars (NCAS recommends at least 4) of the same material mounted horizontally at the driver's door. All welds must be complete circumferences of tubing. Square tubing is not allowed in driver compartment (cockpit) area.

WEIGHT: See weight specs as described in various engine options. All cars will be issued decals to identify motor and weight. Decals must be displayed on each side of the car on front lower corner of window side panel. Motor must match decal on car. If the decal and motor do not match, a disqualification will be rendered. No tolerance. 5

WHEELBASE: Minimum of 103 inches, measured from the center of front hub to the center of rear hub. Measurement will be taken on both sides of car.

WHEELS: Wheels may be steel or aluminum. Maximum wheel width is fourteen (14) inches. Beadlocks are allowed. Foam wheel plugs are allowed. Wheel discs (Mud Plugs) are allowed and must be bolted behind bead lock.

TIRES: Hoosier D-55, WRS-2 Spec Tire, Hoosier LM-40, or Hoosier WRS 55. Grooving and siping of tires is allowed. No softening agents or chemical agents may be added to tires at any time. All tires must "Cold" durometer a minimum of 55 prior to pre-race inspection, no tolerance allowed. Tires durometered after feature events will be point evaluated based on all tires tested and any tire that is 5 to 10 points different than all other tires tested will be considered altered and testing of tire will be performed.

Track Tech Official(s) may question and/or confiscate any tire, on any night for evaluation. (Evaluation meaning samples will be taken from the tire and sent to a test facility for testing to verify that the tire "Conforms to Bench Mark Policy." This procedure (samples taken from tire) will be done at the track with tire owner, track official present. Samples will be sealed and sent to lab for testing and Track Official will hold the tire in question until the test results are completed. All lab fees will be paid by driver or owner of car to NCAS. If lab tests/results reveal that subject tire is legal, lab fees will be returned to the paying driver or owner. If tire in question is found legal and "Conforms to Bench Mark Policy" it will be returned to car owner, if tire does not "Conform to Bench Mark Policy" it will be confiscated and destroyed by track Official(s).

DRIVESHAFT: All drive shafts must be steel or aluminum and must be painted white and have car number painted or affixed on them. All cars must be equipped with a 360-degree drive shaft loop installed at the front of the shaft in case of breakage. If using a Bert Ball Spline Transmission, an additional drive shaft loop at rear of drive shaft or an installed deflection bar at rear of cockpit is highly recommended, but optional.

BATTERIES: One (1) 12-volt or 16-volt battery is permitted. Voltage converters are not allowed. Must be securely mounted inside frame rails and covered. All battery posts must be securely covered.

FUEL: Only automotive gasoline or alcohol allowed. No additives of any kind allowed. E85 ethanol or racing fuel is permitted. Failure to comply with aforementioned fuel rules will lead to loss of points, monies, and awards as determined by NCAS Officials. Fuel may not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds, or other nitro-containing compounds. Oxygenated fuel is not allowed.

Electric fuel pumps are not allowed.

FUEL TANKS: Fuel cells are mandatory. Maximum 32-gallon fuel cell may be used. Fuel cell must be encased in steel can. All fuel cells must be secured by at least two (2) straps. The straps will be a minimum of (2) two inches wide and (1/8) one-eighth inch thick. Fuel cell flapper valve (rollover valve) is mandatory. Fuel vent check-ball valve is mandatory

TRANSMISSION: Bert and Brinn and Falcon-type transmissions are legal. Transmission

must have at least 2 forward and 1 reverse working gears. Explosion-proof bell housing required if running external clutch. Safety shield is mandatory for automatics. Car must be able to move forward and backwards on its own from a complete stop when ordered to do so.

Approved aftermarket transmissions are Bert, Brinn, Falcon, and RaceGator. Mitchell Machine Bullet Tranny is NOT ALLOWED.

REAR END: Floater or quick change rear ends are legal. No type of lockers and bias-sensing devices allowed. **(Includes Gold Track, True Track, or similar type components).**

IGNITION: HEI ignition and MSD ignition boxes are allowed, only one (1) ignition box allowed. MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car. **Only one (1) RPM rev-limit module chip is permitted. Only one (1) electronic firing module is permitted.** Only one (1) ignition coil is permitted. Magnetos are not allowed. Crank-censored ignitions are not allowed. **Must utilize an 8,000 or less RPM rev-limiting chip (7,300 or less RPM rev-limiting chip if utilizing CRATE engine).** Chips are subject to inspection; any chip that fails tech inspection will be confiscated, driver will be disqualified and will incur loss of all points and payout for the night and subject to fine and suspension.

TRACTION CONTROL: No type of Traction Control devices are allowed, no tolerance. This includes any type of electronic or mechanical devices. Any electronic or mechanical device that senses wheel spin or RPM spike will be considered traction control. Any driver found with traction control will be banned from NCAS.

Side Spoiler Template Diagram:

3 Spoiler Supports (Max.) May Be Used

