

# MAHONING VALLEY SPEEDWAY

## 2020 LATE MODEL RULES

ALL CARS MEETING THESE RULES & SPECIFICATIONS  
WILL BE ELIGIBLE TO RACE

**These rules are intended to be a guideline in constructing a car. If the rules do not state you MAY do something and then assume that you MAY NOT!  
Interpretation of rules will be at the discretion of the Technical Inspector.**

### **1 - BODIES:**

- A. 1955 to present: steel fiberglass, aluminum permitted, body must resemble an American made car.
- B. All tires must be within the body; a 3-inch fender flare will be allowed.
- C. Body must be in line with the center of the engine (no offsetting).
- D. Driver and passenger door windows must be completely open.
- E. All hoods must cover the engine and radiator completely: a 4-inch air cleaner or hood scoop may extend above the level plane of the hood.
- F. Complete floor and firewalls are required; minimum 22-gauge steel, no open holes.
- G. All cars must have a complete front nose, an enclosed rear bumper, and tail piece assembly.
- H. Rear deck lid must be hinged with a minimum opening of 10" x 30".
- I. No wings or louvers are allowed on roof or rear decks, or body side panels.
- J. Minimum roof height of 42", maximum of 48". Body at rear of car including top of spoiler can be maximum of 40" with driver in the car.

### **2 - SPOILER:**

- A. A 6.5 inch spoiler will be allowed on the rear of all Late Models.
- B. The rear spoiler must run from fender to fender with NO lips or AIR dams.
- C. Must be clear lexan with NO writing or stickers on the spoiler.

### **3 – WINDSHIELD – REAR WINDOW:**

- A. All cars must have a full front windshield and a full rear window, safety approved.
- B. Must have three (2) straps on the inside of the front windshield.
- C. Must have three (2) straps on the outside of the rear window.

### **4 – FRAME:**

4-1 Stock front clip, no ride height rules.

- A. Frame must be cut for fuel pump and oil pan clearance.
- B. After market upper A-frame mounts allowed. Stock spring pockets and stock upper A-frame mounts may be removed.
- C. No alterations to lower control arm. Stock spring pockets may be cut out.
- D. Lower control mounts must remain in stock position.
- E. Cross member may be cut out for oil pan clearance only! Bottom side of cross member must remain stock. Must be able to see factory location hole in center of cross member.
- F. May use 2 x 3 steel tubing. Steering box must remain in stock position.

- G. No rack and pinion steering. No rear steer clips.
- H. Coil-overs are allowed.
- I. May use aftermarket upper control arms and spindles.
- J. 2 x 3 frame rails, minimum .120 wall.
- K. Body must be centered on frame. Tires must be under body.
- L. Only one weight –jacking device is allowed on each wheel.
- M. No adjustable ball joints.
- N. Ford and Mopar may run a Camaro or Nova sub-frame from 1974 through 1981
- O. Rear underslung frames are allowed.
- P. Minimum wheel base 102-inches.
- Q. Motor location, (#1) spark plug must line up with ball joint.

4-2 Fabricated Front Clips: No ride height rule. In addition to 4-1, the following rules apply. 4” engine setback for Chevy and 5” setback for Ford engine.

- A. Uni-body, 2 x 4 or 2 x 3 frame rail must join the front frame to the rear frame. Frame rails must be no less than 10-inch circumference. Any front stub (frame) allowed. Any type “A” frame is legal.
- B. Any suspension allowed.
- C. Motor must be centered between ball joints.
- D. Minimum 102-inch wheel base.

**5 – SUSPENSION: No traction control devices of any type allowed!**

- A. Any factory suspension permitted.
- B. Coil-overs allowed.
- C. Adjustable shocks are allowed
- D. Aftermarket sway bars, tie rods, center links and idler arms permitted.
- E. No rag joints at steering box. Racing u-joint only.
- F. No suspension adjusting devices are allowed in the driver compartment.
- G. No adjustable performance enhancement control in cockpit. Except for brake bias adjusters permitted.
- H. One shock per wheel.
- I. Quick change rears are allowed; no ratcheting or locker rears.
- J. One brake per each wheel; no inboard brakes.

**6 – TIRES AND WHEELS:**

- A. A track tire rule will is mandatory.
- B. Tires must be mounted on no wider than 10-inch wheels.
- C. Wheels must be steel-racing wheels only.
- D. Maximum offset of 6 inches on inside of car and 1-1/2 inches on outside of car.  
82-inch maximum track width measured to the outside of each sidewall +/- 1/2” tolerance.
- E. No treatment of any kind may be added to the tires.
- F. No air bleeders allowed (i.e., Schrader valves).

**7 – FUEL CELLS:**

- A. Mandatory maximum 22-gallon with a rollover valve installed in the overflow.
- B. Fuel cell must be encased and securely fastened to inside of trunk area and be mounted forward in the trunk area.

- C. Mechanical fuel pumps only.
- D. One 1-1/2 inch minimum pipe must be mounted from left side to right side frame rail between tank and rear bumper.
- E. Firewall must be between tank and driver's compartment.
- F. Cell must be no lower than frame rails.
- G. Gas may not be doctored with additives.
- H. No nitrous oxide.
- I. No alcohol.
- J. No cooling cans.
- K. Gas will be checked periodically by race officials.
- L. Racing gasoline will be available at the racetrack.
- M. Fuel tank must be mounted between frame rails, behind the rear firewall.
- N. There must be a roll bar between the fuel tank and the rear bumper.
- O. The fuel cap must not stick out of the body.
- P. Absolutely NO fuel lines through the driver's compartment.
- Q. Any part of the fuel tank may not be attached to any part of the body.
- R. Approved fuel cell with an inner rubber bladder and foam mandatory; maximum 22-gallon. Ground clearance to bottom for fuel cell, minimum 10 inches.
- S. Must have working roll over value in fuel cell.

### **8 – BATTERY:**

Must be mounted to the frame or roll cage and securely fastened. If located in the driver's compartment, it must be in a spill proof container.

### **9 – WEIGHT:** Rule may be changed to keep all cars competitive!

- A. Stock front clip cars; 2,750 lb. minimum
  - 1. Left side weight, 58% maximum
- B. Fabricated front clip cars; 2,800 lb. minimum
  - 1. Left side weight, 58% maximum
- C. NASCAR style tube frames; 2,800 lb. minimum
  - 1. Left side weight, 58% maximum

**NOTE:** Any car using a dry sump system, must weigh 2900 lbs.

- 1. Left side weight; 58% maximum
- D. Cars will be weighed after race, with driver in the car.

### **10 – CRANK SHAFT HEIGHT:**

- A. Crank shaft height, minimum 9-1/2 inches from center of crank to ground.

### **11 – BUMPERS:**

- A. All bumpers must have front and rear vertical pick-up loops or chains to be used as a tow hook up.
- B. Front: One 1-3/4 inch O.D. single tube only. All bracing must be lighter material.
- C. Rear: No I-beams, must not be heavier than 2x3 tubing. Extra protection in the fuel cell is permissible.
- D. Bumper center must be 16 inches from the ground.
- E. All bumpers must be completely covered by nose and tail.
- F. No stock bumpers (aluminum or steel) behind nose or tailpiece.

## **12 – RUB RAILS:**

- A. Only single rub rails on each side of the car inside the body.
- B. Rub rails may be no larger than 1-3/4 inch O.D. tubing.
- C. All supports must be the same size or smaller.
- D. No nerf bars allowed.

## **13 – ROLL BARS:**

- A. Steel roll cage must be constructed of no less than 1-1/2 inch O.D. by .095 wall tubing.  
No black iron pipe.
- B. Roll cage must have two loops; one at the front of the driver's compartment and one behind the driver's compartment. Hoops must be connected by one bar at each side at the top, and three bars on the right side and four bars on the left side. Left door bars must be curved out into the door.
- C. Cage must be at least three inches above the driver's head.
- D. A 1-inch bar must be installed in the center of the windshield fastened to the roll cage.  
Threaded pipe, pipe couplers, lap welded pipe, magnesium, and aluminum not permitted.
- E. Square tubing channel or angle iron will NOT be permitted in the construction of the roll cage or bracing.
- F. Roll bars in the driver's area must be padded.

## **14 – ENGINE RULES:**

- A. GM Crate motors are allowed part # 809-88958604
  - B. Ford m-6607-d347
  - C. Mopar p5007958
- . Only North America manufactured engines allowed, with a maximum displacement of 360 cubic inch.

## **CRANK**

- A. Any steel crankshaft allowed providing it maintains stock stroke as manufactured for engine block used.
- B. No knife edging.
- C. No titanium cranks will be allowed.
- D. Crank must be no lighter than 48 lbs.

## **RODS**

- A. Stock production OEM or aftermarket solid steel rods are allowed.
- B. Maximum rod length; 6.125 inches.
- C. No titanium or aluminum rods will be allowed.

## **PISTONS**

- A. FLAT TOP PISTONS ONLY!
- B. Pistons must be of a three-ring design.

## **HEADS**

- A. Any cast iron head.

## **INTAKE**

- A. Any production (aluminum or steel), as casted, (2) or (4) barrel intake allowed.

- B. No homemade manifolds allowed.
- C. One-inch detachable adapter allowed.

### **IGNITION**

- A. Any mechanically driven capacitive discharge type ignition is permitted.
- B. No crank trigger system allowed.
- C. No magnetos.

### **OILING SYSTEM**

- A. Dry sump system will be allowed. Any stage pump may be used. Oil pan must have all bolts exposed. No kick outs.

### **CAMS**

- A. Any camshaft may be used.
- B. No overhead cams, gear drive, belt drive.
- C. Flat tappet and roller cams allowed. Roller rockers and lifters allowed.

### **ROCKER ARMS**

- A. Any type roller rocker is allowed.
- B. No shaft type rockers.

### **VALVE LIFTERS**

- A. Any steel valve lifter may be used.
- B. Lifter bores must remain stock OEM for block used.
- C. No mushroom lifters.

### **CARBURETORS**

- A. Carburetor must be an unaltered Holley (2) barrel, 500 CFM model number (4412) or unaltered Holley (4) barrel, 650 CFM model number 4150 mounted on 1-inch adapter plate.

### **ALLOWED ALTERATIONS:**

1. Body of carburetor.
  - a. No polishing, grinding, or drilling holes permitted.
  - b. Carburetor must be faced forward and may not be turned 90 degrees.
2. Choke.
  - a. Choke assembly may be removed.
  - b. Choke horn may be removed.
3. Boosters.
  - a. Boosters may not be changed, but may be aligned.
  - b. Size and shape must not be altered.
4. Venturi.
  - a. Venturi area must not be altered in any manner.
  - b. Casting ring must not be removed.
5. Base plate.
  - a. Base plate must not be altered in shape or size; must be 1-11/16 inch; to be measured with a go/no-go gauge.
6. Butterflies.
  - a. Stock butterflies may not be thinned or tapered.

- b. Idle holes may be drilled in butterflies.
  - c. Screw ends may be cut even with shafts, but screw heads must remain standard.
7. Throttle Shafts.
- a. Shafts must remain standard.
  - b. Must not be thinned or cut in any manner.
8. Power Valve, Metering Blocks and Floats.
- a. May be altered

### **CARBURETOR SPACER**

- A. Only a one-piece solid carburetor spacer, one-inch thickness.
- B. Only (2) paper gaskets, (1 per side), maximum thickness (.065).

### **15 – HEADERS:**

- A. Any header system allowed.

### **16 – CLUTCH – PRESSURE PLATE:**

- A. Single disk clutch and pressure plate or small diameter multi-disk type racing clutch allowed.
- B. Must have blow-proof bell housing when using a stock type clutch. May use aluminum bell when using a triple disc, self-contained clutch (racing clutch).

### **17 – EXHAUST:**

- A. All cars must have mufflers.
- .
- B. Flow master, low back, borla or any muffler.

### **18 – TRANSMISSION AND REAR:**

- A. OEM Transmissions.
- B. Quick-change rears allowed.
- C. No carbon fiber drive shafts
- D. No ratchet or limited slip rears allowed.

#### **Transmission – Automatic**

- 1. Automatic transmissions may be beefed. Must be of same manufacturer as car.
- 2. Modifications of shifting patterns are permitted, provided full shift pattern is retained.
- 3. Stock fluid-filled torque converters must be used.
- 4. Shield is necessary with automatic transmissions.
- 5. Cooler is highly recommended and must be outside driver's compartment and inside the body.

### **19 – SAFETY:**

- A. Fire extinguisher must be mounted on the panel of floor next to the driver's compartment in clear view and securely fastened and fully charged at all times. Onboard fire system is a recommended substitution for a fire extinguisher.
- B. Ignition on/off switch must be mounted on the right side of the steering column, but must be in plain view and marked "on" and "off" with bright colored background. An ignition kill switch may be substituted for the location of the on/off switch.
- C. Fuel shut off must be mounted to the right side of the driver and circled with bright orange paint and clearly marked "off".

- D. Seat/Seat belts: Seat must be an aluminum circle track style racing seat and securely fastened to the roll cage. Dated three-inch seat and shoulder harness with a crotch strap is mandatory and can be no more than 2-years old.
- E. Helmet: Snell SA 2010 or greater. SFI rated fireproof suit, gloves, and shoes mandatory. If suit is single layer, nomex underwear is required.

**20 – NUMBER AND CAR IDENTIFICATION:**

- A. Must be a minimum of 16-inches high and 3-inches wide, on both sides of the car and roof.
- B. Smaller numbers must be on rear of car so that car behind you can see them. Small numbers must be on a panel or painted on the windshield in the extreme right hand corner.
- C. Cars should have some kind of decal or lettering identifying the kind of body style used. For example: Camaro, Firebird, Lumina, T-bird, Daytona, etc.
- D. All cars must be neatly and brightly painted.
- E. Numbers, assigned by the track, must be painted on both sides and on the roof (read the number from the right side) in a color offering a distinct contrast to the color of the car.
- F. Numbers must be legible (Subject to the approval of the head scorer) with no trick lettering.
- G. The weight of the car with driver must be indicated on the rear portion of the left front fender near the driver's door.

**21 – APPEARANCE OF RACECAR:** All late models cars must be kept clean, lettered condition subject to the approval of the track officials. If a car is not in this condition, then the officials have the right to reject it from competition.

**SUBJECT TO CHANGE**