

2025 LATE MODEL RULES *Denotes Changes for 2025

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 all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

To request a car number, please email mail@shebcofair.com

*****BECAUSE OF NEW TECHNOLOGY, SOME THINGS MAY NOT BE COVERED BY THESE RULES. BEFORE PURCHASING ANYTHING THAT FALLS INTO THIS CATEGORY, PLEASE CHECK WITH US FIRST*****

1. ENGINES

- A. WISSOTA "steel or spec aluminum headed" engine 362 cubic inch maximum cast-iron block cast iron heads or aluminum spec heads All heads - no removal of material Stock valve angle + or - 1° Chevy "Bowtie"/ World Products Sportsmen II No. 1115 casting # 1-037 (refer to [WISSOTA](#) book for clarification) Chrysler WZ heads, Ford SVO heads M-6049-E-351, M-6049-N-351 Aluminum heads - Brodix Spec heads Chevy - SPCH [WISSOTA](#) Ford - SPFO WISSOTA Mopar - SPMO - WISSOTA Up to 10 " setback 2300 lbs, 8" spoiler

B. SPEC ENGINE

- A. Spec Engine; Definition, Any engine meeting the following guidelines shall be defined as a "SPEC" engine SPEC engines shall be available for inspection at any time. Block Steel, Max. bore of 4.060 , 362 CID max NO BIG BORE SHORT STROKE ENGINES ALLOWED Crankshaft & Rods No titanium or aluminum allowed ! No undercut or scalloped crankshafts allowed. 1" inspection plug required in the oil pan. Plug must be in-line with a crankshaft journal & cannot be obstructed by the windage tray. Plug should be accessible with the engine installed in the racecar. Heads Brodix 11SPX-SUPR, Valves, No Titanium valves. 5/16 or 11/32 valves only. Intake Brodix HV1000 SUPR Logo's must be un-altered in all cases in both heads & intake. Pistons & Compression: 10.9:1 Must use Flat Top pistons, Zero Deck. Single 4 barrel carburetor for all engines 2250 lbs. 10" max set back, 29-1/2" ball joint to motor plate. Deck height 38", spoiler blade 10"

Intake ports may be matched to Fel-Pro 1206 Gasket refer to Supr rule book for more information

C. OPEN ENGINE COMBINATIONS

- Any engine not otherwise designated in weight and set back section below.
- A restrictor plate of 1.200" is required at all times.
- Additional weight may be added at half mile tracks.

- D. IMCA-type MOD OPEN MOTORS (Dodge County Speedway Steel Block Late Model) Any American make steel engine block allowed. Aftermarket and OEM performance blocks allowed. Cast Iron or aluminum intake manifolds only. Steel cylinder heads and oil pan only. Flat tappet cam/lifters or roller cam/ lifters allowed and stud mounted rocker arms only. Magnetic steel retainers only. No shaft, pedestal, or offset rocker arms, titanium engine components, or mushroom lifters. Lifter diameter and configuration must match OEM passenger block. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine (no lightweight engine blocks). All belt driven accessories must be on front of engine. "Wet" sump oiling system only.

Weight: 2300lbs. Engines must meet IMCA specs – Flat tappet, roller or solid lifter cams ALLOWED 10 “ maximum motor set back - 29 ½” Ball joint to motor plate 8” maximum spoiler height Stud Girdles will be allowed Any head or engine the track feels to be unfair to competition may have to add weight

- E. Aluminum or Steel Headed Engine up to 370 c.i.d. (SLM) 2350lbs 10” maximum motor setback (29 ½” Ball joint to motor plate)If motor is between 25½ “and 291/2”you must add 25 lbs. in front of midplate. The following will be the acceptable valve angles for heads: Chevy -23 deg. Ford -18/20 deg. Mopar - 15/18 deg. No raised runner heads. No spread port exhaust ports. Standard exhaust ports and bolt pattern only. Heads may have porting done. Magnetic steel crankshafts and rods only. ENGINE DOES NOT NEED TO HAVE 50LBS. IN FRONT OF MID PLATE

Any head or engine the track feels to be unfair to competition shall be moved to the open class.

2. * CRATE

602/604, 525 GM Crate motor cars will run same body rules as other classes. Factory sealed motors only. 10" max set back, 29-1/2 " ball joint to motor plate, deck height 38", spoiler blade 10". 602/604 weight is 2200 lbs. CT525 Crate engine: coil packs and/or individual ignition systems (electronic or mechanical) will not be permitted, weight is 2,250 lbs.

3. BODY & CHASSIS

Any UMP, World of Outlaws, WISSOTA or Lucas Oil legal combination allowed. The B/C post/rear window panels must be the same, right and left side. They may be closed or open but have to be the same side to side. If they are not closed they must have a minimum of 2-1/2" of aluminum on all sides. Window openings must be the same size on both the left and right sides. They also have to be in the same location and orientation on both left and right sides. Spoiler boards must both be closed. Rear deck height 38"

4. WHEELBASE

The minimum average wheelbase permitted will be 103 inch (to check turn steering wheel until left side measures 103 - do not touch wheel and check right side - it should measure 103 minimum.

5. TIRES AT WEEKLY SHOWS AT PLYMOUTH (Revised on April 12,2023)

Hoosier NLMT3, W30S, M30S or SPEC or WISSOTA WRS I & II D55 will be allowed on all locations of the car.

Hoosier LM40, NLMT4 or W70 will be allowed on right rear only. Grooving, siping, and grinding of tires is allowed.

6. OTHERS

1. MUFFLERS MANDATORY #112535 Schoenfeld recommended
2. MISC
HOOD MUST BE IN PLACE AND SECURED AT ALL TIMES DESIGNATE IF CAR IS BURNING
ALCOHOL WITH LETTER "A" ON WINDOW POST OR ROOF ON BOTH SIDES NO ANTIFREEZE NO SPOTTERS OR SIGNALING NO RUB RAILS ALLOWED NO FUEL ADDITIVES
3. SPRINGS All suspension springs must be steel alloy, no titanium or composite springs will be allowed.
4. Wheel covers must bolted. Dzus fasteners prohibited. Wheel covers allowed on right side wheels only. Bent or damaged covers will not be allowed
5. Loss of weights or muffler will result in disqualification from that race.

7. CAR NUMBERS

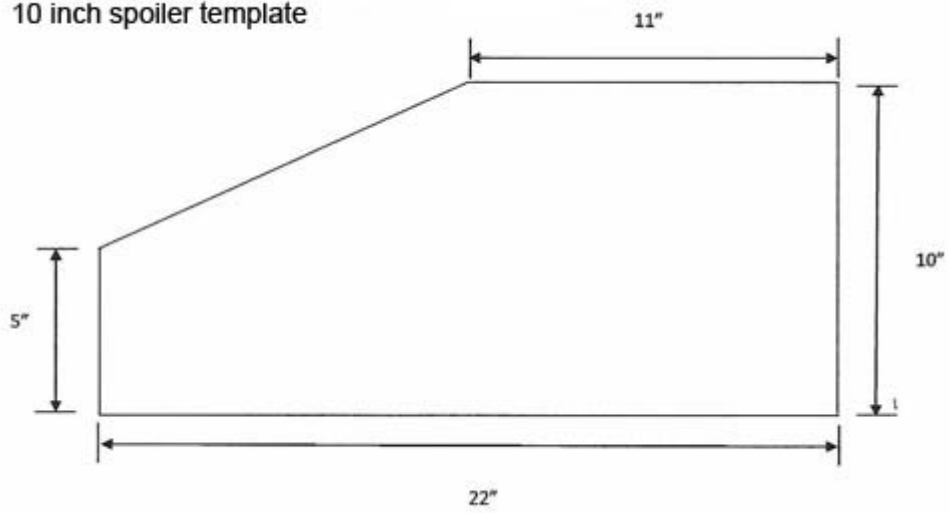
In addition to number on each side, four inch numbers should displayed on the nose of the car. The weight of the car must be displayed on both sides of the windshield posts.

8. DRIVERS MUST BE AT LEAST 16 YEARS OF AGE.

9. TRANSPONDER LOCATION Transponder must be placed 24" or more, behind the center line of the rear axle to the forward edge of the transponder, on the right side frame rail.

SPOILER DIMENSIONS

10 inch spoiler template



8 inch spoiler template

