



2018 Late Model Rules

****CHANGES will be highlighted in BLUE.**

****Last updated on 2-01-2018.**

WEIGHT:

1. 602 engine: 2250 lbs.
2. 604 engine: 2250 lbs.
3. Built engine:
 - a. Flat Top: 2350 lbs.
 - b. NLMS Engine 2300 lbs.
4. 525 engine: 2300 lbs. (50lbs. must be in front of the mid-plate)
5. All cars **MUST** have weight posted on **RIGHT** side of roof.

Attached weight **MUST** be securely bolted to frame with 3/8-inch or larger bolts. Weight **MUST** be painted white with car number displayed. Penalty for losing attached weight on the race track is disqualification from the event

CHASSIS:

1. Any Late Model Chassis allowed. Stock Clip, Square tube or Round tube.
2. NO aluminum frames or front clips on chassis.
3. Square tube frames must be a minimum of 2-inch by 2-inch tubing.
4. Round tube frames must be a minimum of 1 3/4-inch tubing.
5. Full racing roll cage mandatory. 1 1/2 OD x .090 steel tubing minimum.
6. All frame and chassis components must be welded or bolted together.
7. NO sleeves, slip couplings. Etc.

SHOCKS & SUSPENSION:

1. These shocks have been banned from competition as of 2018:
 - a) Thru-rods style.
 - b) Crossover, in which two shocks work in tandem.
 - c) Shocks adjusted electronically via cell phone apps.
 - d) Penske's Cambridge University developed inerter shock.
2. NO cockpit or driver adjustable shocks, hydraulic or pneumatic weight jack, trackers, MSD boxes or similar adjustable components of any kind are permitted. Taping over of any adjuster is **NOT** permitted. The offending component **MUST** be removed from the cockpit. NO data acquisition devices allowed.
3. Shocks will be checked not just during pre-race tech, but may also be checked at any time by officials, after qualifying, heat races, B Mains and feature event.
4. Standard late model suspensions **ONLY**. NO spring loaded or shock type 4 bar rods. **ONLY** standard solid bar 4 bar rods. NO torsion bar front or rear suspension. Sway bar OK.
5. Standard one-piece bird cages, NO split bird cages.
6. Standard late model suspensions equals, 1 shock per wheel, except left rear. Left rear is allowed two shocks, one in front of rear end, and 1 behind. Shocks **MUST** be mounted vertical to axle tube, not horizontal.

TIRES:

1. Hoosier Crate 21, Spec 21, HTS 1350, NRM 70.
2. NO chemical treating OR softening of tires.
3. Tires will be subject to lab testing at ANY time to determine legality.



2018 Late Model Rules

BODY:

1. Stock appearing aftermarket accepted. May be made of steel, aluminum or fiberglass.
2. NO wedge style bodies.
3. NO roof mounted wings or spoilers allowed.
4. Nose and roof must match body style.
5. Floor boards, and fire wall MUST cover the driver's area and be constructed to provide maximum safety.
6. Driver's seat MUST remain in same general area as the general design.
7. Windshield screen or bars are mandatory.
8. Numbers and Lettering should be neat. Numbers should be at least 18-inches high and are required on doors AND roof.
9. NO fins, or raised lips of any kind permitted anywhere the entire length of car. Body line must be smooth and even line from front to rear.
10. NO bump bars of any kind.
11. All body measurements 1-inch maximum tolerance.
12. NO wings or tunnels of any kind are permitted underneath the body or chassis of the car.
13. A maximum of 1 stone deflector. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top frame rail. Not to exceed below the bottom frame rail.

NOSE PIECES:

1. MUST have stock nose. NO wedge noses.
2. MUST be made of molded type material. 20-inches bottom to top.
3. Two-piece nose must be fastened together in center, NO spacers to gain width. Must be mounted not to alter original shape.
4. NO cutting from bottom or sides. NO adding to bottom at frontal area to achieve lower ground clearance.
5. Stock nose piece can extend a maximum of 50-inches from center of front hub to farthest point extending forward.
6. Front fender flairs must be made of plastic, and can NOT alter shape of original nose piece. They can extend beyond front tire width with wheels pointed straight, and must have collapsible support. (NO steel supports)

ROOFS & ROOF SUPPORTS:

1. MUST be stock appearing and mounted level. 45-inch minimum height from ground.
2. MUST be mounted parallel to body and near center of car.
3. Minimum material 41-inches long by 46-inches wide. Maximum material 45-inches long by 54-inches wide.
4. NO lips on rear of roof.
5. Fiberglass roofs OK.
6. All roof side panels must extend to edge body.
7. Rear roof supports (C pillars) may be curved, no more than 3-inches of curve at widest point, measured with a straight edge from roof edge to body edge.
8. Supports must be max. of 18-inches at top where mounts to roof, tapered to max 3-inches high at rear of support, with base or bottom a maximum of 40-inches long.
9. If rear supports have window opening, both must be either open, or closed, NOT one open and one closed.
10. Any sun shields (4-inch maximum) MUST be hinged for easy exiting.
11. Front roof supports can be NO more or less than 2-inches wide by 24-inches long. MUST be flat, NO arched roof supports on front.

DOORS:

At NO point can door side break inward toward center of car.



2018 Late Model Rules

FRONT FENDERS & HOOD:

1. MUST be level and flat from left to right side of car.
2. Fenders cannot gain height from rear to front of car.
3. NO part of fenders or hood can be below outside body line.

INTERIOR:

1. Interior may be dropped inward to the middle of the car no more than 3-inches below the top of the doors and must be at least 12-inches below the roll cage, (1-inch tolerance).
2. Interior must gradually taper up to the quarter panel height, and be level for 32-inches from the rear of the quarter panel.
3. Interior (decking) must be fastened flush at the top of the doors and quarter panels, and may taper gradually towards the center of the car, not creating a lip effect, with a minimum of 8-inch taper.

QUARTER PANELS:

1. NO offset quarter panels, except equal taper towards the center of the car.
2. Tire clearance from body must be at least 2-inches.
3. NO wheel skirts.
4. At NO point can quarter panels break in towards center of car.
5. Quarter panels should measure a maximum of 46-inches from center of rear end to rear edge of quarter panel, 52-inch maximum from center of rear end to top corner of quarter panel where spoiler mounts.
6. Quarter panels must be a maximum of 39-inches high from ground to top rear corner of quarter panel. (all measurements 1-inch tolerance)

SPOILER:

1. Rear spoiler MUST be manufactured of a sturdy material such as lexan, or aluminum.
2. Rear spoiler material can be 8-inches wide maximum of total material, measured from deck to tip of material. Maximum width of spoiler is 72-inches wide.
3. Rear spoiler CANNOT be mounted above the deck to create a wing effect.
4. Spoiler MUST begin where quarter panels end. NO extended decks.
5. Spoiler supports must be a maximum of 18-inches long across bottom, measured where support meets deck. Maximum 3-inches high in front, and a maximum of 8-inches at its highest point, at rear measured from top of rear deck.
6. Supports may be squared off at top of support at the rear, 6-inch wide maximum. Top edge may be rolled or lipped a maximum of 1-inch for added strength and support.

SEATS:

All cars without Full Containment Seat will be REQUIRED to have window net.



2018 Late Model Rules

PROTEST PROCEDURES:

1. A protest shall be brought to the attention of speedway officials in writing by a driver or car owner participating in said race ONLY.
 - a. Technical and visual protests will be brought to the attention of the Chief Technical Inspector.
 - b. Scoring protests will be brought to the attention of the Chief Scorer.
 - c. Other safety or rule violations will be brought to the attention of the Chief Pit Steward and/or the Race Director.
2. Visual protests shall be made in writing prior to the start of the first heat race for that division. ANY visual protest made after the start of the first heat race shall be VOID.
3. A visual protest shall be interpreted to mean any components or equipment which is outwardly visible, including that located underneath hoods or other covered areas that is accessible to observations without the use of tools. AMS has sole discretion in interpretation of what constitutes a visual protest. EAMS has the right to inspect cars for visual violation of the rules at any time.
4. Technical protests (to include Fuel or Tire protests) will be made in writing ten (10) minutes following the completion of the racing event.
5. Reverse protesting is allowed, if counter protest is filed, first place car will tear down first, if found illegal, then counter protest is voided, and all protest monies will be refunded. If first place car tears down, and is found legal, then second place car must tear down. Only 1 member from each crew is allowed inside fence area. Protested car may have 2 additional persons to help with teardown. Any misconduct from either team may result in disqualification or forfeiture of protest.
6. Any driver found illegal or refusing to teardown three times in one season will not be allowed to race until proving legality by tearing down. Driver will not receive compensation for the teardown.
7. If deemed necessary, track may require teardown of any car to prove legality. Track will provide gasket set.
8. Scoring protests must be made within ten (10) minutes after the official finish has been posted. Only a participant in said event may file a protest or have the official scoring checked. Scoring protests will only be done in an orderly manner. NO ARGUING! Any disorderly conduct will result in disqualification and/or suspension.
9. Impounding of an engine or race car, for a later inspection date will be at race tracks sole discretion. All protest fees will be held by management until inspection is completed. Date and time of inspection will be agreed on by all parties or protest will be void. Refusal of impound or inspection, will result in disqualification.
10. ALL protests must be paid in cash.
11. ANY car protested MUST be ready for inspection within thirty (30) minutes from the time the protest is brought to the attention of officials (UNLESS it is a Fuel or Tire protest and that will be conducted immediately) or the car WILL be disqualified.
12. Drivers found illegal during protest or refusing to tear down WILL result in disqualification, forfeiture of all prize money, and points won for the event.
13. Must finish in top 3 to be eligible to protest.
14. Must protest top end to protest bottom end.
15. Built Engine Protest:
 - a. Top End \$350: Track Retains \$125
 - b. Top and Bottom \$800: Track Retains \$400
16. Crate Engine protest:
 - a. Top End \$400: Track Retains \$200
 - b. Top and Bottom \$900: Track Retains \$450
17. Visual Protest: \$50 retained by Track
18. Fuel Protest: \$100 retained by Track
19. Tire Protest: \$250 (per tire) retained by Track



2018 Late Model Rules

2018 CRATE LATE MODEL ENGINE RULES:

ENGINE RULES:

1. GM part number 88958602.
2. GM Part Number 88958604.
3. GM CT525: Must meet Nesmith Series rules for CT525 including programming of MSD box.
4. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from gm. Crate Racin' USA seals allowed, NO RM bolts, for any other sealing system contact Crate Racin' USA for approval. Crate engines must not be altered, modified or changed from factory specs.
5. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition.
6. NO changes are allowed to the engine - intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part / or parts on / or in engine.
7. Valve Spring Specifications: GM valve springs ONLY.
 - a. 604: 1.780 assembly height
 - b. 602: 1.700 assembly height
8. NO vacuum pumps.
9. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from factory specs.
10. Engine's GM serial number and when applicable Crate Racin' USA build certification number, must be clearly visible to series technical inspectors.

ENGINE SETBACK RULE:

1. Engine setback will be 6 inches from center of top ball joint to the #1 spark plug with a 1-inch tolerance on engine setback.
2. There will be a 50-pound (mounted in front of the water pump) penalty for each ½ inch of setback beyond 7 inches of engine setback.
3. NO cars with more than an 8-inch engine setback will be allowed to compete.

CARBURETOR RULES:

1. ANY four-barrel carburetor.
2. Engine must be naturally aspirated.
3. May use one carburetor spacer (1 inch-one piece with .040 tolerance maximum) and two standard paper gaskets (maximum 0.070-inch-thick), one gasket between intake to spacer and one gasket between spacer to carburetor.

DISTRIBUTOR RULE:

1. ANY electronic distributor-type ignition system.
2. NO crank trigger, distributor less multi-coil, or magneto ignition system.

STARTER RULE:

ALL cars must have starter in working order.

WATER PUMP RULES:

1. Cast or aluminum permitted.
2. NO electric water pump.



2018 Late Model Rules

EXHAUST RULES:

1. Collector type headers required. Must have four (4) tubes into one (1) collector of a consistent diameter.
2. NO tri-y headers or merged headers allowed.
3. NO square-tube headers allowed.

FUEL CELL - FUEL PUMP RULES:

1. AN approved fuel cell (32-gallon maximum) must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of two 2-inch by 1/8-inch steel straps.
2. ALL fuel cells must be completely visible from rear of car.
3. Gasoline or racing gas ONLY. E85 OK.
 - a. NO CHP.
 - b. NO methanol, or alcohol.
 - c. NO nitrous oxide.
 - d. NO propylene oxide, or chemical additives.
4. Fuels must have a specific gravity of less than .745. Any fuel with a specific gravity of .745 or greater will be disqualified. It is the racers responsibility to know what he/she is putting in the fuel cell.
5. NO electric fuel pumps.



2018 Late Model Rules

2018 NLMS Chevy Engine Rules

ENGINE:

1. Engine in car must match manufacturer of body used. Example: Ford Thunderbird must run Ford Engine: Camaro must use Chevy Engine: Dodge Intrepid must run Mopar Engine.
2. Chevrolet 350 cubic inch + .060.
3. Cast iron blocks ONLY. Factory production, GM Performance Parts, World Products, or Dart blocks as long as block remains same configuration of Stock Chevy blocks.
4. NO lightening of any blocks allowed.
5. Must have stock oiling systems. NO dry sump systems.
6. May have straps on stock main caps. After market steel caps-straight bolt or angle splayed caps OK.
7. NO oversize valve lifter holes.
8. Oil coolers - OK
9. Accu-sump OK - Pressurized accu-sumps OK

CRANKSHAFT:

1. Crank must be factory stock stroke.
2. Stock stroke for engine used. 3.48" Chevy.
3. Balancing OK.
4. Cross Drilling OK.
5. NO knife edge or winged cranks.
6. Any aftermarket forged steel or cast production type crank stock stroke for engine used. NO Billets. Minimum rod pin diameter 2.00 inch.
7. Crank weight 47 lbs. minimum Chevy engine.

CONNECTING RODS:

1. Any forged steel connecting rod with the following dimensions: 7/16 rod bolt, 5.7" Connecting rods not to exceed \$750 cost.
2. "I" Beam Rods Allowed:
 - a) Crower 5.7 SP93205B-8 5.7
 - b) Eagle SIR5700BBLW 5.7
 - c) K-1 CF5700ALLB 8 5.7
 - d) Manley 14101-8 5.7
 - e) Pro-Comp PC 4112 5.7
 - f) Scat 2-ICR5700-7/16 5.7
3. "H" Beam Rods Allowed:
 - a) Eagle CRS5700BLW 5.7
 - b) Callies-Compstar CSA5700DS2A2AH 5.7
 - c) K-1 CH5700-ALL BB 5.7
 - d) Manley 14050-8 5.7
 - e) Pro-Comp PC4131 5.7
4. May polish beams.
5. May use aftermarket rod bolts.
6. NO Titanium Rods - NO Carillo Rods.
7. NO profiling of rods, NO cnc machining of center of beam, NO removing of manufacture name and rod size.

PISTONS:

Any flat top piston.

ENGINE BALANCING:

Engine balancing permitted.



2018 Late Model Rules

HARMONIC BALANCER:

1. Any Harmonic Balance
2. Balancer may be pinned.

HEADS:

1. Chevy, OEM or Performance cast iron heads, or Brodix "SPEC" Aluminum head, only heads permitted.
2. Milling heads accepted.
3. Multi angle valve job permitted.
4. Maximum intake valve size 2.02", Maximum Exhaust valve size 1.6", Hollow Stem valves permitted.
5. NO titanium valves permitted
6. May use any valve spring, valve retainer, oversize valve stem, lash cap, any steel pushrod, screw in studs, guide plates, stud girdle, any stud mount roller rockers. Stud must go thru center of rockers.
7. NO shaft mounted rocker systems
8. NO porting, polishing, gasket matching, or coating on inside of head runners.
9. NO Epoxying in runners.
10. NO short side radiousing. Must be able to see and feel the defined raised lip of original bowl in the cylinder head in all areas of the bowl AND all bowl work must remain concentric with the valve guide. Any completely smooth blends, of the bowl on the short side (even though you can see where the cutter stops) will be considered short siding, again must be able to see and feel the defined raised lip of the original bowl.
11. NO machined or grinding work more than .750". Any work done more than .750" below bottom valve seat will be deemed port work NOT part of the valve job.
12. NO altered or ground off casting numbers.
13. Chevy Vortec head permitted Casting No's. (12554290; 10125320; 12552520; 1355569010239906; & 062. Total intake runner volume not to exceed 173CC. Total runner volume Exhaust runner not to exceed 64CC.
14. Chevy Phasell cast iron bow tie head (new style), part number 1013492, casting number 140110034 allowed. Maximum runner volume on intake not to exceed 184CC.
15. New Chevy Vortec/Bowtie Head part #25534351 allowed. Maximum runner volume 186CC. Maximum Exhaust runner volume 69CC.
16. Dart Iron eagle 180 head permitted part No's (10110010; 10110010F; 10120010). 182cc Maximum intake runner volume, 77cc maximum exhaust volume. 2.02" Intake valve max, and 1.6" exhaust valve max. NO Machined cuts more than .700" below valve seat. NO Iron Eagle 200,215, or 200,215 Platinum heads allowed
14. 5/16 valve stems permitted.

INTAKE MANIFOLD:

1. Any cast iron or aluminum intake.
2. NO porting, polishing, squaring/gasket matching of ports. When using SPEC aluminum heads, you may gasket match intake port opening no more than 1/2-inch (.500") deep into runner. NO matching on head side.
3. Total adapter not to exceed 1-inch total. Anything mounted between carburetor and intake is considered spacer, and cannot exceed 1-inch total.
4. Directional spacers OK.
5. All intakes must be from a recognized name brand intake manufacturer, ex Edelbrock, Brodix, Holley, Weiand, etc. MUST have manufacturers name and part number intact and unaltered. NO import manifolds allowed.

CAMSHAFT:

1. Any flat tappet cam.
2. Stock diameter lifters ONLY .842-inch, OEM size to make of engine, NO ceramic foot lifters allowed, all lifters must have a magnetic base.
3. NO roller cams or lifters.
4. Cast iron stick ONLY, NO billet cams.



2018 Late Model Rules

TIMING GEARS:

1. Timing chain and gears ONLY.
2. NO gear drives, or belt drives.

CARBURETOR:

1. Any 750 cfm with 750 base plates with all ventures throttle shafts and butterflies meeting factory specs.
2. May remove choke butterfly.
3. Holley 3310 May drill idle holes in primary butterflies. There should be NO half, or flat throttle shafts in the primary side of the carburetor's base plate.
 - a. The primary throttle shaft, with a 172 butterfly should be a minimum of .1868-inch thick
 - b. The secondary round shaft, with a 172 butterfly should be a minimum of .1828-inch thick.
 - c. The secondary half or flat shaft with a 172 butterfly, should be a minimum of .1228-inch thick.
 - d. Billet base plate allowed must meet factory Holly specs. On throttle bores, and above throttle shaft specs.
4. May install secondary jet metering plate, Billet metering plate allowed.
5. May NOT remove choke horn on 3310.
6. NO porting or polishing.
7. Ford 735 cfm. OK, Secondary Throttle screw OK.
8. Four corner idle OK.
9. Carbs will be checked with "Go-No-Go" gauges.

FUEL PUMP AND FUEL CELL:

1. Belt Drive Pumps OK.
2. NO electric fuel pumps.
3. Steel case on fuel cell recommended.

WATER PUMP:

1. Stock mount ONLY.
2. Electric fans OK.

IGNITION:

1. Any battery operated.
2. NO crank trigger ignition, & No Magnetos
3. NO Electronic Traction Control device.
4. MSD Boxes may NOT be mounted in driver's cockpit.

RADIATOR:

Must be close to stock location, mounted in front the motor.

STARTER:

Must have operating starter.



2018 Late Model Rules

2018 NLMS FORD ENGINE RULES

CYLINDER HEADS:

1. Sportsman M-6049-N351 or M6049-N352 heads allowed.
2. NO after-market heads.
3. N351 head maximum intake runner volume 195CC, Exhaust runners 80CC maximum.
4. N352 head maximum intake runner volume 188CC, Exhaust runner volume 77CC maximum.
5. Combustion chamber volume either head, 62CC. NO Tolerance.
6. Maximum valve size 2.02-inch intake, & 1.65-inch exhaust.
7. May use Brodix "SPEC" aluminum heads, Brodix Spec Head 60cc Minimum Combustion Chamber.
8. Hollow Stem Valves Permitted any Head. NO angle milling Ford Brodix Spec Head.
9. Cylinder head must be unported. NO porting, polishing, gasket matching, or coating on inside of head runners.
10. NO epoxing in runners.
11. NO short side radiusing. Must be able to see and feel the defined raised lip of original bowl in the cylinder head, in all areas of the bowl AND all bowl work must remain concentric with the valve guide. Any completely smooth blends, of the bowl on the short side (even though you can see where the cutter stops) will be considered short siding, again must be able to see and feel the defined raised lip of the original bowl.
12. NO machined or grinding work more than .750-inch. Any work done more than .750-inch below bottom valve seat will be deemed port work NOT part of the valve job.
13. Stud mount rockers ONLY, stud must go through center of rocker arm. NO shaft mount rockers.
14. $\frac{5}{16}$ valve stems permitted.

BLOCK:

2. M6010-D351, M351, or N351 are acceptable blocks.
3. Dart Block Part #31384195, and 31385195 allowed.
4. World Products Block part # 087150 and 087152 allowed.
5. NO lightening of engine blocks allowed.

CRANKSHAFT:

1. Any cast or forged steel (No Billets) crankshaft must have a stock stroke of 3.50-inch, and weigh a minimum of 54lb.
2. NO knife edging or winging of cranks.
3. FORD may run after market crankshaft, but must meet all of above criteria.

OIL PUMP:

1. Wet sump oil system, or may use an external single stage belt driven oil pump.
2. Oil must be pumped from and returned to oil pan.

PISTONS:

Any flat top piston.

ENGINE BALANCING:

Engine Balancing permitted.



2018 Late Model Rules

CONNECTING RODS:

1. Any forged steel rod, 6-inch maximum length, 7/16 rod bolts permitted. Connecting rods not to exceed \$750 cost.
2. "I" Beam Rods Allowed:
 - a. Crower 6-inch
 - b. Eagle 6-inch
 - c. K-1 6-inch
 - d. Manley 6-inch
 - e. Pro-Comp 6-inch
 - f. Scat 6-inch
3. "H" Beam Rods Allowed:
 - a. Eagle 6-inch
 - b. Callies-Compstar 6-inch
 - c. K-1 6-inch
 - d. Manley 6-inch
 - e. Pro-Comp 6-inch
4. NO Billet rods, or Carilla rods.
5. May polish beams, NO profiling or cnc machining in center of beams.
6. Manufacturer's name and rod size MUST remain on rod.

CAMSHAFT:

1. Any flat tappet cam.
2. Stock diameter lifters ONLY .875-inch, OEM size to make of engine, NO ceramic foot lifters allowed, all lifters must have a magnetic base.
3. NO roller cams or lifters
4. Cast iron stick ONLY, NO billet cams.

TIMING GEARS:

1. Timing chain and gears ONLY.
2. NO gear drives, or belt drives.

INTAKE MANIFOLD:

1. Any cast iron or aluminum intake.
2. NO porting, polishing, squaring/gasket matching of ports. When using SPEC aluminum heads, you may gasket match intake port opening no more than 1/2" (.500") deep into runner. NO matching on head side.
3. Total adapter not to exceed 1" total. Anything mounted between carburetor and intake is considered spacer, and cannot exceed 1" total.
4. Directional spacers OK.
5. All intakes must be from a recognized name brand intake manufacturer, ex Edelbrock, Brodix, Holley, Weiand, etc. MUST have manufacturers name and part number intact and unaltered.
6. NO import manifolds allowed.
7. Any cast iron or aluminum intake.
8. NO porting, polishing, squaring/gasket matching of ports. When using SPEC aluminum heads, you may gasket match intake port opening no more than 1/2" (.500") deep into runner. NO matching on head side.
9. Total adapter not to exceed 1" total. Anything mounted between carburetor and intake is considered spacer, and cannot exceed 1" total.
10. Directional spacers OK.
11. All intakes must be from a recognized name brand intake manufacturer, ex Edelbrock, Brodix, Holley, Weiand, etc. MUST have manufacturers name and part number intact and unaltered.
12. NO import manifolds allowed.



2018 Late Model Rules

CARBURETOR:

1. Any 750 cfm with 750 base plates with all venturies throttle shafts and butterflies meeting factory specs.
2. May remove choke butterfly.
3. May drill idle holes in primary butterflies. There should be No half, or flat throttle shafts in the primary side of the carburetor's base plate.
 - a) The primary throttle shaft, with a 172 butterfly should be a minimum of .1868-inch thick.
 - b) The secondary round shaft, with a 172 butterfly should be a minimum of .1828-inch thick.
 - c) The secondary half or flat shaft with a 172 butterfly, should be a minimum of .1228-inch thick.
 - d) Billet base plate allowed must meet factory Holly specs. On throttle bores, and above throttle shaft specs.
4. May install secondary jet metering plate, Billet metering plate allowed.
5. Holley 3310 May NOT remove choke horn.
6. NO porting or polishing.
7. FORD 735 cfm. OK, Secondary Throttle screw OK.
8. Four corner idle OK.
9. Carbs will be checked with "Go-No-Go" gauges.

FUEL PUMP AND FUEL CELL:

1. Belt Drive Pumps OK.
7. NO electric fuel pumps.
8. Steel case on fuel cell recommended

WATER PUMP:

1. Stock mount ONLY.
2. Electric fans OK.

IGNITION:

1. Any battery operated.
2. NO crank trigger ignition, & No Magnetos
3. NO Electronic Traction Control device.
4. MSD Boxes may NOT be mounted in driver's cockpit.

RADIATOR:

Must be close to stock location, mounted in front the motor.

STARTER:

Must have operating starter.



2018 Late Model Rules

2018 NLMS MOPAR ENGINE RULES

ENGINE:

1. 360 Mopar production cast iron blocks permitted.
2. Mopar performance cast iron "A" engine R3 block part #P4876792AB (59-degree valve tappet) OR P4876672AB (48-degree valve tappet) permitted.
3. World Products or Dart Blocks allowed MUST remain the same configuration of stock Mopar blocks.
4. Block may ONLY have a Maximum cylinder bore of 4.030-inch.
5. Wet sump oil system ONLY. No dry sumps.

CRANKSHAFT:

1. Any Forged steel or cast cranks ONLY. NO Billets.
2. Mopar performance crankshafts part #P5007253A is a good start. Must have stock stroke 3.58-inch, 50lb minimum weight. Minimum rod pin diameter 100-inch.
3. NO knife edging, or winging of crankshaft.
4. Balancing permitted.

CONNECTING RODS:

1. Any forged steel rod, 6-inch maximum length, 7/16 rod bolts permitted. Connecting rods not to exceed \$750 cost.
2. "I" Beam Rods Allowed:
 - a. Crower 6-inch
 - b. Eagle 6-inch
 - c. K-1 6-inch
 - d. Manley 6-inch
 - e. Pro-Comp 6-inch
 - f. Scat 6-inch
3. "H" Beam Rods Allowed:
 - a. Eagle 6-inch
 - b. Callies-Compstar 6-inch
 - c. K-1 6-inch
 - d. Manley 6-inch
 - e. Pro-Comp 6-inch
4. NO Billet rods, or Carilla rods.
5. May polish beams, NO profiling of cnc machining in center of beams.
6. Manufacturer's name and rod size MUST remain on rod.

PISTONS:

Any flat top piston permitted.

HARMONIC BALANCER:

Any harmonic balancer permitted.



2018 Late Model Rules

CYLINDER HEADS:

1. Mopar W2 cast iron cylinder head permitted part number
 - a. P5249769 (59-degree block) 180cc max intake runner volume, & 78cc max exhaust runner volume.
 - b. P5007445 (48-degree block) 190cc max intake runner volume, 78cc max exhaust runner volume.
 - c. P5007445AB 196cc max intake runner volume, 78cc max exhaust runner volume.
2. Casting numbers must remain on head unaltered.
3. 64cc minimum combustion chamber volume. **NO TOLERANCE.**
4. May use Brodix "SPEC" aluminum heads. 2.02-inch maximum intake valve diameter, and 1.60-inch maximum exhaust valve diameter.
5. **NO Titanium valves, Steel or Stainless Steel valves ONLY.**
6. 11/32-inch minimum valve stem diameter.
7. Multi angle valve job permitted.
8. Hollow Stem Valves permitted any cylinder head.
9. **NO porting, polishing, gasket matching, or epoxying of runners.**
10. **NO short side radiousing.** No bowl work more than .500-inch. Must be able to see and feel the defined raised lip of original bowl in the cylinder head, in all areas of the bowl **AND** all bowl work must remain concentric with the valve guide. Any completely smooth blends, of the bowl on the short side (even though you can see where the cutter stops) will be considered short siding, again must be able to see and feel the defined raised lip of the original bowl.
11. Milling of heads of accepted, (note combustion chamber limit above)
12. May use any diameter valve spring.
13. Any Valve retainer.
14. Any Steel push rod.
15. Steel Valve keepers **ONLY.**
16. Mopar may run shaft mounted rocker system.
17. 5/16 valve stems permitted.

INTAKE MANIFOLD:

1. Any cast iron or aluminum intake.
2. **NO porting, polishing, squaring/gasket matching of ports.** When using SPEC aluminum heads, you may gasket match intake port opening no more than 1/2-inch (.500-inch) deep into runner. **NO matching on head side.**
3. Turtle OK not altered.
4. Total adapter not to exceed 1-inch total. Anything mounted between carburetor and intake is considered spacer, and cannot exceed 1-inch total.
5. Directional spacers OK.
6. All intakes must be from a recognized name brand intake manufacturer, ex Edelbrock, Brodix, Holley, Weiand, etc. **MUST** have manufacturers name and part number intact and unaltered.
7. **NO import manifolds allowed.**

RADIATOR:

Must be close to stock location, mounted in front the motor.

CAMSHAFT:

1. Any flat tappet cam.
2. Stock diameter lifters **ONLY** .904-inch, OEM size to make of engine, **NO ceramic foot lifters allowed, all lifters must have a magnetic base.**
3. **NO roller cams or lifters.**
4. Cast iron stick **ONLY, NO billet cams.**



2018 Late Model Rules

TIMING GEARS:

1. Timing chain and gears ONLY.
2. NO gear drives, or belt drives.

CARBURETOR:

1. Any 750 cfm with 750 base plates with all ventures throttle shafts and butterflies meeting factory specs.
2. May remove choke butterfly.
3. May drill idle holes in primary butterflies.
4. There should be No half, or flat throttle shafts in the primary side of the carburetor's base plate.
 - a. The primary throttle shaft, with a 172 butterfly should be a minimum of .1868" thick
 - b. The secondary round shaft, with a 172 butterfly should be a minimum of .1828" thick.
 - c. The secondary half or flat shaft with a 172 butterfly, should be a minimum of .1228 thick
 - d. Billett base plate allowed must meet factory Holly specs. On throttle bores, and above throttle shaft specs.
5. May install secondary jet metering plate, Billet metering plate allowed.
6. 3310 Holley May NOT remove choke horn.
7. NO porting or polishing.
8. FORD 735 cfm OK, Secondary Throttle screw OK.
9. Four corner idle OK.
10. Carbs will be checked with "Go-No-Go" gauges.

FUEL PUMP AND FUEL CELL:

1. Belt driven okay.
2. No electric fuel pumps.
3. Steel case on fuel cell recommended.

WATER PUMP:

1. Stock mount ONLY.
2. Electric fans OK.

IGNITION:

1. Any battery operated.
2. NO crank trigger ignition & NO Magnetos
3. NO Electronic Traction Control device.
4. MSD Boxes may NOT be mounted in driver's cockpit.



2018 Late Model Rules

2018 FLAT TOP ENGINE RULES

ENGINE:

362ci small block maximum, stock bore and stroke.

CRANKSHAFT:

Any crankshaft, NO titanium allowed.

CONNECTING RODS:

Any connecting rods, NO titanium allowed.

PISTONS:

Any flat top piston permitted.

HARMONIC BALANCER:

Any harmonic balancer permitted.

CYLINDER HEADS:

1. 23-degree cast iron heads:
 - a. Vortec
 - b. Bowtie
 - c. Vortec/Bowtie (25534351C)
 - d. Dart Iron Eagle 180
 - e. NLMS Aluminum Spec Head allowed
2. ANY other steel 23-degree head add 50 lbs.
3. NO ported or polished heads.
4. NO titanium valves.

INTAKE MANIFOLD:

Any intake allowed.

RADIATOR:

Must be close to stock location, mounted in front the motor.

CAMSHAFT:

1. Flat tappet camshaft ONLY.
2. Roller camshaft add 50 lbs.
3. OEM lifter size ex: Chevy .842"

TIMING GEARS:

1. Timing chain and gears ONLY.
2. NO gear drives, or belt drives.

CARBURETOR:

Any carburetor allowed.

FUEL PUMP AND FUEL CELL:

4. Belt driven okay.
5. No electric fuel pumps.
6. Steel case on fuel cell recommended.



2018 Late Model Rules

WATER PUMP:

3. Stock mount ONLY.
4. Electric fans OK.

IGNITION:

5. Any battery operated.
6. NO crank trigger ignition & NO Magnetos
7. NO Electronic Traction Control device.
8. MSD Boxes may NOT be mounted in driver's cockpit.