

2026 LATE MODEL RULES

- Practice tires can be purchased, cannot be used for feature or heat races. These are for practice only
- 5 Race tires can be purchased to start the season, after that 1 new tire can be purchased each week and entered into your inventory. The tire inventory is a running total. Tires are registered to the driver, not the car.
- Tires will be checked at the scales prior to the feature
- All serial numbers must be registered in your tire bank or will be deemed illegal and you will be disqualified
- Any car that shows up after the first 2 races have been completed will only be allowed 3 new right side tires. Only 2 of the tires will be allowed to be used on that night unless you get a flat tire. You will be required to start with used ST1/ST2's on the left side which are available at the track for purchase(3 maximum)

Stock and Fab clip

ENGINE RULES – STOCK AND FAB CLIP

1. Chevrolet, Ford, or Mopar V-8 engines allowed with a maximum displacement of 360 cubic inches and a maximum compression ratio of 12 to 1
2. Engine block must be OEM, OEM performance, or aftermarket replacement Cast Iron block. Must be exact replacement for OEM block. No large bore or tall deck blocks.

CRANKSHAFT

1. Any steel or cast iron crankshaft allowed.

CONNECTING RODS

1. Any steel connecting rod allowed.
2. No titanium or aluminum rods allowed.

PISTONS

1. Flat top or dish pistons only
2. No part of piston may extend past block deck surface.

CYLINDER HEADS

1. Cast iron cylinder heads only.
2. Standard production heads as well as OEM performance heads will be allowed.
3. The following aftermarket heads are also allowed:

A. World Products # 4266 and # 4267

- B. Dart Iron Eagle 180 Dart Iron Eagle 200 and Dart Iron Eagle 215 heads are allowed.
 - C. World Products 053030 and 053040 and DART 10300010, 10300080, and 13400010 for Fords.
 - D. Engine Quest CH318B and RHS20300 & 20310 for Mopar.
4. All casting and part numbers must remain on cylinder heads.
 5. No porting, polishing, or acid etching.
 6. No altering of valve angle or location.
 7. Cylinder head casting may be machined ¼" from bottom of seat angle. All machining must be concentric to valve guide center.
 - 8.. Any valve size may be used.

INTAKE MANIFOLD

1. Any cast iron or cast aluminum OEM or aftermarket production manifold permitted.
2. No porting, polishing, or acid etching.
3. No epoxy, painting, or coating allowed in plenum or in runners.
4. All identifying casting numbers or markings must remain on manifold.
5. No sheet metal manifolds allowed.

CAMSHAFT AND LIFTERS

1. Flat tappet and roller cams permitted.
2. Flat tappet or roller lifters permitted.
3. Lifter bore size must be stock OEM for block used.

ROCKER ARMS

1. Roller rockers arms allowed.
2. No shaft type roller rocker arms (except Mopar engines)

OILING SYSTEM

1. Dry sump system will be allowed on fab clip cars only but will require a fifty-pound weight penalty.
2. Wet sump system must be used on stock clip cars and may be used on fab clip cars. External oil pump may be used on Ford engines to replace stock front mounted oil pump, but all oil must be stored in oil pan. Oil pan must be a minimum of 6.5" deep at sump.

IGNITION SYSTEM

1. Mechanically driven capacitive discharge or magneto type ignition is allowed.
2. No crank trigger, cam trigger, or flywheel trigger systems permitted.

3. No programmable ignition boxes allowed.

CARBURETORS

1. Carburetor must be a Holley (2) barrel, 500 C.F.M. model number (4412) for gas or 4-barrel 650 CFM (4150) mounted on 1-inch adapter plate can be used on all motors (Box Stock)

2. Any modifications allowed but must maintain base plate bore size of 1 11/16" on stock clip cars.

3. The following are the only allowed alterations on any fab clip cars:

A. BODY OF CARBURETOR

No polishing, grinding, or drilling of holes permitted.

B. CHOKE

Choke assembly may be removed.

Choke horn must remain.

C. BOOSTERS

Boosters must not be changed but may be aligned.

Size and shape of boosters must not be altered.

Booster height must remain standard.

D. VENTURI

Venturi area must not be altered in any manner

Casting ring must not be removed.

E. THROTTLE PLATES AND SHAFTS

Stock throttle plates only, must not be thinned or tapered.

Idle holes may be drilled in throttle plates.

Throttle shafts must not be thinned or cut in any way.

Screw ends may be cut even with shafts.

F. METERING BLOCKS

Metering blocks may be altered.

Power valve and jets may be changed.

Float may be altered.

CARBURETOR SPACER

1. Any spacer up to 1" thick is permitted. Tapered spacer allowed. No spacers allowed in Ford Sealed Crates

2. Only two paper gaskets (1 per side) of a maximum thickness of .065" is permitted.

CRATE ENGINES

1. The following crate engines are allowed:

A. Chevrolet/GM 604: PN. 88958604,88959604,19370604 or 19433604

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B. Ford: PN. M-6007-D347 (MUST RUN A TRACK SUPPLIED RESTRICTOR PLATE)

C. Mopar: PN: P5007958

-GM, Ford, Mopar stock factory seals are classified as an open crate motor

-Open Crate motor cannot exceed 360 cubic inch.

-All crate seals accepted but must pass track gauges

2. Sealed Crate engines must not be altered in any way. Crate engines must use Holley carburetor model. 4150 650 CFM 4-barrel, or 500 CFM 2-barrel, stock. Seals may be removed and replaced with standard bolts for disassembly and inspection purposes only on open crate motors. Crate engines will be inspected based on OEM parts lists; NO substitution will be permitted on sealed crate motors. 35lb weight break for sealed 602 crate motors.

3. Former Evergreen Raceway Pro Stock and Riverhead Charger cars are allowed to run a Holley carburetor Model 4150 650 cfm carburetor.

Permitted Carburetors for all engines:

Holley 650 HP #4150-80541

Holley 650 HP #4150-80541-1

Holley 650 HP #4150-80541-2

Holley 650 HP #4150-80541-3

ENGINE SET BACK

1. Forward most spark plug must be no further back than 4 inches from upper ball joint on Chevrolets, Fords and Mopars.

HEADERS

1. Any header system is allowed.

CLUTCH – PRESSURE PLATE

1. Single disk clutch and pressure plate or small diameter multi-disk type racing clutch allowed.

EXHAUST

1. All cars must have mufflers.

WHEELS

1. No aluminum wheels - steel only. Maximum width 10".
2. No air bleeders(Schrader valves) allowed

TRANSMISSION AND REAR

1. Manual or automatic transmissions allowed.
2. Any Standard transmission allowed except for direct drive transmissions are not allowed
3. Blow-proof bell housing required on manual transmissions without multi disc clutch.
4. Stock torque converter must be used.
5. Safety blanket required for automatic transmissions.
6. Quick change rears allowed. No titanium axles, magnetic steel only.
7. Driveshafts must be Steel or Aluminum only.

FRAME AND SUSPENSION- FAB CLIP

1. Frame rails must be no less than 2" X 3" tubing .120 wall thickness.
2. Canister shocks Allowed
3. Minimum 101" wheelbase.
4. Maximum 82" track width outside to outside tire at "0" toe/hub center height.
5. Only one weight-jacking device per wheel. Must be external.
6. Any car NOT RUNNING BUMP STOP SHOCKS can take a 50lb weight deduction. A 3 1/2" minimum ride height will be enforced. A track official will have the right to set the front end of any car before checking the ride height.

FRAME AND SUSPENSION- STOCK CLIP

1. Any stock clip that has been altered or modified in excess of the limits set forth in this rulebook will be considered, for all intents and purposes, a "Fab clip" and the entire race car shall be subject to the rules and limitations of a "Fab clip Late Model".
2. Stock clip must remain from front of steering box to firewall. Cross member may not be altered in any way except for minimum fuel pump and oil pan cut out allowances.

3. Lower "A" frame must remain stock for year, make and model of clip used. Stock mounts must be used.
4. Frame side rails may be fabricated, minimum .120 wall steel and 12" maximum offset.
5. Minimum 101" wheelbase.
6. Maximum 82" track width outside to outside tire at "0" toe/hub center height.
7. Only one weight-jacking device per wheel. Must be external.

WEIGHTS AND PERCENTAGES

Cars will have weights measured prior to the feature. All cars have access to the scales at anytime throughout the racing event however they must have the official weights and measurements done prior to the feature. There will be a one pass per night forgiveness. If you go for your official pre-race inspection and your weight is off, you will be given one chance to make changes to the car and come back around. Any additional attempts that are needed will result in forfeiture of your starting position and you will be moved to the back of the field. Cars can be pushed on the scale by crew members however; no manipulation of the car once on the scales is permitted.

1. All built motors or unsealed crate motors must be 2800 pounds, 58% left side, no rear weight percentage, with driver. No allowance for fuel.
2. All Sealed crate motor cars 2700 lbs, 58% left side with driver in car
3. All sealed 602 crate motor cars 2665 lbs, 58% left side with driver in car
4. No weight or left side tolerance is allowed. (For example 58.01% at scale is not acceptable)
5. Race weight to be displayed on hood in an area where it can be easily seen by track officials

BODIES

1. Any aftermarket sheet metal or fiberglass body allowed.
2. Body must resemble any American made car from 1990 to present.
3. All tires must be within the body.
- 4.. The carburetor air cleaner must be under the hood or hood scoop. Air boxes allowed.
5. Drivers' side and passenger side window opening must be completely open.
6. Hoods must remain stock appearing.
7. Hood scoops are permitted, providing they are no more than 4" above hood.
8. No exposed air cleaners.
9. No wings or louvers are allowed on roof, hood, or rear decks.

SPOILER

1. Rear spoilers are allowed but must not be higher than 6.5" for lexan, or 5" for non-lexan.

2. The rear spoiler must not exceed 61" in linear measurement with no lips or air dams.
3. All lexan spoilers must be clear, with no lettering or stickers of any kind.
4. Five Star Gen 6 body 64.5 X 6.5 rear spoiler is acceptable

WINDSHIELD-REAR WINDOW

1. All cars must have a full front lexan windshield.
2. Must have 3 straps in the inside of the front windshield.
3. Quarter panel windows are permitted.
4. Rear windows are allowed.

GROUND CLEARANCE

1. There is no minimum frame height requirement.

RUB RAILS

1. All rub rails must be inside the body.
2. External lexan body protectors allowed.

NOSE – REAR TAIL SECTIONS

1. All cars must have full stock appearing nose and rear rail sections.
2. One exposed bar, both front and rear, mounted between the frame rails and above the bumper, may be used for towing purposes. The bar may not extend past the outermost edge of the bumper cover and may not extend vertically any higher than necessary to facilitate hooking the car for towing purposes.

HEIGHT OF CAR

1. Stock clip cars must have a minimum roof height of 43" measured 12" back from front window opening, with driver in car.
2. Fab clip cars must have a minimum roof height of 45" measured 12" back from front window opening, with driver in car.
3. Rear of car must maintain a maximum of no more than 42" to the top of rear spoiler.

FUEL CELL

1. Evergreen Raceway gasoline only Sunoco 110 or 112 octane will be available at racetrack. Fuel will be tested. PENALTIES FOR FUEL VIOLATIONS: Disqualification from event(loss of points and money) in addition to the following penalties: FIRST OFFENSE: \$500 fine & 30 day suspension from Evergreen Raceway SECOND OFFENSE: \$1000 fine & 90 day suspension from Evergreen Raceway THIRD OFFENSE: \$2000 fine and 365 day suspension from Evergreen Raceway plus any related lab costs.
2. No alcohol or ethanol allowed.
3. Fuel cell must be mounted between frame rails, behind rear end.

4. Minimum of 1inch X 1-inch "X" brace under bottom of fuel cell mount.
5. Fuel cell must be protected between rear bumper and rear of fuel cell by minimum of 1 ½" .095 round tubing or equivalent upon approval of tech inspector.
6. Approved fuel cell with an inner bladder and foam mandatory. Maximum 22 gallon. Ground clearance to bottom of fuel cell minimum 7".

ROLL BARS

1. Roll cage must be constructed of no less than 1 ½" OD X .120 wall steel tubing or 1 ¾" OD X .095 wall steel tubing.
2. All main areas of the roll cage must have gussets.
3. Any of the bars that are utilized for the top of the roll cage must extend a minimum of 1" above the drivers helmet.
4. No square tubing, channel or angle iron will be permitted in the construction of the roll cage.
5. Roll cage must have two hoops, one at the front of the drivers' compartment, and one behind the drivers' compartment.
6. Hoops must be connected by one bar at each side of the top, four bars on the left side, and three bars on the right side. Left door bars must be curved out into the door.
7. Threaded pipe, pipe couplers, lap welded pipe, magnesium, or aluminum will not be permitted.
8. Roll bars in the drivers' area must be padded.

GENERAL

1. Mirrors allowed.
2. Driver/crew must monitor one-way scanner and obey and respond to Race Director's instructions. 2 way radios are mandatory, but rules of operation will be strictly enforced. Rules concerning radio operation will be posted in the procedural section of rulebook. Radio frequency must be given to Evergreen Raceway to monitor communications. Widespread failure to do so along with officials observing radio driving or poor radio/driver edict will result in disqualification of the days events and all monies and points will be revoked.

Rules are subject to change as the track sees fit