



2024 I-35 Speedway Late Models

(updated 12-4-2023)

The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the I-35 Speedway and are in no way a guarantee against injury to participants. These rules and/or regulations will apply to all I-35 Speedway sanctioned racing events. I-35 Speedway officials have full authority over said sanctioned racing events. In the event of any dispute, the Race Director's decision will be final. All race cars are subject to be inspected by the I-35 Speedway Technical Director at any time during the event. I-35 Speedway reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition. If it is not in the rules don't do it!

In 2024 Late Models following the rules of their respective race series, [Lucas Oil Speedway Late Model](#), the [Malvern Bank Super Late Model Series \(SLMR\)](#), [Lucas Oil Midwest Late Model Racing Association](#), the [IMCA Late Model](#), the [USRA Late Model](#), and the [Cash Money Late Models](#) complying fully with their current year rule book are welcome to come compete in the Late Model class at I-35 Speedway. Our objective is always to give the racer a place to race and come have fun. The rules listed below are for those competitors not competing in a race series but simply wanting to race a late model at I-35 Speedway.

1. **SAFETY: Follow the safety rules as outlined in the I-35 Speedway General Rules. Exception window nets are highly recommended!**

2. **ROLL CAGE:** Cars must have a suitable steel roll cage in driver's compartment. Side roll bars are mandatory and must extend into the door panels. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095"). Roll cage must be welded to the frame. Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage. Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position. Door plates are recommended but not mandated.

3. **FRAME and WHEELBASE:**
 - a. No aluminum frames or bumpers permitted in construction of car. Minimum one hundred three inches (103") wheelbase.
 - b. Rectangle, Square Tubing, and Stock Stubs are legal.
 - c. The frame of all cars must be constructed of two-inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight-inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
 - d. Round Tube Frame: The frame of all cars must be constructed of a minimum of one and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
 - e. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
 - f. All cars must be equipped with a tow hook or strap.
 - g. All battery supports must be braced in two axis - two horizontal and one vertical.

4. **INTERIORS:**
 - a. Interior is permitted to be dropped to the middle.
 - b. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car.
 - c. 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.



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- d. If interior is dropped at firewall/back of hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2") from the top of the hood.
- 5. STEERING COMPONENTS:** One mechanical power steering pump permitted. Electronic steering components are not permitted.
- 6. SUSPENSION COMPONENTS:**
- a. Suspension and/or rear end parts can be made of steel or aluminum.
 - b. Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2-inch hole)
 - c. Rear Suspension Mounts: Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only. Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only. The bolt must be bolted through both sheer mounts.
 - d. Lift Arm & Pull Bar - Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
 - e. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
 - f. Lift arm is defined as steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coil-over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
 - g. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
 - h. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
 - i. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.
 - j. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875).
 - k. Radius Rods must be a minimum of 13/16" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
 - l. Heim joints must be a minimum 5/8, and maximum 3/4" steel heim. No rubber bushings.
 - m. ONLY - Two (2) radius rods per side.
 - n. Axle Housing Mounts (Birdcages) Limited one (1) Axle Housing Mount (birdcage) per side. Exception Brake Floater Shock(s) and radius rods must mount to the Axle Housing Mount (birdcage).
 - o. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted are aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic; heavy materials will not be permitted.
 - p. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.
 - q. Jack Bolts are permitted.
- 7. SHOCKS AND SPRINGS**
- a. No air dump or air shocks allowed, No air springs allowed, No spring bars allowed, No internal bump stops allowed.



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- b. External bump stops will be allowed.
- c. All Shocks must hand compress full length of shaft with springs and bump stops removed.
- d. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
- e. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
- f. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- g. Maximum shock body outside diameter is two (2) and a half-inch inches (0.50”).
- h. Maximum front shocks length is twenty-one inches (21”). Measured center to center of the shock eyes.
- i. Maximum rear shocks length is twenty-seven inches (27”). Measured center to center of the shock eyes.
- j. No cross connected shocks are allowed.
- k. No “Rod-Through” designs are allowed. “Rod-Through” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- l. No Inserts are allowed
- m. No rotating parts inside the damper.
- n. No Inverter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- o. No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting, or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/ tablet/iPad or a mechanical remote device.
- p. Coil Springs must be made of steel. Torsion bars are not allowed in rear. Leaf springs may be composite or steel.
- q. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
- r. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
- s. Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.
- t. Only one shock per wheel permitted at the left front and right front.
- u. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
- v. One 5th Coil Shock permitted.
- w. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3” of the centerline of the rear ends center section.
- x. One (1) Drop Chain (limiting chain) is permitted. No gas canister allowed. Bump or spring only allowed on limiter chain. Must mount vertically from the frame to a bracket on the birdcage to axel tube. Bracket on the axle tube can have a bearing or clamped solid.
- y. External Bump stops and/or bump springs are permitted with exception of no external air pump stops. All bump stops and/or springs must be mounted on a shock with the exception of a left rear drop chain assembly, 6th coil assembly and/or lift arm assembly. No bump sticks are permitted.
- z. Spring and/or shock covers are permitted but must be fastened directly to the spring or shock.
- aa. A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on heims and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.



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8. IGNITION

- a. Only MSD 6AL Part # 6425, 6ALN Part # 6430 or 6CT Part #6427 ignition boxes only are allowed, GM CT525 crate engine must run the MSD Circle Track LS Ignition Control Part # 6014CT. Only one (1) ignition box allowed.
- b. Only one set of ignition box wiring is allowed.
- c. MSD ignition box and remote rev limiter control must be located out of driver's reach while in the car.
- d. Ignition box power supply wire must be hooked solely with an independent connection. Ignition box ground wire must be grounded by itself to battery or chassis where tech inspector can view it. 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.
- e. Magnetos are not allowed. Crank-censored ignitions are not allowed.
- f. GM CT525 crate engine must utilize MSD LS Series #PN6014CT set to the GM recommended preset.
- g. 8,000 or less RPM rev-limiter. If racing with a dry sump system 7800 or less RPM rev-limiter.
- h. Chips and/or ignition boxes are subject to inspection at any time by I-35 Speedway Track Officials; Chips and or ignition boxes are subject to swap out by an I-35 Speedway Track Official at any time. Any driver caught altering the rev-limiter or ignition system in any way so as to defeat the rev-limiter rule will be disqualified and shall receive a suspension set by a I-35 Speedway Race Director or Technical Director, loss of all money and I-35 Speedway points for the year. Any chip and or ignition box that fails tech inspection will be confiscated.

9. FUEL SYSTEM:

- a. Must be automotive gasoline, alcohol, racing fuel or E85 only. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash, and awards earned for that event.
- b. 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.
- c. Electric fuel pumps are not allowed.
- d. One (1) two-barrel, four-barrel, or Predator carburetor properly, installed is permitted.
- e. Must be naturally aspirated.
- f. Fuel injection is not allowed.
- g. An adapter with gasket is permitted. Adapter and gasket combined may be no more than two and one-quarter (2.25) inches.
- h. Fuel Cell: Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
- i. Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely. No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. Fuel cell may be no lower than ten (10) inches from the ground.
- j. Limited to a maximum capacity of thirty-two (32) gallons.
- k. Must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

10. BRAKES, BRAKE COMPONENTS, WHEEL HUB

- a. Must be equipped with sufficient four (4) wheel braking system.
- b. On track three-wheel braking is allowed.
- c. Brake rotors must be manufactured of magnetic or stainless steel. No titanium or carbon fiber brake rotors are permitted.
- d. Brake rotors must be used as produced by the brake rotor manufacturer.
- e. Brake calipers must be manufactured of steel or aluminum.



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- f. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- g. Wheel hubs must be manufactured of aluminum, magnesium, or steel.
- h. Wheel hubs must be used as produced by the wheel hub manufacturer.

11. TRANSMISSION

- a. OEM automatic, three-, four- and five-speed production-type transmissions are permitted. Approved aftermarket transmissions are permitted. Approved aftermarket transmissions are Bert, Brinn, Falcon, RaceGator, Mitchell Machine Bullet and Layne Tranny with internal clutch.
- b. "In and out" boxes are not allowed.
- c. Must all be clutch operated.
- d. Clutch must be inside of bell housing for OEM production-type transmissions (except as noted in Rule C). Clutch-type transmissions must be equipped with explosion-proof steel bell housing. Aluminum must be SFI-approved (Note: GM bell housing is not SFI approved).
- e. Automatic transmissions must have a guard two-hundred seventy (270) degrees around flex plate and must be constructed of at least one-eighth (1/8) inch. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. All flex plates must be SFI-certified.
- f. With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

12. DRIVE SHAFT: A loop is required and must be constructed of at least one-quarter (0.25) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted. Drive shafts must be painted white.

13. REAR-END:

- a. Any passenger car or truck type is permitted.
- b. Quick change rear-ends are permitted: Steel and Aluminum Tubes allowed; aluminum spools are permitted.
- c. Cambered rear-ends are not allowed. One-piece drive flange only.
- d. Traction devices are not allowed (includes Gold Track, True Track or similar type components).
- e. Hub and/or drive flange assembly may not be oversized, and entire hub assembly must match both in material and dimensions from side to side.
- f. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
- g. The center section of the axle housing must be manufactured of either steel, aluminum or magnesium.
- h. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.
- i. Axle Housing Mounts: The only materials used to fabricate axle housing mounts (birdcages) that will be permitted are aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
- j. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

14. TIRES & WHEELS

- a. Steel and Aluminum Wheels up to 14 inches wide are allowed. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.
- b. Maximum width outside of rear tires is eighty-eight inches (88").



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- c. **Right rear tire must be NLMT-4 or equivalent (M40).** Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15"). Maximum circumference permitted is ninety-three inches (93"). Maximum cross section width permitted is sixteen and three-quarters inches (16 ¾"). Grooving and siping of tires are allowed. No softening agents or chemical agents may be added to tires at any time.
- d. **Right rear** tire "MUST" durometer the factory set baseline-settings of a given tire. NO TOLERANCE ALLOWED. Any tire reading below factory set baseline will result in disqualification for that race and will be subject to tire testing. Drivers pay for that event will be held until test results are confirmed. Any tire not meeting benchmark standards will result in the following penalties: loss of all points and pay.
- e. All sidewall markings must be always visible. No buffing or removing of the compound designations.
- f. Only aluminum wheel spacers will be permitted.

15. WEIGHT LIMIT: All cars must use 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.

- a. Open Engine: Car and driver must weigh 2,350 lbs.
- b. GM CT525 Sealed Crate Engine: Car and driver must weight 2,350 lbs.
- c. 604 Factory Sealed Engine: car and driver must weigh 2,250 lbs.
- d. 602 Factory Sealed Engine: car and driver must weigh 2,200 lbs.
- e. 602 and 604 crates engines may be rebuilt within factory specs. Upon inspection if found to be exceeding the factory specs, all points earned for the year and money for the night will be lost, plus a \$2000.00 fine. Before car can be raced at the next event the fine must be paid and inspection of the engine must be performed before racing activity for the night.
- f. No un-sprung weight allowed. Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment. No weights may be attached to rear bumper.
- g. Any attached weights must be securely attached to the frame, below the body decking, painted white and have the car number clearly displayed on them. Weights of up to fifty (50) pounds must be secured by two (2) half inch (1/2") Grade 8 or higher bolts on two (2) weight clamps per each piece. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high-risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.
- h. No driver-operated weight adjustment devices are permitted.

16. ENGINES AND CARBURETORS:

- a. **OPEN ENGINE RULES:** Chevy 23 Degree Heads, Ford 20 Degree, and Dodge 18 Degree Heads Only: No porting and polishing. No wide bore blocks allowed. Wet sump systems may utilize 8,000 rev-limit, dry sump may be used but if using dry sump rev-limit cannot exceed 7,800. **Oil pump for wet sump must be stock- type pump and in stock location.** Oil accumulator okay but must have only one line. Engine oil cooler okay but must have lines running to the block only. ALL blocks must be steel blocks. Modifications to the block to alter valve angle are not allowed. If pan has no inspection hole, driver may be asked to remove or drain pan for oil-pump inspection. Castings (includes block, heads, and intake) and fittings may not be altered (porting and polishing is allowed). Machine work on outside of engine, or on front or rear of camshaft, is not allowed. Steel or aluminum heads allowed. All heads must be manufactured part number stock valve angle (23 degrees for Chevrolet), (20 degrees for Ford), (18 degrees 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



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disqualified. Any car found with this rule infraction must go thru a pre-tech inspection before racing another event. Roller cams allowed.

- b. **GM CT525 CRATE ENGINE:** “Must Be Factory Sealed” 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.” (Exception: Engines with USRA/USMTS seals will be allowed). Fifty (50) pounds of weight 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. NO EXCEPTIONS! Must say "crate" on left and right front roof post. Mandatory ignition controller MSD p/n 6014CT Maximum RPM/chip 7300 May use any 4-barrel carburetor and fuel may be gas or alcohol. May use any headers. Minimum weight with driver, after race, is 2300 pounds. Maximum of 25.5" from center of bottom ball joint to the front of engine plate/engine bell housing flange. Rule options are subject to review/change as deemed necessary at any time.
- c. **GM 602 AND 604 CRATE ENGINE RULES:** “Must Be Factory Sealed.” Engines are to remain sealed. The original factory seals must remain unaltered. GM Certified bolts only, 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. Aerosol carburetors are not legal. Must have 1 11/16th base plate maximum. No tolerance (measured with go/no-go gauge). Mechanical fuel pumps 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. If rebuilt must be deemed as an open engine.
- d. All engine options may run one 2-barrel or one 4-barrel carburetor.
- e. At any given time, the Technical Director and or Competition Director can adjust the rules for better competition any way deemed necessary, up to and including restrictor plates.
- f. **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.

17. BODY DIAGRAM BODIES:

- a. Nose piece and roof must match body style of car.
- b. Floorboards and firewall must cover the driver’s area and be constructed to provide maximum safety.
- c. Driver’s seat must remain on the left side of the drive line. Front window bars are mandatory.
- d. **Bodies Spoiler rule:** Crate Engine Cars maximum 12-inch spoiler all other engine combinations maximum 8-inch spoiler.
- e. Legible numbers, at least eighteen inches (18”) high are required on each side of the car and roof.
- f. No “wedge cars” permitted. Noses must be stock appearing.
- g. No “belly pans” or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- h. No wings or tunnels of any kind are permitted underneath the body or chassis of the car.
- i. All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted.
- j. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel



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cell top from front to rear is legal.

- k. Any air cleaner scoops used must be positioned in front of or around the air cleaner. The scoop cannot extend behind the rear of the air cleaner.
- l. 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.
- m. **Stock Nose Pieces:** Nose pieces must be made of molded type material. Two (2) piece noses must be fastened together in the center. No spacers to gain width of the nose are permitted. The nose must be mounted flat where filler panel and nose piece meet. Nose piece may not be altered from its original shape. 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. One-inch (1") tolerance.
- n. Front fender flairs must be made of plastic and cannot alter the original shape of the nose piece. 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.
- o. Holes for cooling purposes must be in the center area (in front of the radiator) of the nose and/or valance.
- p. **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"). 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") ninety-degree (90°) bend is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof). No odd-shaped roofs permitted. All roof side (sail) panels must extend to the edge of the body, seventeen inches (17") at the top and forty-three inches (43") at the bottom maximum (no tolerance). Minimum fifteen inches (15") at the top and 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 maintain a minimum border frame of 2-3" at the top and sides and 3" at the bottom. Maximum two-inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.
- q. 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.
- r. Any sun shields, four-inch (4") maximum, must be able to hinge for easy exiting of car.
- s. **Front Fenders and Hood:** Hood can drop one-inch (6") with a one-inch (1") tolerance measured at the back edge of the hood and in front of the carburetor from left to right side of car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubble. Fender top must have ten inch (10") minimum width. Fenders are not permitted to gain height from rear to front of car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat with a one-inch (1") tolerance. No part of fender or hood can be outside of the body line. The front fender can be a maximum of thirty-six inches (36") in height with a one inch (1") tolerance. Height is measured vertically from the ground to the top of the fender behind the front tires.
- t. **Doors:** Door to door cannot exceed seventy-six inches (76") in width at the top of the doors. One inch (1") tolerance. Door to door cannot exceed eighty-nine inches (89") in width at the bottom in the center of the car. One-inch (1") tolerance.
- u. The minimum ground clearance permitted is three inches (3").
- v. **Quarter Panels:** Quarter panel can be a maximum of forty-nine inches (49") from center of rear hub to rear edge measured horizontally. Quarter panel can be a maximum of fifty-four inches (54") from center of hub to rear T-bar at spoiler with no tolerance.
- w. Tire clearance from body must be a minimum of two inches (2").
- x. Right side quarter panel must be straight in line with the door. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be straight with a one-inch



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- (1") tolerance.
- y. 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 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.
- z. **Deck Height**": The maximum height from the ground to the top of the rear deck at the top of the rear quarter panels (spoiler hinge bottom) is thirty-eight inches (38"). One-inch (1") tolerance. Deck height will be measured with the nosepiece splitter at a maximum height of fifteen inches (15") with no tolerance from the ground to the top (highest point) of the splitter.

