



NCRA LATE MODEL RULES 2009

1. BODY:

Standard dirt style bodies are required. A “stock appearing” nose or a slope nose is legal. NO wedge style bodies. NO roof mounted spoilers or wings. All upper and side panels must run parallel to frame. NO MIRRORS. NO offset quarter panels. (Except towards center of car) Nose extensions must be flexible. If a “stock appearing” nose is used, it must be made of molded type material and MUST be mounted level. NO material may be removed from nose-piece. All cars must have a number, visible and identifiable from both sides. In the event of duplicate numbers, a car number may be changed to avoid scoring errors. NO electronic communication devices allowed in race cars.

ROOFS:

Roof must be stock appearing and level (must run parallel to body). Roof posts are mandatory. Rear roof panels must be flat, not curved to channel air to spoiler. Both rear roof panels must be the same size. NO flat roofs. NO partial roofs. NO tilted or curved roofs.

SPOILERS:

Rear spoilers only. Must be securely mounted to top of rear deck. NO adjustable spoilers. Spoiler may be hinged to rear deck to allow for change in angle of deflection. Hinge will be included in material length measurement. NO MORE than two (2) spoiler supports may be used and all braces must be tapered downward. No rectangle braces. 18” of rear spoiler brace must be attached to the quarter panel. NO MORE, NO LESS. Spoilers must be made of a TRANSPARENT material. Maximum height is 8” and maximum width is 72”.

WINDSHIELD/WINDSCREEN

All competing models should use a screen in front of the driver acceptable to series officials. All competing models will be required to use four (4) solid vertical bars.

CAR HEIGHT ADJUSTMENT DEVICES

Mechanical devices for adjusting the car’s height, which can be activated by the driver, will not be permitted inside of the drivers compartment.

2. FUEL CELLS:

Mandatory 32 gallon maximum and completely enclosed in steel container and visible. All cells to have a minimum of two 2’x1/8” straps. Fuel cell may not be lower than bottom of quick change. If fuel cell does not have aircraft style positive seal filler neck/cap system, a flapper, spring or ball type rollover valve is required. Fire extinguisher system is recommended.

3. ENGINES:

Maximum 6” set back measured from center of ball joint to front spark plug. Steel or aluminum engines OK. General Motors heads must have 1-2-1 exhaust. Heads may not have canted valves and contain no more than two valves per cylinder. No titanium crankshafts or connecting rods allowed.



Late Model Division

www.ncracing.org

2009 MINIMUM NCRA LATE MODEL CAR PURSE

B Feature

All Non transferring cars taking the initial green flag will receive \$100.00.

A Feature

1. 2,500
2. 1,500
3. 1,200
4. 1,000
5. 800
6. 700
7. 600
8. 525
9. 500
10. 475
11. 400
12. 400
13. 400
14. 400
15. 400
16. 400
17. 400
18. 400
19. 400
20. 400
21. 400
22. 400

4. DRIVE SHAFT

The drive shaft must be similar in design to the standard production type with a minimum diameter of two inches.

All drive shafts must be painted white.

All competing models must have a drive shaft safety hoop made of at least 1/4 by 2" flat steel and must be approved by series officials.

SAFETY RULES (The following safety guidelines will be in effect at all times and will include any driver and car that competes in a NCRA sanctioned event.

SEATS: Only custom manufactured aluminum seats, acceptable to series officials, will be permitted. The seat must be properly installed.

All seats should have padded rib protectors.

An adequate padded headrest, acceptable to series officials, is mandatory.

SEAT BELTS AND SHOULDER HARNESS: A lever-type quick release latch must be fastened to the lap belt. A lap belt not less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8 inch in diameter. The shoulder harness must be no less than three (3) inches wide and must be attached to a roll bar behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels will not be permitted. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to series officials. Seat belts should not be used beyond (5) five years. The date of manufacture should remain visible at all times. All cars must have an approved window net in the drivers door.

DRIVER UNIFORM: It will be required that at all times the driver wear a driving suit and gloves of fire resistant material that effectively covers the body. It is highly recommended that drivers use a Snell SFA 3.2A/5 uniform with full Nomex underwear.

HELMETS: Driver will be required to wear a full face helmet (SA200 or SA2005) at all time while practicing or in competition. It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute Inc.

5. CARBURETOR:

One four barrel. No nitrous oxide, methane or propylene oxide. No electric fuel pumps, fuel injectors or turbo-chargers.

6. TRANSMISSIONS:

Any transmission with working forward and reverse gears. Must have operational clutch. Drive shaft loops are mandatory. Drive shafts must be painted white.

7. WHEELBASE:

No aluminum frames or front clips. Minimum of 103”.

8. WHEELS:

Type optional. Maximum 14”.

9. TIRES:

Must run Hoosier 88,90,92/11-15 D55 “WRS” or WRS2 on all four corners.

10. EXHAUST:

Exhaust outlet should not be pointed towards the ground but be parallel to the ground, either inside the body or to the outside of the body. Collector type headers only. At race tracks that require mufflers, cars must be equipped with a functional, manufactured, unaltered muffler.

11. STARTER:

Must be in working condition.

12. REAR ENDS:

No open tube (Sprint Car) rear ends. All other optional

13. WEIGHT:

All weights are with driver in car, after race. Minimum weight 2,300 lbs. No weights may be attached to rear bumper.

14. BRAKES: All cars must have optional four wheel braking system. No carbon fiber brake systems.

15. TRACTION CONTROL:

All traction control devices are strictly prohibited during ALL O’Reilly/NCRA Late Model events. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery will be strictly prohibited.

AT NO time will there be any type of ping control devices, dial a chip controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the ignition system. This includes any add on component or components inside or outside the NO telemetry or data acquisition systems will be allowed in any car at any time.

ANY competitor found with any of the above mentioned devices shall be subject to Fines, Disqualifications, Suspensions, or Permanent Bans from O’Reilly/NCRA sanctioned events. Any device found shall be confiscated, and will NOT be returned to that team.

There will be a \$250.00 claim on MSD boxes. The claim shall be in written form along with the \$250.00 cash before the Feature Race and in the hands of an O’Reilly/NCRA official.

(Refusal to sell shall forfeit ALL MONIES AND POINTS)

NOTICE: O’Reilly/NCRA reserves the right to confiscate any and all ignition components at any time and shall supply such racer with another ignition system whether it be an MSD or Magneto.