



2026

LATE MODEL

RULES

PETERBOROUGH SPEEDWAY

PO BOX 2212

PETERBOROUGH, ON, K9J 7Y4

PHONE – 705-743-5880

FAX – 705-292-8773

WWW.PETERBOROUGHSPEDWAY.COM

PETERBOROUGH SPEEDWAY

This set of Rules is designed as a basic guideline. Peterborough Speedway operates on a special events invitational basis. Therefore, some variations for outside cars may be necessary.

All cars running in a feature or qualifying event are subject to technical inspection by random selection at the end of the race. Any car running illegal non-stock parts will be disqualified. No car will be permitted to compete in an unsafe mechanical condition. Track reserves the right to keep any parts for further inspection, any illegal parts will be returned at the end of the current season.

2026 - LATE MODEL

The word stock when used herein shall mean unaltered, as factory available and produced by O. E. M. for the make, model and year of the car being raced. That excludes all aftermarket "High Performance" parts, and all decisions and rulings shall be based on data obtained from the Canadian Service Data Book.

SPECIFICATIONS

AIR CLEANER

Filter element diameter 14" maximum, height max 4 ½"

All air shall be filtered through element. Top of air cleaner must be solid, no holes.

Element may not be sprayed or soaked with any type of chemicals or liquids.

Cowl induction will be acceptable, the front of the cowl must seal to the back of the hood when the hood closes. A rectangular opening maximum 20 inches long by 3 inches wide may be removed from the sheet metal at the center of the cowl.

No forward mounted air ducting allowed.

Air cleaner base must mount directly to carb, a thin gasket will be allowed.

NO high velocity or stack type air cleaner assembly.

Air cleaner must fit under hood without raising or distorting hood contour.

No high performance air flow enhancing air cleaners allowed.

APPEARANCE

Cars must be presentable in appearance. Cars that are considered unsafe or improperly prepared will be rejected by the tech committee.

BATTERY

12 volt batteries only.

BELL HOUSING

Standards must have NHRA steel bell housing. Must be mounted over the clutch and flywheel 360 degrees. No scatter shield permitted inside the car. It is recommended that you have an inspection plate for easy inspection of the clutch.

BODY

The following bodies are approved for competition. See the Template Instructions Guideline located at body manufacturer's information page on their respective web-site for heights and measurements. ABC and Gen 6 bodies must be installed to proper specs and will be enforced with the "referee" and templates.

BODY(cont)

The AR Bodies 2020 and newer Revolution is approved

The Five Star "2019 Late Model Body" commonly known as the "Gen 6" is approved

ABC/LMSC: Monte Carlo-Impala, SS, Fusion, Charger, Camry

Chevrolet - Camaro, Lumina, Monte Carlo, Impala

Pontiac - Grand Prix

Ford - Taurus, Fusion, Mustang

Dodge – Intrepid, Charger

Toyota – Camry

No wedge style, slab side bodies, high performance bodies or Dirt noses.

Bodies must meet tech visual approval. Weight penalties may be imposed at Tech Director's discretion for violations. Only approved bodies will be allowed to compete.

All body panels must be complete in length and width. Over all workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components' compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors.

Roof must retain a minimum height of 47" measured in the centre line of the roof 10" behind the top of the windshield.

A) BODY MATERIAL

All exterior body panels may be steel, aluminum or fiberglass. Approved Five Star/AP plastic/rubber fenders / quarters are permitted. NO CARBON FIBER BODY PANELS ALLOWED.

B) BUMPERS

Front and rear bumper covers must remain as manufactured. NO CUTTING ALLOWED. Only trimming permitted is for wheel clearance and grill opening. Minimum lower edge wrap measurement permitted will be 54 inches as measured from the center seam to fender opening measured at lower leading edge of nose panel. NO "shaping" or contour modifications of panels permitted in any way.

C) GROUND CLEARANCE

Body measurements will be based on a 4" frame height.

D) HOOD AND TRUNK

Exterior hood hinges allowed but must have 3 front hood pins, If hood is removable it must have 3 front and 2 rear hood pins. Four trunk lid pins are required, 1 at each corner. If hinged, 2 rear pins will be allowed. Rear deck lid may not be dished or raked side to side.

E) MISC.

No types of under body air deflectors. No "panning" of any type except under engine. Duct work between radiator and nose may be no wider than 29".

F) SIDE WINDOWS

Minimum side window openings 22" in length x 14 1/2" in height. Side windows may have a maximum of 1" straight line deflection. Models with rear 1/4 windows may have openings covered with securely mounted, solid clear lexan. Rear side windows may have approved air vents.

G) REAR SPOILER

A 6.5" high X 60" wide rear spoiler, (measured across rear) with no side boxing is allowed. All rear spoilers will be centered side to side on the rear deck. Rear spoiler must be clear Lexan.

NEXT GEN BODY: 6.5" inch high X 64.5" inch wide rear spoiler, (measured across rear) with no side boxing is allowed. All rear spoilers will be centered side to side on the rear deck. Rear spoiler must be clear Lexan

H) SCRUB RAILS

Side bars must extend no further forward than the rear of front wheel opening, and no further rearward than front of the rear wheel opening, maximum 1" x 2" welded or bolted to roll cage. No sharp edges. When bolting on scrub rails, you must use carriage bolts (or round-headed bolts), if hex head bolts are used, they must be counter sunk

I) WHEEL OPENINGS

Wheel opening flares cannot extend past scrub rail. Wheels must not extend outside of body or scrub rails.

J) WINDOWS

A full windshield within factory 5-Star/ARP specifications, is mandatory and must be constructed of 1/8 inch minimum thickness lexan. No holes or ducting allowed. A minimum of 2 internal windshield braces spaced at least at 5 inch centers and roughly centered in windshield constructed of minimum 1 inch wide by 1/8 inch thick material are mandatory.

A full dimension rear glass constructed of minimum 1/8 inch thickness lexan is mandatory and must be held securely in place. Back window must be securely braced internally to prevent significant bowing or distortion at racing speed.

The top 5" of windshield must be kept clear for Peterborough Speedway division sponsors.

BRAKES

Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only.

Maximum four pistons per caliper. Maximum one caliper per wheel.

Magnetic steel brake rotors only. No cast iron faced aluminum. No carbon fiber material is allowed.

Front brake rotors must be a minimum of 1 1/4-inch thick and made of magnetic steel.

Rear brake rotors must be a minimum of 3/4-inch thick and made of magnetic steel.

No holes allowed in brake rotor and pad surface.

No floating rotors allowed.

All cooling ducts must be routed from the front nose of vehicle. Two hoses per brake, with a maximum 3" flexible hose to the brake.

Electronic wheel speed sensors or brake activators will not be permitted. An on-board pressure adjuster is allowed.

CHASSIS AND SUSPENSION

A) ROLL CAGE & FRAME

Front Clip: Approved front fabricated frame sections. Conventional late model strut type front fabricated frame sections or Fabricated (tube clip with 1971 to 1981 Camaro lower pickup points are allowed).

Underslung-style chassis, Perimeter chassis, Straight rail, Coil-over permitted.

Front clip and main frame 2" x 3" x .095" minimum.

Chassis width 48" Min outside rail to outside rail.

Rear clip 2" x 2" x .083" minimum.

Four-point roll cage 1-3/4" x .090" DOM minimum.

Minimum cage height 39" from the bottom of the rail to the top of the cage.

Minimum four left-side horizontal door bars. Minimum height 22" to bottom of frame.

Minimum length for door bars 39" center to center. Door bars to be plated with minimum 16 gauge metal.

Width of halo to be no less than 28" outside to outside. Length of halo to be 28" minimum.

Leg protection bar mandatory. Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section.

Driver to be protected from left-rear trailing arm intrusion by 1/8" plate, 12" x 12".

B) SHOCKS

The following shocks will be permitted for competition.

Bilstein AS2 Series: Non-adjustable & Rebound adjustable Bilstein AS2 shock approved. 7 & 9 inch shaft lengths only.

Unaltered stock Bilstein AS2 -46mm linear or digressive pistons only.

-Part #E4-B46-20SNDT -linear - 12mm shaft.

-Part #E4-AK1-Z024A01- digressive - 12mm shaft.

-Part #E4-B46-20SNCT- linear 8mm shaft.

-Part #E4-AK1-Z033A00 – 8mm digressive shaft.

Bilstein AS2 non-adjustable or single adjustable shafts only.

Must use unaltered stock Bilstein AS2 valving shims.

All Bilstein AS2 shock components must be unaltered stock Bilstein AS2 components.

Any Steel bodied gas race shock with a retail price no greater than \$250.00 CDN

The QA1 62 series and 63 series aluminum threaded body and non-adjustable shock.

Pro Shocks rebound only adjustable smooth and threaded body shocks, Part # "PROAC" OR "PROA"

Any non-conforming shock will need track approval before being run.

1 shock per corner and no high pressure gas shocks.

Bump stops: External bump stops will be allowed

- Late Model -

GET GEARED UP TO WIN!

Welcome to Buzze Racing, we are happy that you are interested in our services! We are a family operated business with a passion for racing, providing race teams with superior drivetrain, and steering system sales and services.



Buzze Racing offers "Buzze Axles"- these axles come in three lightweight styles for affordable weight savings and increased grip.

- LW (Light Weight)
- XLW is our (Extra Light Weight)
- ULW (Ultra Light Weight)

These axles are a true torque absorbing axle and promote maximum drive on corner exit.

Need a custom axle? Give us a call, we will be able to help you choose the correct size and type of axle for all of your racing needs.

At Buzze Racing, we are the service center of the south for Turn One High Performance Steering Systems. We have a dynamometer for steering systems and offer a complete line for all of your steering needs from a preventative maintenance check to complete overhauls.



Buzze Racing offers a complete line of sales and services for all makes of quick change rear ends. From Winters and Tiger quick change rear ends, and anything in between. Yes, we also service Gleasons! Whether you need a quick repair, or a full rebuild, we make sure to stock parts for all types of repairs for your racing application.

At Buzze Racing we also have highly skilled in-house fabricators, and can mount anything to your quick change - from an oil cooler, to shock mounts, and brake brackets.

SERVICES • AXLES • QUICK CHANGE REAR ENDS • REAR ENDS & GEARS • TRANSMISSIONS • POWER STEERING • BRAKES



Buzze Racing

ADDRESS:

309 PERFORMANCE ROAD
MOORESVILLE, NC 28115

PHONE:

704.664.8907

EMAIL:

BUZZERACING@GMAIL.COM

WEB:

www.buzzeracing.com

C) SPRINGS

Aftermarket coils permitted front & rear. Non-metallic spring spacers are allowed between coil windings. Magnetic steel springs only.

D) SUSPENSIONS(front)

Rack & pinion steering allowed. After market steering components allowed. Any tubular upper front control arms. Magnetic steel only.

Lower Front Control Arms: O.E.M. type or approved tubular steel aftermarket control arms accepted. All control arms and mounting hardware must be magnetic steel.

Steering components, steering box and spindles must be magnetic steel (NO ALUMINUM SPINDLES ALLOWED). Magnetic steel Steering arms only. Hubs with a 5 x 5 bolt pattern. Wide five hub optional. Stock or aftermarket. Rack and pinion steering allowed. MAGNETIC Steel Heim ends must be used for tie rods (5/8-inch minimum).

ALL Steering/Suspension mounting hardware must be magnetic steel. NO TITANIUM.

Sway Bar must be mounted on bottom side of front clip and work off of the lower control arms. Maximum 2" OD

A Howe manufactured center link with aluminum adjustment sleeves and heims instead of OEM tie rod ends can be used.

E) SUSPENSION(rear)

Rear axle ring and pinion may be of any gear ratio. Full floating quick-change or 9 inch permitted.

Rear differential housing must be centered in car. Aftermarket spools are permitted. No cambered rear axle assemblies allowed. No limited slip or posi-traction devices permitted. Magnetic steel axle shaft assemblies only. Aluminum axle tubes are allowed. Matching white lines are to be painted on each hub to indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side – i.e. both lines would run from the 3 to the 9 o'clock position.

Rear Control Arms: Must be maximum of 30" from mounting hole center to mounting hole center. Steel solid rod ends, rubber bushing style or magnetic steel Heim ends allowed. No hydraulic or spring devices allowed.

Upper Rear End Link: Maximum length 30" mounting hole center to mounting hole center. No coil, spring or hydraulic device allowed. No "BIRD CAGE" Assembly permitted in the rear suspension. Trailing arms must mount to rear end in a solid fashion and no part of the trailing arm mounting may freely rotate around the rear end housing. No torque arm 3 link system.

F) PANHARD BAR

panhard bars front and rear are optional and may be equipped with magnetic steel Heim-ends at the connecting points.

CLUTCH AND FLYWHEEL

Triple or Twin disc of a 5.5 inch minimum diameter and flex plate

All cars must have magnetic steel or aluminum bell housing. Starter motor must be in stock location.

If using stock-type flywheel & clutch assembly, a shatter-proof bell housing must be used

No carbon fiber or extensively modified units.

8

COOLING SYSTEM

Radiator must be in stock location. Aluminum radiators allowed. Electric fan permitted. Radiator dust screens are permitted. Stock type water pump only. Radiator must include liquid over flow can (minimum capacity 1 liter) mounted ahead of engine firewall. Over flow vent must exit the vehicle at the base of the windshield.

Fan shroud cannot extend more than 1" behind blades.

No anti-freeze allowed in the cooling system.

DRIVE LINE

Drive shaft and universal must be similar to stock type.

Steel, 360-degree retainer loops, minimum 1/4" thick by 2" wide, must be positioned at front and rear of shaft, within 12" of each U-joint.

No aluminum or carbon fibre drive shafts.

Magnetic steel drive shaft must be painted white..

ENGINE LOCATION

Engine must be located where the front most spark plug must be centered or ahead of the upper ball joint. 1/2" – 4" setback allowed with 15 lbs. added to minimum weight. Engine minimum height 11" measured at crankshaft center line. Engine must be centered in the frame with 1/2" tolerance.

EXHAUST SYSTEM

Headers with a maximum primary tube size of 1 3/4" and maximum of 3" collector allowed. Tri-Y headers allowed. Steel only

MUFFLERS ARE MANDATORY. Exhaust must exit behind driver outside the body or may be turned down to exit under the car behind driver in front of rear wheels. Cross over pipe is allowed Max 3" OD exhaust system. 2 into 1 systems allowed with a maximum 5"OD

FUEL SYSTEM

A) FUEL CELL

Fuel cell mandatory.

22 U.S. gallons maximum size allowed.

Fuel cell must be mounted in trunk area behind area behind firewall, between the frame rails.

The fuel cell and or cell guard will be no lower than 8" from the ground while at frame height.

Fuel cell must be complete with safety flap foam and check vent assembly vented to outside if the car.

A minimum of 22 gauge steel or aluminum fuel cell case.

Dry break system allowed. If used, filler system to be located on the left rear quarter panel behind rear wheel FIRMLY supported from within. Filler cap assemblies must be grounded to the chassis for the prevention of static build up.

B) FUEL LINE

Must be single AN-8 Max Armored/Kevlar hose.

If fuel line is routed through cab it must run through a steel tube and painted either yellow or red in contrast to car color. The conduit must extend minimum 2" beyond each firewall.

The conduit in the car in addition to being painted in the contrasting color will also be labeled" Fuel line, Do Not Cut".Fuel shut off valve mounted in fuel line, must be accessible to be shut off by driver or safety personnel.

No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

C) FUEL

The gasoline shall not be blended with alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. Fuel Pump: Mechanical pump only

Fuel samples may be taken at any point during racing event.

IGNITION & CHARGING SYSTEM

Charging system optional, no 18 volt alternators, starter must be in stock position and functional. Battery operated 12 volt ignition only, no magnetos allowed. Rev limiters must be installed and cannot be accessible by the driver. Crate Engines 6400 rpm and built engines 7100 RPM. No traction control systems of any type allowed.

Kill Switch Mandatory in main battery line or use of Ford solenoid is permitted, either system must be clearly marked and in reach for safety personal.

INTERIOR

Interior of car must be completely enclosed in respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be a minimum of .040 thickness aluminum or steel. 22 gauge sheet metal is mandatory 18 inches high at foot firewall, 10 inches high along driver's tunnel and 18 inches high behind seat. Right side interior panel may begin beside driver's seat and extend on an angle to the inner edge of the top of the passenger door panel. A full width dash is required in all cars. Vertical surface of dash must project in a single plane across car. Top horizontal plane of the dash should carry forward to the firewall and enclosed entire area beneath windshield. Passenger side firewall may be moved back to the front of the roll cage. Only 1 rear view mirror and one 4" side fish eye mirror is allowed. Roll bar padding mandatory.

PAINT AND LETTERING

All cars must be neatly and brightly painted. Numbers must be assigned by the track. Numbers assigned by track must be painted or decaled on roof, (read from right side) on BOTH doors and 4" number on right front headlight cap, compulsory. NOTE: THIS WILL BE ENFORCED. Numbers must be minimum 18" high by 4" wide in a colour offering distinct contrast to the colour of the car. Numbers must be legible (subject to the approval of the track director) with no trick lettering. Cars damaged in competition will be expected to meet appearance standards the following week.

RADIOS

Two way radios are permitted.

SAFETY**A) HELMET & APPAREL**

Driver's fire suit and fireproof gloves are mandatory. Approved fire retardant driving suits include Nomex, Gragal, Simpson and Pyrotect. Driver and suit must maintain clean looking appearance. Fireproof gloves must have at least an SFI 3.3 rating. A balaclava, underwear, socks, and shoes are also recommended. No nylon shoes allowed. **A Snell 2020 SA** or newer approved racing safety helmet and complete driver's racing suit must be worn in all practice and race events and until car is parked in pit area.

B) BELTS AND HARNESS

All cars must be equipped with a quick release type, 5-point harness with a minimum 3" lap belt and shoulder harness of 3", Crotch belt is mandatory. All ends of the seat belt must be fastened to the roll cage or frame with grade 5 quality bolts, no less than (1/2) inches in diameter. The harness will be approved if it meets size and date specification and is in good condition. Seat belts with a manufactured date will expire after 3 years. Belts with the new sfi tag and expiry date will expire at the end of the month listed on the tag. Hans ready belts with shoulder belts utilizing a 2" portion in the harness will also be accepted. *Please see installation Diagrams on last page.*

C) FIRE CONTROL

Cars must have a 2 ½ lbs fire extinguisher with either a steel or aluminum head mounted in an steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened. Fire extinguisher must be serviced and inspected each year and dated no earlier than January 1st of the current year.

D) SEAT

An aluminum racing seat must be used, bolted to roll cage, not bolted to the floor. When mounting seat use minimum 3/8" grade 5 bolts with large washers to hold racing seat to seat framework. Minimum of two bolts on the seat back and two bolts on the seat bottom. Seat must be positioned completely to the left of the centerline of the car. An approved head restraint must be used and made of some energy absorbing material. Containment seat is strongly recommended.

E) WINDOW NET

Window net mandatory at least 16" x 18" with minimum 3/8 inch rod. Must have quick release latch.

G) JACK STANDS

All jack stands must be plated on the bottom.

H) ROLL BAR PADDING

All roll bars within driver's area must be covered with approved roll bar padding.

I) COMPETITORS UNDER THE AGE OF 16

Any driver under the age of 16 must also utilize shoes having SFI 3.3 rating along with a containment seat.

J) HEAD AND NECK RESTRAINT

It is mandatory that and SFI 38.1 Head and Neck restraint device be utilized.

TIRES AND WHEELS

TRACK TIRE RULE WILL APPLY, Specified track tire mandatory on all 4 wheels. Tires will be available at track. Chemical treating of tires will not be allowed. A durometer rule will be in effect regarding minimum tire hardness. Tire relief valves are allowed.

Wheel stud threads must protrude through nuts.

Bleeder or pop-off valve devices are not permitted.

No Blowers or hoses will be allowed to blow air on the tire/wheel

Wheel rim: Rim size 15" x 10". Wheel rims must be magnetic steel only.

Wheel rims must be identified with team # on ALL wheel rims.

No soaking or altering of tire in any manor allowed. Drivers/teams soaking or altering tires will receive major penalties.

TIRE INVENTORY

Each car is permitted an 8 tire inventory at the start of the season, once 4 point nights have been completed any car joining the field will be allowed a 4 tire starting inventory. In addition, a car will be permitted an additional tire for each feature run but must complete 80% of the laps. Cut tires can be replaced through tech as long as they meet the depth rule. Any replacement must be done the day of the event the tire is cut. Replacements will not be permitted the following week. Longer distance races may be awarded additional tires.

TRACTION CONTROL

Cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital read out gauges.

Violators will be suspended.

TRANSMISSION

Transmission must remain stock appearing O.E.M. max 4 speed with all forward gears working as originally produced. No less than 123 third gear ratio

Must have reverse gear.

Must retain brass synchronizer ring.

Two-speed oval track Richmond transmissions allowed (T-10 case) or Winters 60200 "Raptor" transmission. No less than 123 ratio

No Automatic transmissions permitted. No Overdrive Gears

Shifter: Conventional-type shifter or rods. Shifter must have boot or cover at all times. Shifter boot must have a wire wrap sealing the top of the boot to the shifter.

TRANSPONDER AND LOCATION

For scoring purposes all cars must have a working transponder. Location is 172" from the front most part of the nose to the front of the transponder

Transponders are to be mounted flat with the LED lights facing down and must have a clear line of sight to the race track surface. Transponders are to be hooked up directly to the battery or may be hooked up to the ignition switch. Under no circumstances is a transponder to be hooked up to a switch that operates the transponder only! It is your responsibility to ensure the transponder is mounted in the proper location and is working at all times.

12 WEIGHT

ENGINE	WEIGHT (After Feature)	LEFT SIDE %	MIN CLUTCH DIA.
602 Sealed Crate	2700 lbs	58	5.5"
602 Sealed Crate "Rebuilt / Freshened"	2725 lbs	58	5.5"
Built max 9.5 to 1	2800 lbs	58	10"
Built 9.5 to 10 to 1	2825 lbs	58	10"
603 Crate	2775 lbs	58	5.5"
604 "Red Seal" Crate	2775 lbs	58	5.5"
604 "Blue Seal" Crate	2800 lbs	58	5.5"
Fords	2800 lbs	58	5.5"

15lbs weight penalty for ½ to 4" engine setback

25lbs weight deduction for perimeter chassis

15lbs weight deduction for single piston calipers

15lbs weight deduction for Koni, Pro AC/TA, or Qa1 62 Series shocks

Weight must be no lower than frame rails and in block form, no less than 10 lb. pieces.

No weight to be added rearward of fuel cell.

All ballast weight must be either fastened to or encased within the frame rail. All added weight must be double bolted and painted white, with car number clearly marked on each piece.

If stacked or bolted weight exceeds 30 lbs it must be bolted into an approved weight tray.

No tungsten, lead shot, ball bearing type, or liquid type of ballast permitted.

There will be no spent fuel allowance for regular heat races and feature events. Events of 50 laps or greater will give a spent fuel allowance of 50 lbs. Track scales are considered final.

WHEELBASE - TRACK WIDTH

All cars will have a minimum wheelbase of 102 inches measured from center of lower ball joint to center of rear end housing. Wheel base must be within 1/2" from side to side.

Maximum track width will be 80 1/2 inches front and rear measured from outside to outside of tire sidewall measured at spindle height.

ENGINES : V-8

BLOCK ASSEMBLY

Engine make and body models may be interchanged. Maximum cubic inch displacement allowed: GM 350, Ford 351, and Chrysler 360. Maximum overbore allowed .060. Bore and Stroke must be factory spec (example: 350 Chev-3.48 stroke x 4 inch bore). No stroked or destroked motors. No aluminum engine blocks. Sealed crate engine permitted – part #88958602

CAMSHAFT

Any hydraulic flat tappet camshafts. Offset camshaft key allowed. No mushroom or roller camshafts. Must maintain stock diameter lifter and lifter bore for that make and model of engine no sleeving – Chryslers exempt. No gear drive or belt-drive systems. Push rods to be stock for engine, Roller Rockers are permitted. 1.5 ratio long slot rocker arms only on GM. 1.6 ratio rocker arms on Ford. Screw in studs and guide plates allowed.

CARBURATION

Crate Motor: Four Barrel Carburetor allowed, only a 600 CFM Holley #80540-1 or a 650 CFM Holley #80541-1. Carb must be unaltered & pass “go- no-go” test. Maximum gasket thickness is .065”. 602 and 603 Engines is allowed a 1” spacer. Ford Crate must run a 1” spacer with 1.250 restrictors.

Built Motor: Two Barrel 500 CFM Holley #R4412 only. A one piece solid phenolic carburetor adaptor spacer permitted. Carb adaptor & gasket combined thickness must not exceed 1.25”.

Cold air intake boxes allowed. Two throttle return springs and stop are mandatory. Air cleaners are mandatory. Air filter boxes and carb hats are permitted. No boost venturi below the throttle plate. Gas pedal toe bars are mandatory. Quick-change jet kit (part # 3425 float bowl) may be used.

Must meet Holley factory stock specifications as follows:

- No HP Metering Blocks
- butterfly (throttle plate) thickness: .0398” - .0438”
- butterfly must have stamped on it ID# 215 or 172
- throttle shaft diameter .368” - .369”
- throttle shaft thickness at flat of shaft .152”
- venturi bore diameter: 1.373” - 1.377”
- boost venturi inner bore diameter .377” - .383”
- boost venturi outer diameter .610” - .630”
- boost venturi length .438”
- no raised or tapered boosters
- throttle bore diameter 1.6855” - 1.6865”

CRANKSHAFTS

Crankshaft must be stock OEM type only. No light-weight crank shafts. Minimum weight of crankshaft shall be no less than 48 lbs. No aluminum or fluid dampers, OEM steel elastomer – type balancers only. No knife edging or bull nosing

CRATE MOTORS

Please contact speedway for information on all crate motors regarding required part number, allowable components, purchase of, sealing of, freshening of and availability. A crate motor has to be properly sealed by Peterborough Speedway when purchased or APC which will document that you are legal to compete. This does not make you exempt from any inspection.

McGunegill, Harper crate engines are not permitted.

Stefko is the only pre-approved crate engine rebuilder for Peterborough Speedway. Any other engine builders require written pre approval from Peterborough Speedway prior to any work being completed. Any inconsistencies found within any crate motor application will result in forfeit of all points earned to that point of the season, forfeit of monies and points earned in the event. And disqualification for remainder of season. Crate motor violations will not be tolerated

602 CRATE

Part # GM 889586602/19258602

The following modifications are permitted. Double roller timing chain. Champ Pan part #CP100 – 7” louvered tray pan. The Harmonic balancer may be changed for the 6 ¾” diameter non-fluid GM balancer.

603 CRATE

Sealed crate motor option part # GM 88958603.

604 CRATE

Sealed crate motor option part # GM 88958604 is available for this division. Factory oil pan may be replaced with Champ Oil Pan - Part # CP100LTRB and Champ Oil Pick-up Tube - Part # 100SB. Factory plastic timing cover may be replaced with ALLSTAR Part # 90008 or “602” stock timing cover. 30lb weight break for stock damper, may use a non-fluid type aftermarket damper, steel or aluminum.

FORD 347 CRATE

Sealed crate motor part # M-6007-D347SR.

FORD 425LM

Must be unaltered SEALED engine. Spec engine must use damper supplied by manufacturer.

COMPRESSION RULE

Maximum of 10.4 – 1 on whistler or 10.0 – 1 on tear down

CONNECTING RODS

Stock type connecting rods only – ie Skat Rods. No re-working of connecting rods. 6" connecting rods allowed. No aluminum connecting rods.

CYLINDER HEADS

OEM cast iron or DART replacements part # 43600 or 43610. Bow Tie or Vortec heads are not allowed. No porting or polishing. No angle plug heads except Ford and Chrysler. No relieving under valves. No unshrouding of valve pocket. Any machine work must be concentric to valve stem. Stainless steel valves allowed, undercut valves may be used, no titanium valves. No turning of valve stems and stock diameter valve springs must be used. Stock lifter bore only. No heads casting #292 Ball method will be used to test valve stem to seat clearance. Ball size is .787 for intake and .531 for exhaust.

Valve Size:	GM	Max.	2.02 intake and 1.60 exhaust
	CLEVELAND	Max.	2.04 intake and 1.65 exhaust
	WINDSOR	Max.	1.84 intake and 1.54 exhaust
	CHRYSLER	Max.	1.88 intake and 1.65 exhaust

Screw in studs allowed. Guide plates allowed. No stud girdles or rev kits.

FUEL PUMP

Mechanical pump only, no electric pumps.

INTAKE MANIFOLD

No porting or polishing permitted. No alterations, No high rise, Low profile intakes only. No acid flowed intakes allowed. 2 – Barrel stock OEM cast iron intakes or #2101 (Chev), #2176 (Chrysler), #2750 (Ford Cleveland), #2181 (Ford Windsor) Edelbrock performer current series intake permitted. Aluminum intakes cannot be painted. 1st design manifolds of same part number are not permitted.

WATER PUMP

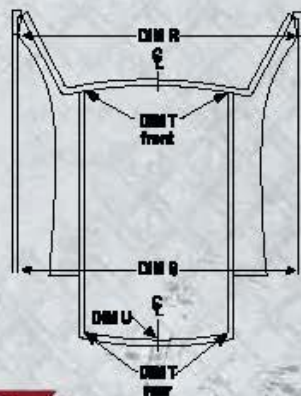
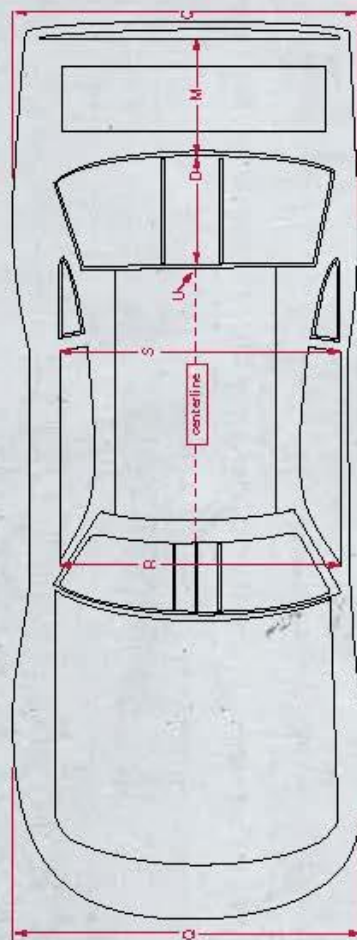
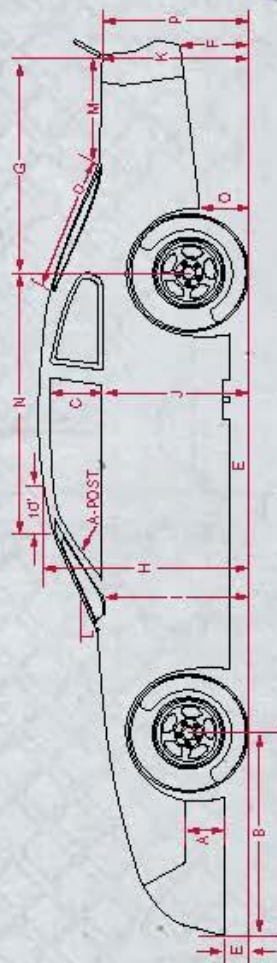
Stock OEM replacement pumps or aftermarket aluminum pumps allowed. Aluminum pulleys allowed

OIL PAN AND LUBRICATION

Extra capacity wetsump oil pans allowed, no external oil pumps. Fords motors only may run single stage external pump.

PISTONS

No dome pistons. Only flat top or dished pistons are allowed. Pistons cannot protrude above the deck of the block.



ROOF MOUNTING

1. Properly locate your roof using the dimensions in the chart at right.
2. Confirm that Dim. H, measured 10" back from the windshield, on the centerline) is 47-48".

NOTES:

1. DIM R is measured at the A-posts and the inside edges of the doors.
2. DIM S is measured at the B-posts and the inside edges of the doors.
3. Dimensions T front, T rear and U are taken at the edge of the roof (not on the ledge where the window sits) and are measured from the floor up.

ABC

- Fits Offset/Straight Rail Chassis
- 47" roof height
- Maximum tread width: 66"
- Wheelbase: 101-106"
(108" with composite fenders)



ARCA West, Rocky Mountain Challenge, Airport Auto Broker Late Models, Texas Super Racing, JEGS Allstar Tour, Big 8, Florida Promoters

DIMENSION GUIDELINES

A	NOSE FLAP HEIGHT (min): from bottom of nose to top of side flap***	13"
B	FRONT OVERHANG (max): on centerline	46"
C	SIDE WINDOW OPENING (min): at B-post	15"
D	REAR WINDOW LENGTH: on centerline**	31½"
E	NOSE/SIDE PANEL CLEARANCE (min): from ground	4"
F	BUMPER COVER HEIGHT (max): from ground	15"
G	REAR OVERHANG (max): from base of spoiler at centerline to axle centerline	47"
H	ROOF HEIGHT: 10" back from windshield, on centerline	min 47" max 48"
I	FENDER HEIGHT: at rear	32½"
J	DOOR HEIGHT (MIN): at rear	33"
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34½"
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (max): at center, from base of spoiler to rear window**	23¼"
N	FRONT OF ROOF to center of rear axle	57½"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34½"
Q	BODY WIDTH (max): at wheel wells	79½"
R	DOOR TO DOOR WIDTH: at A-posts and inside edges of doors, measured through car	66"
S	DOOR TO DOOR WIDTH: at B-posts and inside edges of doors, measured through car	67"
U	ROOF HEIGHT, rear: at centerline	45½"
V	RIGHT DOOR TOP: to center of roll	3½"
W	LEFT DOOR TOP: to center of roll	2½"

* If Dimensions H, I, J, K or P are higher than the stated dimensions, all five must increase by the same amount.

** Must fit centerline template within allowable tolerance.

*** 13 inches is the height of the nose flap only. This dimension is not measured from the ground.

SEAT BELT INSTALLATION TIPS

