

2020 LATE MODEL RULES

Follow F.U.E.L. SERIES rules unless otherwise noted.

<http://www.fuelracingseries.com>

ENGINE COMBINATIONS

G.M. 604 SEALED CRATE ENGINE -----	2200 pounds with the driver after the race
G.M. CT525 SEALED CRATE ENGINE -----	2300 pounds with the driver after the race
C.L.R. BUILT ENGINE -----	2350 pounds with the driver after the race
F.U.E.L. BUILT ENGINE -----	2400 pounds with the driver after the race

C.L.R. Engine Rules

1. Maximum 365 C.I.
2. Any cast iron block, no aluminum block. Any steel crankshaft and rods, no titanium or other exotic materials.
3. Any pistons.
4. Any cast-iron heads with factory valve to piston angle. Example: (23 degree heads on GM products) (20 degree heads on Ford products, except for Ford Racing – Sportsman # M-6049-N-351) No raised runner heads. May angle mill the heads, must be with-in 3 degrees of factory stock. Any intake. May port and polish the heads and intake.
5. Maximum valve sizes: 2.08" intake and 1.625 exhaust. Titanium valves are allowed.
6. Any camshaft is permitted, no mushroom lifters. Roller rocker arms or shaft rockers allowed. Rocker studs may be pinned or screw-in type with push rod guide plate and stud girdles. Poly locks allowed.
7. Wet sump or dry sump oiling system may be used.
8. Any headers. Mufflers must be used.
9. Any bowl type carburetor. Racing fuel only, no alcohol allowed.

F.U.E.L. Engine Rules

1. Same as C.L.R. except: Aluminum heads allowed with 50 pounds bolted in front of the mid plate.

Tire Rule

American Racer SD48 on all four corners. MD53 or MD56 are options for RR only.

Hoosier 1350 on all four corners. 1450, 1600, and D70 are options for RR only.

On weekly events, tires may be marked prior to qualifying.

In that case, you must run the same 4 tires for the feature race.

All special events, the tire procedure will be stated prior to that event.