



PEPSI PRO LATE MODELS 2020 RULES

RULEBOOK DISCLAIMER

It is the responsibility of each competitor to read and understand the contents of these rules. No expressed or implied warranty of safety shall result from publications of, or compliance with, these rules and/or regulations.

The rules and/or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such event. These rules shall govern the condition of all points events, and by participating in these events all participants are deemed to have complied with these rules.

If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Yakima Speedway Director, and Yakima Speedway Tech Official shall prevail.

For all safety devices it is the responsibility of the driver (not the Yakima Speedway, its officers, or its agents) to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times.

As with all safety items, Yakima Speedway strongly recommends that the driver carefully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.

No pretense is made for having designed a fool-proof set of rules and regulations. Yakima Speedway reserves the right to alter, or amend, the rules and regulations in the interest of safety, cost control, and/or fair competition.

The spirit and intent of the rules in the standard by which Yakima Speedway events will be governed. The Yakima Speedway Tech Official is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The Yakima Speedway Tech Official can, and will, disqualify a race car in violation of spirit and intent of these rules. Disqualification results in loss of payout and points.

If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by the Yakima Speedway by passing through prior technical inspection.

The Yakima Speedway Director and Tech Official shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein, or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. No expressed, or implied, warranty of safety shall result from such alteration or specification. Any interpretation or deviation of these rules is left to the discretion of the Yakima Speedway Tech Official and or Yakima Speedway Director.

Any form of open degradation at a race event or on social media to, or about, a Yakima Speedway Official will not be tolerated. This behavior is determined to be detrimental to the series as a whole. Failure to adhere to these rules, will be grounds for probation and/or suspension from events in this class. In addition, the driver/owner is responsible for the actions of his/her pit crew and will be held accountable. The Officials will be as professional as possible, we would like our race teams to do the same.

BODIES

1. Chevrolet, Ford, Dodge and Toyota ABC bodies are standard.
2. AR Bodies Muscle Car Bodies are legal.
3. Any non-ABC body not meeting the ABC guidelines must meet crucial measurements (i.e. roof height, rear deck height), must be stock appearing and mounted per ABC rule book. Professional appearance required. Specific approved models are subject to change over time.
4. The new 2019 Five Star Bodies are approved.
5. No flaring, shaping, or contour modifications of body, nose or skirting allowed.
6. No belly pans or streamlining.
7. Body clearance MUST NOT DRAG THE NOSE, AND CLEAR SCALE without driver.
8. No down force bodies.
9. No "ponding" of rear deck lid aloud.
10. The ABC "A" measurement shall be 11 ½ " minimum.
11. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to hood is 20".
12. Maximum flare at wheel opening in front of the front wheel (Q) is 83" and opening to be cut 90" to the ground.
13. Height 47" minimum, measured, 10" back from the top center of the windshield.
14. Rear quarter panel height 36" maximum. No rolling of the bumper cover. All quarter panels, and rear bumper cover, must maintain the factory inside lip.
15. Rear spoiler 6.5" X 60 "maximum. Must be clear Lexan. Back window clear Lexan.
16. Roof rails are permitted, with a maximum of 1" lip. No other vertical rails allowed 1 rear window wing, no longer than one inch, will be allowed. Max ½ lip on ducts used on ¼ window.
17. No air deflector, or any add on, to right side window area. Left side window net required.
18. The officials reserve the right to add weight to nonconforming body measurements.

WEIGHT

1. Yakima scales will be the only method for determining at cars weight.
2. Yakima officials reserve the right to adjust these weight advantages/penalties in the interest of fair competition.
3. All weights are taken with driver in the car, with both hands on the steering wheel and helmet in lap, prior to qualifying and prior to feature event.
4. Base Weight with Driver: 58% left side, 51% Max rear.
5. Crate, Ford or Chevy; Factory or Cope Sealed; 6400 Chip; Spec Shock - 2700
6. Hammer, McGunegill, 604 Chevy, LM425 Ford; 6400 Chip; Spec Shock - 2750
7. Wet Sump, Cast Head, Non-Roller Cam, 7500 Chip; Spec Shock - 2775
8. Brodix head, 9 to 1, Sealed Spec Engine, CT525, Open Shock, Roller Cam, 7500 Chip, Dry Sump - 2850

SUSPENSION

NO SPRING PRE-LOADERS

1. All cars must run suspension with coil over or 5" minimum big springs.
2. All coil over must be minimum of 2.5" springs.
3. Shock Stroke Rule: 7", 9", 10"
4. Spec shocks must be welded, steel bodied, aftermarket, non-adjustable, non-rebuildable, AFCO 10, 12, or 14 series, Integra 421 Series, or Pro WB Series.
5. One shock per wheel.
6. Any shock other than a steel, non-rebuildable, non-adjustable will be 2850.
7. Tech Official may confiscate for testing. If cleared, it will be returned. If found illegal, shock will be returned at end of season.

TREAD WIDTH

1. Measured with the referee. (69" for stock stubs, 67" for fabricated stubs.)
2. No rear sway bars.
3. No traction controls.
4. Trailing arms must be one piece, no springs, biscuits or shocks. 3rd Link OK
5. 1 1/4 maximum front sway bar. 3-piece bar must be hollow and run minimum 12" arms.
6. Wheelbase minimum 101 inches.

ENGINE

1. Engine are allowed a maximum 360 CID with a Holley 4150 series 750 carb - Tool Legal.
2. Over 360 CID must have a tool legal 4412 series, 500 2 BBL., must be declared, and can deduct 50 pounds of weight.
3. All head part # must be present on heads. No porting, no polishing.
4. No head larger than 200CC. No valve size larger than 2.055.
5. Straight or angle plug heads allowed.
6. Any unaltered aluminum intake allowed.
7. Dry sump oil pump allowed with a maximum 7500 chip.
8. MUST HAVE ACCESS TO MEASURE CRANK HEIGHT.
9. ALL Cars minimum 10" crank height.
10. Centerline of crank must be within 1" of center of stub.
11. All cars will have maximum engine setback of 3", measured from the #1 spark plug to centerline of upper ball joint.

CRATE ENGINES

1. All GM and Ford factory crate engines must have factory seals and proper paperwork to be deemed as legal, and eligible for weight break.

2. Factory sealed crate engines without paperwork, and crate engines purchased from a private party, will need to be YAKIMA certified or they will not get the weight break.
3. Thompson Racing Engines will be the official Yakima crate engine certification center. For \$250 TRE will dyno your crate engine, seal it, and certify it to be legal for Yakima.
4. When the dyno is used, any crate 5% above its factory rated 400 HP (5%=420 HP), or its factory rated 400' per pound of torque (5%=420 feet per pound), will result in the engine being declared ineligible for competition.

IGNITION

1. Must have sealed MSD box with either dial or chip type.
2. Only one MSD ignition box can be active.
3. No other electronic data devices will be allowed during the racing situations.
4. No traction controls.
5. No magneto systems allowed.

TRANSMISSIONS

Any OEM or aftermarket transmission allowed.

1. Shifter rails must protrude from the left side of the case, or from the left rear of the case. NO SHIFTER RAILS ON TOP OF THE CASE ALLOWED.
2. No lightweight magnesium, no internal clutch allowed.
3. Must have friction type clutch inside bell housing.
4. Driveline must be painted white. Cars must have a working starter.

CARBURETORS

ALL CARBS MUST BE TOOL LEGAL

1. Approved carbs are tool legal 750 Holley 4150 series #80541, and Holley 4150 series #80803 ultra HP. (big engine)
2. Approved carbs are tool legal 650 Holley 4150 series #80541-1-2. (mandatory crate)
3. Approved carb for over 360 CID. Holley #4412-500 CFM. Must be tool legal other modifications are
 - a. The choke horn may be removed with a square mill cut. Butterflies may be drilled with one idle hole each (maximum 3/16 in diameter). Cam and accelerator pump may be replaced with Holley aftermarket parts, the choke linkage may not be removed, and holes filled. Power valves, metering block, and floats may be modified.
4. No electric fuel pumps allowed.
5. Maximum 1" spacer allowed. Spacer or reducer inserts will be allowed with approval.
6. Minimum 2 car return springs.
7. 4" X 16 "maximum air cleaner. K&N OK. No foam filters.

FUEL CELL

NO H2O FUELS - FUEL SAMPLE WILL BE DRAWN.

1. The use of a commercially manufactured fuel cell is mandatory. The maximum capacity, including filler spout an overflow vent check valves, is 22 gallons. Minimum capacity is 16 gallons. Filler spout and overflow check valves are required. The fuel cell vent must exit out of the trunk area in the left rear side of the car. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22-gallon capacity. MINIMUM GROUND CLEARANCE IS 10" CELL TO THE GROUND.

2. Fuel cell container is required. The fuel cell must be enclosed in a container of not less than 22-gauge steel.
3. Fuel cell and fuel cell container must be fastened to the frame in a recessed frame support as far forward in the trunk area, and at an equal distance between the frame rails.
4. Fuel cell and the fuel cell container must be secured with 1" X 1" X .065 steel tubing. Not less than two (2) lengthwise, and two (2) crosswise, and two (2) across the top, evenly spaced at the top and must bolt to container support frame. The support frame must have two (2) tubes that are welded to and extend between the left and right frame rails. Three (3) tubes must be evenly spaced across the recessed well (front to rear). These tubes must be welded to the cross-support tubes, and extend down the front side, rear side, and under the fuel cell container. If the fuel cell has a bolt on top, it must be bolted together with a minimum of ¼ diameter bolts spaced a minimum of 4" apart. If the fuel cell has a bolt in end panel, it must be fastened together with a minimum 10/32 diameter screws with nuts and placed 4 feet apart. No sheet metal screws or pop rivets are to be used to secure the top or end panel of the fuel cell.
5. A protective bar, minimum 1 ¾ "X .090, must extend below the rear frame section behind the fuel cell. This protective bar must be as wide at the rear frame rails and extend as low as the bottom of the cell with two (2) vertical uprights evenly spaced between the (5) frame rails and attached to the rear crossmember. Two (2) support bars; one located on each corner. Must angle upwards and be welded to the rear frame rails.
6. 2 reinforcement plates, of not less than 14 gauge (0.078") thick magnetic flat steel. Must be installed behind the fuel cell container AND between the rear end and the fuel cell. The plate must extend the entire width and height of the fuel cell container. The plate must be welded in spaces between the rear crossmember and/or the cross bracing at the rear of this rear subframe. It must be welded with a 1" weld, spaced a maximum of 4" apart.

EXHAUST

1. Exhaust flange no larger than 5" must be smooth with body's side panel.
2. Exhaust will be no louder than 98db at 100 feet. All interior body parts will be sealed.

TIRES

Hoosier 970 is the series tire. Soaking, softening, shaving, or otherwise altering the composition of tire is not permitted.

Max left side tire psi 25 max right side tire psi 30 max pre tech.

Cars must start heat races and the main event on the same tires on which they qualified. If a problem arises with your qualifying tires, and change is needed:

- A. Replace with new tire, forfeit starting position, and start in rear of field.
- B. Replace with used tire approved by tech official, keep qualifying position.

Only 15" by 10" steel wheels are permitted.

Maximum track width permitted for vehicles with 15" X 10" steel wheels is 69" stock clip, or 67" fab clip front or rear. Measured at spindle height with our referee.

PROTECTIVE CLOTHING

1. It is required that, at all times, the driver wears a driving suit, and gloves, of fire-resistant material that effectively covers the body.
2. it is recommended that the driver's suit be of the best quality fire protection available.
3. It is also recommended that during an event, practice, or qualifying, a driver wears the following:
 - a. fire resistant shoes and socks.

- b. Fire resistant hood.
- c. Fire resistant underwear.

FIRE CONTROL

1. It is recommended that all cars have a built in, fully charged, DuPont FE-36, or equivalent, fire suppression system (not of the dry chemical type), with an operating pressure gauge WITHIN SITE OF THE TECH INSPECTOR.
2. Any car, not equipped with a built-in fire suppression system, must have a fully charged fire extinguisher, a Halon, or equivalent type at least 10-B:C UL rating, with an operating.
3. All entrants should have a 10 lb., DuPont FE-36, or equivalent fully charged fire extinguisher in their pit area.
4. All cars are recommended to have an Oberg Vacuum style (preferred), or ball valve style type fuel shutoff, placed at the point the fuel exits the fuel cell. This is to stop the flow of fuel from a damaged line or pump.

HELMETS

Head and neck restraint devices

1. Helmets shall be in compliance with the current SA2010 requirement.
2. Full face helmets with Lexan face shield recommended.
3. Nomex helmet skirt, and Nomex covered chinstrap recommended.
4. It is strongly recommended all drivers wear a head and neck restraint device.

SEAT BELTS

1. It is highly recommended the driver carefully study seat belt manufacturer's installation guidelines
2. All seat belts must be a complete matching set from the manufacturer. No mixing of manufacturers.

3. A quick release seat belt no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8" in diameter.
4. Shoulder harness must be no less than two (2) inches in width and must come behind and below top of driver seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage in a manner that will prevent the harness from sliding from side to side. No inertia reels are permitted.
5. A center crotch belt must be used. It must be a minimum of two (2) inches wide, and mount to the roll cage or seat mount.
6. Where belts pass through the seat edges, the edge must have a grommet or be rolled to prevent belt from being cut.
7. All belts must connect in a single latch, at the lap belt. Latch must be approved quick release.
8. Belts must be replaced every five (5) years and all belts must be dated by manufacturer or vendor.

SEATS

1. A professional racing seat is required.
2. Approved seat must be made of aluminum and manufactured specifically for auto racing.

RADIOS

1. Radios are required for this class, with spotters while on racing surface.
2. Spotters will be randomly asked to communicate with their driver. If deemed no communication, car will be parked until the problem is fixed.
3. Transponder location must be 16" from center of rear end on the right rear corner.
4. Must have scanner to monitor race control for 2020 required
5. **Yakima race control frequency 464.05000.**

QUALIFYING

1. Single car qualifying (2 laps).
2. Fast 8 draw.

75/100 LAP MAIN EVENTS

1. Double fire restarts will be in play the entire race inside 10 laps to go lead lap cars to the front
2. Top 3 finishers to tech

CONTACT

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