2025 LATE MODEL RULES

ORANGE COUNTY SPEEDWAY

1.0 - GENERAL

Orange County Speedway's Late Model division will follow the 2024 NASCAR Advance Auto Parts Weekly Series LMSC (Section 20F) Rule Book with the below approved engine, carburetor, and weight combinations.

Orange County Speedway reserves the right to adjust these technical specifications as needed to ensure fair competition.

2.0 – APPROVED ENGINE/CARB/WEIGHT COMBINATIONS

ENGINE	WEIGHT	R/S WEIGHT	CARB	PLATE
Built Engine	3075	1360	500 CFM	OCS Track Spacer
GM 602 Crate	3050	1325	390/650 CFM	1" Open Spacer
GM 603 Crate	3075	1360	390/650 CFM	1" Open Spacer
GM 604 Crate	3075	1360	500 CFM	¾" Spacer
GM "Upgrade" Engine	3100	1375	500 CFM	OCS Track Spacer (7200 RPM Limit)
GM "Harrington Enforcer"	3100	1400	500 CFM	OCS Track Spacer (7200 RPM Limit)
Ford 347 SR Crate	3075	1360	500 CFM	OCS Track Spacer (7200 RPM Limit)
Ford 347 JR Crate	3050	1350	390 CFM	1" Open Spacer

3.0 – ENGINES

3.1 - CRATE ENGINES

1. The following crate-type engines will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer:
   i. General Motors #88958604
   ii. General Motors #88958603
   iii. General Motors #88958602
   iv. Ford D347SR (upgraded camshaft allowed – per Ford Performance Tech Bulletin dated 11-13-2018)
   v. Ford S347JR
2. GM 603 and 604 crate engines may run beehive style valve springs – GM Performance P/N 12499224
3. Crate engine technical specifications will be based on the following manuals:
   i. GM Performance Parts Circle Track Crate Engine Technical Manual – Revised May 2010
   ii. Ford Racing 347 Series Sealed Racing Engine Sanctioning Body Specifications Handbook

3.2 - General Motors "Harrington Enforcer"

1. Must be used as supplied by the engine supplier and/or per the HMS/Enforcer Engine Sanctioning Body Specifications Handbook. The engine may be purchased as a complete engine assembly or in kit form.

3.3 - General Motors "Upgrade" Engine

1. The General Motors "Upgrade" engine kit will be permitted and must use engine components as per the specifications manual provided.
2. The Edelbrock part #2701 Performer and part #2975 Victor Jr. intake manifolds will be the only intake manifolds permitted and must remain as supplied without any modifications.
3. The maximum rocker arm ratio permitted will be 1.6
4. All other engine components and specifications must meet the requirements as described in NASCAR Rulebook Section 20F - 5 (Detailed Engine Requirements)

3.4 - Built Engines

1. Steel head built engines will be permitted and must conform to 2018 NASCAR LMSC Rulebook guidelines as outlined in the OCS Late Model Built Engine Guidelines Technical Bulletin - revised January 2025.

3.5 - Carburetors

3.5.1 – Carburetor General Eligibility

1. Holley 390 CFM 4-barrel carburetor (Part# 80507-I) may be used on the following crate engines:
    i. Ford S347JR
2. Holley 390 CFM 4-barrel carburetor (Part# 80507-I) or Holley 650 CFM 4-barrel carburetor (Part# 80541-1, 80541-2, 80541-3) may be used on the following crate engines:
    ii. General Motors #88958603
    iii. General Motors #88958602
3. Holley 500 CFM HP 2-barrel carburetor (HP Part# 80583-1) and Holley 500 CFM Ultra XP 2-barrel (Part# 0-4412HB, 0-4412HBX, 0-4412BK, 0-4412BKX) may be used on the following engines:
    i. General Motors "Harrington Enforcer"
    ii. General Motors "Upgrade" Spec Engine
    iii. Built Engines (GM, Dodge, Ford)
    iv. General Motors #88958604
    v. Ford D347SR
4. Any carburetor that tries to pull air from anywhere other than through the venturi will be ruled as a non-approved part resulting in disqualification.

3.5.2 - Carburetor Spacer Plate / Gaskets

1. A one-piece solid aluminum spacer plate with a maximum thickness of 1" may be used with the 390 and 650 CFM 4-barrel carburetors. Spacer plates must be straight/open style with no tapers. No super-suckers.
2. Only the OCS supplied track spacer plate will be allowed on 500 CFM 2-barrel carburetors with the following engines:
    i. General Motors "Harrington Enforcer"
    ii. General Motors "Upgrade" Spec Engine
    iii. Built Engines (GM, Dodge, Ford)

iv. Ford D347SR

3. Maximum ¾" metal spacer with 2 holes (max 1.690 in) centered in spacer with a straight cut will be allowed on the General Motors #88958604 crate engine.
4. The spacer must be centered on the intake manifold.
5. Tapers, bevels, or any other modifications are not allowed.
6. A one-piece gasket with a maximum thickness of 0.065 inch must be installed between the carburetor and the spacer plate.
7. A one-piece gasket with a maximum thickness of 0.065 inch must be installed between the spacer plate and the intake manifold.
8. As with the carburetor, any plate or gasket that allows air into the plenum area will be ruled a non-approved part resulting in disqualification.

3.5.3 - Carburetor Rework Guidelines

3.5.3.1 - Holley 390 CFM 4-barrel carburetor (Part# 80507-l)

1. No modifications: must be stock out of the box. The only alterations permitted are the power valve size may be changed, and the jet size may be changed.
2. All air leaks must be sealed.
3. The bottom of the air filter housing must be lower or equal to the top of the carburetor vent tubes.
4. Both spray pumps must be operational.
5. Recommended that boosters be epoxied and wired to carburetor body.
6. Only Holley replacement parts allowed.

3.5.3.2 - Holley 650 CFM 4-barrel carburetor (Part# 80541-1, 80541-2, 80541-3)

1. Refer to 2024 NASCAR Rulebook (20F-5.10.1 - sub section D) for Holley 650 CFM Carburetor rework guidelines.

3.5.3.3 - Holley 500 CFM 2-barrel carburetor

1. Refer to 2024 NASCAR Rulebook (20F-5.10.1 - sub section B and C) for Holley 500 CFM (HP Part# 80583-1) and Holley 500 CFM Ultra XP 2-barrel (Part# 0-4412HB, 0-4412HBX, 0-4412BK, 0-4412BKX) Carburetor rework guidelines.

4.0 Tires

1. Late Model teams will compete on the Hoosier F45 compound only.
2. Late Model teams may purchase four (4) new tires for the first race and two (2) new tires for each subsequent race.
   i. Note: For a regular two tire event, the new tires MUST be run on Left Side.
3. After the first race, visiting competitors to OCS can purchase two (2) new tire and two (2) scuff tires.
4. Tires will be marked by the speedway and each team will impound tires at the end of each race night for use at their next event.
   i. Note: As an option, OCS can sell your impounded scuff tires to incoming new teams in exchange for a credit applied to your next tire shop bill.
5. Special or extended distance races may require purchasing four (4) new tires.