



2026 CHARGER RULES

COMPETING MODELS

1970-2021 rear wheel drive body cars with a minimum wheelbase of 104". Race cars must be 5+ years old, Nascar Late Model Stock perimeter cage chassis. All cars must be approved for competition eligibility. The head tech's decision is final.

Motor Type	Weight / left side %	Carburetor
602 Crate Engine	3100 / 55%	Up to 390 4bbl carb
603 Crate Engine	3100 / 55%	Up to a 390 4bbl carb
604 Crate Engine	3100 / 55%	450 Carb
Ford JR Crate	3100 / 55%	390 Carb no Spacer Plate
Late Model Built Chevy Engine	3100 / 55%	450 Carb
DMS Built Engine	3100 / 55%	Up to an old style 500 2bbl carb

450 Carburetor is a 500 top with a choke horn with a 350 bottom. The ONLY 500 tops allowed are 4412 or HP 500. The 350 bottom part numbers are in the Intake and Spacer Section below.

For weight breaks, please read through the sections below to see what your car qualifies for.

WEIGHT

3100 lbs. base weight with driver. No tungsten allowed.

Cars With OEM Front Clip and OEM Floorboard Chassis receive 100lb weight break

Cars With OEM Front Clip Fab Chassis or 5×5 Equipped Cars receive 50lb weight break.

55% left side maximum weight percentage on all cars. Weights Must Be on back of hood.

All cars will be weighed with driver in a driving position. Cars may gas up after race.

All lead weight must be added to chassis securely.

602, 603 Crate engine equipped cars get a 50 pound weight break if 390 or 500 equipped.
Any car that runs a 350 carb on any motor combination receives a 100 lb weight break.
MSD Allowed.

CARBURETOR

Up To A 390 4 Barrel Carb Or Up To A 500 2 Barrel Carb on 602 or 603 Crate Engine, and Built Engines Can Run Up To an old-style 500 2 Barrel. An LMSC, 604 engines may run up to a Holley 2bbl carb "450". A "450 carb adapter blend ring 3/8"

See below for rework guidelines:

1. No polishing, grinding, or machine work allowed on any part of the carburetor.
2. No alterations except choke hardware may be removed, and all vacuum ports must be plugged. Any bowl or metering block may be used. The base plate must not be altered in shape or size.
3. Boosters may not be altered in any manner, including size, shape, or height of model #.
4. Any attempt to pull outside air other than through the venturi is not permitted.

INTAKE AND SPACER

1. Cast Iron two-barrel intake or Edelbrock performer aluminum intakes. Chevrolet #2101 Ford Windsor #2181, Cleveland #2665, #2750, and Chrysler #2176 or P#4532852.
2. No high-performance intake manifolds permitted. Intakes must be Speedway-approved.
3. No porting, polishing, or grinding will be permitted. Do not touch it.
4. Holley #7448 spacer a maximum $\frac{3}{4}$ " metal spacer, No Bevels. Spacer Gaskets .065 max thickness. Must not be coated.
5. Holley #4412 spacer a maximum $\frac{3}{4}$ " metal spacer with two holes (max 1.690) centered in the spacer with a straight cut. No bevels. Spacer gasket .065 max thickness. Must not be coated.
6. Crate Motors may run up to a 1-inch-thick aluminum spacer with no bevels. Must not be coated. All carburetors and spacer plates must meet Speedway specifications.

CAR BODIES

1. All cars must have a minimum of (2) doors, (2) rear quarter panels, deck lid, bumper cover, roof, and hood. The body may be made of metal, plastic, or a composite.
2. All bodies must meet the roof and spoiler height template specifications.
3. New style bodies will be allowed. No ride height rule, no bump stops. All bodies must be approved by Speedway.
4. All cars must be painted and lettered professionally.
5. Rocker panels may be fabricated.
6. Front windshields are optional. Back window optional. Clear Lexan or plexiglass may be installed in the rear quarter windows. No side windows.
7. Speedway-approved window net must be installed in the driver's side window opening.
8. Car heights will be checked on 4" plywood blocks. Max overall spoiler height is 39"
9. Rear spoiler 5" high with maximum 60" width (max 300 square inches).
10. Wrecker hookup required for the front and rear of the car.

FRAME

1. Stock OEM front sub frame with tubing frame connector allowed.
2. OEM stock clip must have factory OEM mounting points for weight break. Rear trailing arm mounts may be fabricated.
3. Fabricated clip and lowers allowed with a weight penalty.
4. Frame rail min 2"x 3".
5. A Steel firewall must separate the driver from the engine compartment and fuel tank.

ROLL CAGE

1. A complete speedway-approved roll cage.
2. Roll cage must be constructed of roll bar tubing with a minimum outside diameter of one and a half 1 ½" inches x .083 wall thickness.
3. Roll cage must be centered on the frame. Perimeter style.
4. Main roll cage uprights must be on top of the outside frame rails.
5. A full cage is required with four uprights and four top bars.
6. Roll bars may go through front and rear firewalls.
7. A minimum of three bars in the driver's and passenger's doors is required.
8. All bars within the driver's reach must be padded.
9. Perimeter Chassis 55% Max LS.

SUSPENSION

1. Adjustable cups allowed on front and rear.
2. Spring spacers, coil-over eliminators, or screw jacks may be used on the front and rear.
3. OEM-type steering box. Aftermarket tie rods, centerlink, idler, and pitman arm allowed.
4. Lower A-frames must be OEM Design. Lower A-frames must be the same length. Aftermarket lowers can be used, but must conform to OEM Design. Aftermarket Spindles Allowed.
5. Upper A-frames may be fabricated.
6. Front sway bar may be OEM or aftermarket. Mounting points may be aftermarket.
7. Leaf spring and/or coil spring suspension allowed.
8. Steel rear lower trailing arms required.
9. A fabricated metal top link and track bar allowed.
10. Damper shocks may be used.
11. Rubber bushing, metal bushing, Teflon bushings or heim joints allowed.
12. Lowering blocks and trailing arms may be adjustable.
13. Aftermarket or 5x5 design hubs allowed. Wide 5 and Coilovers allowed.

REAR END

1. 9 inch rear end may be car, truck, or floater. Any ratio. A quick change will be allowed. No Cambered Rear End Housings. +/- .4
2. Detroit Locker, or Locked Rear End Units only.

SPRINGS AND SHOCKS

1. Only Koni 30 Series Shocks are approved.

2. Shock absorbers must be used as supplied by the manufacturer; no modifications or changes to the shock absorber and internal components are permitted, with the exception that the rubber bump stop must be removed.
3. Front shocks must fully release at any setting in 2 minutes and 15 seconds with 10 Lbs attached.
4. Coil-over eliminator is allowed. No coil binding or travel-limiting devices. No bump stops. No stops in shocks.
5. Shocks may be claimed for \$300 cash per shock, excluding hardware. A claim must be made no longer than 10 minutes after the checkered flag falls. The claim must be at least two shocks. The driver must finish on the lead lap to claim the win. Claims can only be made by cars that finish in the top 5. Claims can only be made against cars that finish in front of you, not behind you in the finishing order. The driver or owner can claim in writing, and it must be made in CASH and presented to the head tech man before the 10 minutes are up. If the driver or owner refuses the claim, the driver will be DQed without pay.

BRAKES

1. Metal single brake calipers required. Brakes on all wheels must work.
2. Steel disc brakes may be used on the front and rear.
3. Aftermarket brake and clutch pedal allowed.
4. Dual master cylinder allowed. Any type of Brake bias adjusters allowed.

WHEELBASE AND TREADWIDTH

1. 104" minimum wheelbase.
2. Cars must not exceed the maximum allowable tread width of 65 ½ inches.
3. This Crate engine can be used as all supplied parts from factory manufacturer. These engines are subject to teardown procedures and legalities determined by tech committee. Aftermarket HEI distributor and Cap, Aftermarket valve covers may be changed. The 604 Nascar engine allowed with a 350 or 450 carb. Ford crate engines will be allowed to run up to a 450 2 bbl carb.
4. SNMP Reserves the right to claim any Crate Engine that competes at the Southern National Motorsports Park. SNMP Owner Michael Diaz can trade a new Crate Engine of the same part number for the one in the race car at the completion of an event at the Southern National Motorsports Park. If the Claim is denied the Car Owner will be subject to penalty and a fine
5. Crate engines are designed to cut the cost of racing. Anyone found tampering with these engines will be fined up to \$1000.00 for each offense and loss of points.
6. Crate Motor is a great application for Local Racing if the competitor will leave them alone. Run them as supplied from the factory to ensure legality. Contact Tech Official if you need clarification to this rule.

BUILT DMS ENGINE may run up to a 500 2 Barrel Carb

1. Only stock production engines allowed. Chevrolet 350 cubic inch maximum, Ford 351 cubic. MASS Street Stock Engine Combinations Allowed per MASS Rulebook. inch, Chrysler 360 cubic inch plus overbore.
2. No polishing or coating inside of block.
3. Overbore of .060 + normal wear permitted.
4. Aftermarket replacement rods allowed.
5. Steel replacement rods allowed.

6. Only solid steel connecting rods permitted. No polishing or machine work will be permitted.
7. Solid steel connecting rods may not be lighter than stock.
8. Flat top or dish 3 ring pistons permitted. Piston must not extend above top of block.
9. Crankshaft with stock stroke must be retained. Minimum weight 50lbs.
10. Crankshaft must not be Knife-edged. No excessive machining or grinding other than balancing. No drilled main journals. Subject to template inspection by Tech Official.
11. Wet sump oil system only.
12. Enlarged oil pan allowed. Kick outs will not be permitted between the bolt holes flange and the top of the added sump. Oil pan 4" minimum ground clearance.
13. No electric fuel pumps allowed.
14. Aftermarket valve covers allowed. Aftermarket pulleys allowed.
15. Engines under 310 cubic inch may be allowed a 390 4 barrel. Check with series officials

HEADS

1. Stock OEM production steel heads only. No Vortec heads on built engine.
2. Stock Replacement or SR Head allowed with a 25lb. penalty
3. NO modifications, no porting, polishing, or angle milling. No grinding of any kind. 3 angle valve job ok as per Speedway rule. One cut below valve seat, to bottom of valve guide. Do not radius or blend bottom of cut below valve seat.
4. Chev 70cc min; Ford (Clev) 68cc; Ford (Win) 58cc; Chrysler 68cc min; Chev 62 cc. OEM valve size for cylinder head required. Steel valves required. Valve size maximum:
 - Chevrolet 1.94 intake 1.50 exhaust
 - Ford Cleveland 2.05 intake 1.65 exhaust
 - Ford Windsor 1.89 intake 1.60 exhaust
 - Chrysler 1.90 intake 1.60 exhaust

CAM SHAFT

1. Hydraulic or flat tappet cam and OEM diameter lifters with a maximum lift of Chev .480, Ford .512 Dodge .500 at valve with valve lash as ran in race. Lift will be measured at the retainer.
2. Any steel type timing chain allowed.
3. OEM or Aftermarket Valve Springs will be allowed on built engine.
4. Screw in studs and guide plates permitted with any ratio roller rocker arms allowed.
5. Stud girdles are permitted. Poly lock allowed.

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6. Crate Motors may run up to a 1 inch thick aluminum spacer with no bevels. Must not be coated. All carburetors and spacer plates must meet speedway specifications.

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AIR CLEANER

1. Round air cleaner element minimum of 12 inches; maximum of 17 inches.
2. Element must be minimum of 1 ½ "and a maximum of 4 inches in height.
3. Dry type paper element only. No cold air boxes or cowl induction allowed.
4. No tubes, funnels or anything which may control the flow of air are permitted.
5. Air cleaner base must not be above choke horn.

TRANSMISSION AND FLYWHEEL ASSEMBLY

1. OEM standard production Automatic, Manual transmissions permitted.
2. OEM Steel Clutch and Flywheel over 33 lbs. receives a 50 pound weight break.
3. A Multi Disk Clutch is allowed. OEM Clutch and Flywheel receives 50 pound weight brake.
4. Hydraulic clutch control permitted.
5. Must have steel bell housing that is speedway approved.
6. Drive shaft must be of magnetic steel only. Drive shaft must be painted white with two safety loops attached to the bottom of car.

EXHAUST

1. Regular Headers (4 into 1) will be permitted. No stepped headers. No 180 allowed.
2. Cast iron manifolds permitted.
3. All LH exhaust pipe must exit behind the driver.

ENGINE LOCATION

1. Engines may be interchanged from one body manufacturer to another.
2. Engine must be centered in chassis. #1 spark plug in line with upper ball joint. Ford max 2 inches back From #1 spark plug
3. Minimum crankshaft height is 12", from the center of crank pulley to the ground.

COOLING SYSTEM

1. Aluminum radiators permitted. Any radiator allowed.

2. Overflow hose recommended.
3. Antifreeze is not permitted.

ELECTRICAL SYSTEM

1. HEI Ignition allowed for base weight. MSD allowed. No digital ignition, no digital tacs, no 16v systems
2. Aftermarket or OEM HEI distributors permitted. All Distributors can be locked up or welded in Crate or Built.
3. Only 1 coil permitted.
4. Only one 12-volt battery permitted.
5. No adjustable timing controls.
6. No open ended wiring in driver's compartment.
7. Any type traction devices are not allowed. No computerized systems are allowed.
8. All ignition systems must be acceptable to speedway officials.

FUEL AND FUEL SYSTEM

1. Race fuel required. No other mixtures of any kind.
2. All Fuel must pass Speedway Fuel specifications. Fuel must be same color.
3. Fuel cells are recommended. Must be securely strapped down with no less than 1/8" steel straps. Fuel cell must be vented high and to the left side.
4. The maximum capacity allowed is 22 gallons.
5. Fuel cells must have 8" minimum ground clearance with car placed on 4" blocks.

WHEELS and TIRES

1. Maximum width 10" on all 4. 15" Steel wheels only.
2. Air bleeders will not be permitted. No chemical tire treatment allowed.
3. Tires used for qualifying and race must be approved by the speedway.
4. Any car tires from any source other than speedway tire building will be disqualified.
5. The BASH will be 4 NEW Hoosier F45s. You can buy 2 new F45s and 2 scuffs or 4 scuff tires but starting pay will reflect.

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