



Limited Late Model Rules 2025

ELIGIBLE MODELS - Any manufactured full frame chassis allowed. Minimum wheel base allowed is 105".

Tube frame chassis must be 1 3/4 inch round tubing, square tube chassis must be at least 2x2

BODY & CHASSIS – WILL FOLLOW WORLD OF OUTLAW LATEMODEL / LUCAS OIL SERIES

INTERIOR - IT IS HIGHLY RECOMMENDED FOR DRIVER'S SAFETY THAT A PIECE OF 1/8TH INCH STEEL OR 1/4 INCH ALUMINUM IS USED AS FLOOR BOARDS AND INSIDE THE DRIVER'S DOOR. A FIREWALL MUST COVER THE DRIVER'S AREA AND BE CONSTRUCTED TO PROVIDE MAXIMUM SAFETY. DRIVER'S SEAT MUST REMAIN IN THE SAME GENERAL AREA AS THE GENERAL DESIGN. THE AREA TO THE RIGHT OF THE DRIVER SHOULD BE CONSTRUCTED IN A MANNER AS TO ALLOW AMPLE ROOM FOR THE DRIVER TO ESCAPE IN CASE OF AN ACCIDENT OR EMERGENCY.

SPOILER -

SPOILER HEIGHT IS 8 INCHES BY 72 INCHES IN WIDTH. THREE SPOILER SUPPORTS CAN BE USED BUT NOT TO EXCEED 12 INCHES IN LENGTH AND 8 INCHES IN HEIGHT. THE SPOILER MUST BE ATTACHED TO THE REAR DECK LID.

ENGINES -

358 CU IN STEEL BLOCK w/ STEEL HEADS 4 BARREL GAS OR ALKY WITH A 1 ¾" THROTTLE PLATE

358 CU IN STEEL BLOCK & ALUMINUM HEADS 23 DEGREE HEAD ONLY NO RAISED RUNNER'S STANDARD RUNNERS ONLY – 4 BARRELL ALLOWED W/ 1-3/4" THROTTLE PLATE

GM 604 Crate Allowed: #88958604 2250 lbs with driver after race Any 4 barrel carb must be gas only. Must be GM Sealed..

525 Sealed (Authorized Rebuilder) 50LBS LEAD INFRONT OF THE MIDPLATE. LEAD DOES NOT HAVE TO BE IN ONE PIECE BUT ALL MUST WEIGH 50LBS TOTAL.

TIRES & WHEELS - TIRE WIDTH LIMITED TO A MAXIMUM OF 11 INCH ECONOMY RACING TIRES. RACING WHEELS MUST NOT EXCEED 14 INCHES IN WIDTH. ONLY ALUMINUM OR STEEL WHEELS ALLOWED. BEAD LOCKS ARE O.K. TIRE 29-11-15-93 INCH CIRCUMFERENCES.

Hoosier 2, 2.25, 2.5, 3, or 4's and American Racer 44 or harder, pro 2, pro 3, pro 4. RUSH crate tires approved.

SAFETY - ROLL CAGE MUST BE OF THE 4 POST DESIGN, WITH A FRONT BAR FOLLOWING THE WINDSHIELDS CONTOUR AND THE REAR BAR BEHIND THE DRIVER'S SEAT. TOP OF THE ROLL BAR MUST BE CONNECTED TO FORM A BOX SECTION AT LEAST 4 INCHES ABOVE THE DRIVER'S HEAD.

BARS MUST BE SECURELY FASTENED TO THE FRAME BY WELDING. NO SCREWED PIPE FITTINGS

ALLOWED. ALL BARS MUST BE AT LEAST .125 WALL THICKNESS. SEAT MUST BE FASTENED TO THE

CAGE. ALL BARS MUST BE 360 DEGREES WELDED AND GUSSETED. ALL BARS NEAR DRIVER MUST BE

PADDED. AT LEAST THREE BARS REQUIRED IN THE DRIVER DOOR AREA.

Driver Personal Protection Equipment

Seat Belts and Restraint Systems

- a. Each car must be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system. The restraint system will be eligible for use in competition until the expiration date or for two (2) years from the date of manufacture. Seat belt restraint systems should be installed and used in accordance with the manufacturer's instructions.
- b. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
- c. Seat belt material should not come in contact with any sharp or metal edge, including when the material passes through the seat.

Helmets - Helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

Head & Neck Restraints - ARE RECOMMENDED during an event, drivers must connect their helmet to a head and neck restraint device/ system certified to SFI Spec 38.1. The head and neck restraint device/ system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions.

Fire Suits - A driver suit certified to SFI Spec 3.2A/5 is required to be always worn during competition or on the racing surface.

Gloves - Certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

WINDOW NETS AND DRIVELINE SLINGS ARE REQUIRED. BATTERIES MUST BE SECURELY FASTENED AND PROVISIONS MADE TO PREVENT LEAKAGE IN THE EVENT OF ROLLOVERS OR SERIOUS ACCIDENT DAMAGE.

FUEL CELLS ARE MANDATORY AND MUST BE MOUNTED IN A STEEL CAGE.

FIRE EXTINGUISHER IS REQUIRED IN THE DRIVER'S COMPARTMENT, SECURELY FASTENED.

BRAKES - FOUR-WHEEL BRAKES MUST BE IN GOOD WORKING ORDER AT ALL TIMES.

SUSPENSION –

A: ANY TYPE SHOCK ABSORBER MAY BE USED. NO TORSION BAR SYSTEMS ALLOWED. NO DRIVER CONTROLLED WEIGHT ADJUSTERS, QUICK CHANGES AND FLOATER REARS ARE ALLOWED.

B: Lift and or pull bars will be permitted. A fifth link will be permitted. The lift and /or pull bar or fifth link must not have any mechanical and or hydraulic and or pump type assistance.

C: All rear suspension radius rods, panhard bars and lift bar must be of a fix/solid design. Hydraulic cylinders, spring rods, bump rods, slider rods, or shock type radius rods will not be allowed to locate rear end

D: Maximum of 1 shock may be used on lift bar and 2 springs in addition to one 6th coil or braking spring

E: All cars will have a maximum of 6 shocks allowed, one additional conventional type "wrap-up" or "90-10" style shock located directly above rear end center is permitted.

F: Only conventional type closed shock absorbers and /or approved shock absorbers will be permitted for competition. Only single shaft shock absorbers will be permitted and all shock absorbers must remain closed on 1 end via conventional design

G: 1,2,3,or 4 way adjustable shocks are permitted provided they cannot be accessed by the driver, on track, or during racing events.

H: Electronically controlled shock adjustments by any means or methods are not permitted

I: Through-Rod designs are not permitted

J: Communication, hydraulically, electronically, magnetically, or otherwise between any two or more shocks on a vehicle is strictly prohibited. This includes cross over shocks.

K: Inerter style dampers, either mechanical or hydraulic, or other type primarily acceleration sensitive damping device is not permitted.

L: Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type including but not limited to adjustable shocks, hydraulic or pneumatic, weight jacks, trackers, ignition boxes, or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the drivers seat

M: A maximum of 25 1/2 inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted

Rear Travel Limiter (Droop Rule)

- A. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount or a clamp mounted bracket with the chain mounted to the top (12 o'clock) of the left rear axle tube, between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunted they are as close to vertical

as possible. One (1) compliance device may be used. The compliance device must not be more than one inch (1") thick (without a load applied) and remain completely open and visible. Compliance devices can pg. 12 be rubber or any like material but must not be installed in any type of canister. Springs, spring-loaded, and/or pneumatic devices will not be permitted. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material. b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack).

- B. The travel limiting chain is subject to inspection at any time during the event at the discretion of the officials. Cars will be jacked up on the under-slung frame rail one inch (1") in front of the rear axle tube, between the center of the rear axle and the panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. Cars will be jacked up until a forty-thousandths of an inch (.040") shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, six inches (6") inboard of the left rear quarter panel outer edge. The measurement must not exceed fifty-one inches (51").
- C. All droop limiter assemblies must support the unsprung mass of the rear-end. The stretched value of the droop limiter assembly may be no more than three-quarters of an inch (3/4") at 1,200 lbs. The procedure: preload 100 lbs. zero (0) distance, pull to a value of 1,200 lbs.

DRIVELINES - TRANSMISSION MUST BE TYPE WITH WORKING FORWARD GEARS AND REVERSE.

APPEARANCE - CARS MUST BE PRESENTABLE IN APPEARANCE AND MUST HAVE NUMBERS CLEARLY VISIBLE AT LEAST 18 INCHES TALL. DUPLICATE NUMBERS WILL BE DEALT WITH ON A CASE BY CASE

BASIS AS SITUATIONS ARISE BUT THE FIRST ENTRANT WILL HAVE PRIORITY TO ANY NUMBER

REQUESTED. CHANGES MADE TO ACCOMMODATE DUPLICATES MUST BE DONE CLEARLY ENOUGH TO BE NOTICED IN SCORING. ALL CARS MUST BE OUTFITTED WITH EASILY ACCESSIBLE TOWING HOOKS ON EACH END TO AID IN ACCIDENT REMOVAL.

WEIGHT- ALL CARS MUST WEIGH 2350 WITH DRIVER AFTER THE RACE, NO FUEL ADDED. CARS NOT MAKING WEIGHT WILL BE DISQUALIFIED

MUFFLERS – ALL CARS ARE REQUIRED TO BE EQUIPPED WITH MUFFLERS

Transponder location: Transponders are to be mounted to the left front bumper horn

YOUR SAFETY IS OUR TOP PRIORITY.