

Limited Late Model Rules

[See World of Outlaw Late Model Suspension Rules page](#)

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 - ALL CARS MUST HAVE COMPLETE STOCK APPEARING BODIES (SEE ATTACHED BODY DRAWING DIMENSIONS). NOSES AND ROOFS MUST MATCH BODY STYLES. ROOFS MUST BE LEVEL AND SMOOTH AND REMAIN IN STOCK LOCATION. NO CARBON FIBER ROOFS. ALUMINUM, FIBERGLASS OR METAL BODIES ARE ALLOWED. ALL BODY EDGES MUST BE ROUNDED. NO CHOPPING. NO MIRRORS. REAR QUARTER PANELS SHOULD REMAIN IN A MANNER THAT DOES NOT TAKE AWAY FROM THE APPEARANCE OF THE CAR. WINDOW AREAS MUST REMAIN OPEN. THE REAR SIDE WINDOWS MAY BE CLOSED IN WITH LEXAN. WINDSHIELD BARS OR SCREEN MUST BE USED. FRONT FENDERS AND HOODS MUST BE LEVEL AND FLAT LEFT TO RIGHT. FENDERS CANNOT GAIN HEIGHT FROM REAR TO THE FRONT OF THE CAR. NO PART OF THE FENDERS OR HOOD CAN BE BELOW THE OUTSIDE OF THE BODYLINE. FRONT FENDER FLARES (ELEPHANT EARS) MUST BE MADE OF PLASTIC AND CANNOT ALTER THE ORIGINAL SHAPE OF THE NOSEPIECE. FRONT FENDER FLARES MUST HAVE COLLAPSIBLE SUPPORTS AND NOT STICKING BACK BEYOND THE CENTER OF THE FRONT TIRES. FLARES MUST NOT EXTEND OVER THE FRONT TIRES MORE THAN 1 INCH. Use late model body dimensions

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. INTERIOR MAY BE DROPPED TO THE CENTER OF THE CAR NO MORE THAN 3 INCHES FROM THE TOP OF THE DOORS AND MUST BE 12 INCHES BELOW THE ROLL CAGE. INTERIOR MUST GRADUALLY TAPER TO THE QUARTER PANELS HEIGHT AND BE LEVEL FOR 32 INCHES FROM THE REAR OF THE QUARTER PANELS. INTERIOR MUST RUN IN STRAIGHT LINES FROM BEHIND THE DRIVER'S SEAT TO THE REAR SPOILER.

SPOILER - Spoiler height is to be 46 inches high from ground to the top of the spoiler. THE MAXIMUM 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 - MUST BE FACTORY PRODUCED, NATURALLY ASPIRATED AND FOLLOW THE BODYLINES AS TO MANUFACTURE. 410 CUBIC INCH LIMIT, HEADS MUST BE CAST IRON. ROLLER CAMS AND LIFTERS PERMITTED. HEADERS ARE PERMITTED WITH MUFFLERS RECOMMENDED, BUT OPTIONAL. NO 180-DEGREE HEADERS ALLOWED. CARBURETION IS LIMITED TO A SINGLE TWO BARREL, NOT TO EXCEED 650 CFM WITH A THROTTLE BORE 1.750. NO EXOTIC SOLENOIDS, TRICK KITS OR NITROUS SYSTEMS ALLOWED. STOCK OR BELT DRIVEN FUEL PUMPS ONLY. ALUMINUM INTAKES ALLOWED. GASOLINE ONLY. NO ALCOHOL. ALL ENGINES ARE LIMITED TO A BATTERY POWER IGNITION

SYSTEM. MAXIMUM ENGINE SET BACK IS 6 INCHES MEASURING FROM THE CENTER OF THE UPPER BALL JOINT TO THE MOST FORWARD SPARK PLUG. Flat top pistons only

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

358 CU IN STEEL BLOCK & ALUMINUM HEADS 2 BARELL 650 CFM GAS ONLY WITH A 1 ¾" THROTTLE PLATE

410 cu in gas only 2 barrel 1 ¾ throttle plate

GM 604 Crate Allowed: #88958604 2250 lbs with driver after race Any 4 barrel carb must be gas only. Still working on a few more things for the crate also... Must be GM Sealed..

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 only 1300 or harder**

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. SEAT BELTS MUST BE ATTACHED TO THE ROLL CAGE SECURELY, MUST BE IN GOOD CONDITION AND OF RECENT AGE. SHOULDER HARNESS REQUIRED. ALL BELTS MUST BE OF THE RELEASE TYPE NYLON RACING VARIETY. ADEQUATE FIRESUITS AND HEADGEAR ARE REQUIRED. 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. AN OPERATIONAL 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

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.