

Limited Late Model – 2019 Revised

Body:

Minimum of 101-inch wheel base. The body must be made off sheet steel, aluminum, or fiberglass, made for racing aftermarket components are required. Carbon-fiber roof airbox only allowed. The driver's compartment must be made of metal and be fastened securely in place and completely separate from the engine compartment and trunk compartment. All cars must be completely and neatly painted. A white 6" tall x 1" wide number must be located on the upper passenger side windshield. All glass must be removed. The full windshield and rear windows are to be made of Lexan only. Plexi-glass is not allowed. Three 3/8" diameter steel rods must be mounted behind the windshield and directly in front of the driver. Mirrors are not allowed.

Body Design Requirements:

Maximum height of back of rear quarter panel to ground 37 inches.

Center of front hub to front of spoiler/nose piece 45 inches.

Minimum ground clearance at the nose of the car 3 inches.

Minimum roof height to ground 45 inches.

Center of rear hub to back of rear quarter panel 46 inches max.

Rear quarter panel ground clearance behind tires 6 inches minimum.

Width of nose 80" maximum at wheel flare and no further back than centerline of the spindle.

Minimum height of side window openings 14 inches.

Minimum width of side window openings 22 inches.

Minimum roof width 45 inches.

Maximum body width at the front and rear tires 78 inches.

Maximum rear deck and spoiler width 72 inches.

Maximum width of the flat surface on the top of the body between the front windshield and rear post 4 inches.

Aftermarket nose pieces only, no shovel noses allowed.

The top surface of the deck lid must not be dished and cannot be lower than the top of the rear quarter panels.

The width of the fenders must gradually taper from their maximum width at the wheels to the rear of the car. Straight panels or abrupt kick in just before the rear of the car are not allowed.

Rear filler panels are mandatory and must be made of solid material. Minimum height of 14 inches x the width of the body. The filler panel will be measured vertically, perpendicular to the ground, directly to the deck-lid under the base of the rear spoiler.

Battery:

Only one battery is allowed. The battery must be securely mounted outside of the driver's compartment. A battery disconnect is mandatory and must be in easy reach of the driver and track officials.

Brakes:

Four-wheel hydraulic brakes are mandatory and must be in good working condition. Aftermarket components including proportioning valves are allowed. Brake floaters are not allowed.

Engine:

Cast iron engines only. 360 cubic inch maximum displacement. 23-degree head only. No dry sumps. Cast iron heads only, porting and polishing of the heads is allowed. Cast iron or aluminum intake manifolds are allowed. Roller rocker arms are allowed. Roller cam allowed. Carb: 2 or 4 barrel allowed. Compression ratio must not exceed 12.5 to 1. A 1-inch thick adaptor plate with a maximum bore of 1.687 is allowed. Any battery-operated ignition system is allowed. Open air cleaners 4 inches tall x 14 inches in diameter are allowed. The air cleaner may protrude through the hood. Engine location is that the forward most spark plug must be within 4 inches of the centerline of the adjacent ball-joint on all frames. The centerline of the crankshaft must have no less than 10 ½ inches of clearance to the ground. All cars must have a working starter at all times. Engine coolant: Antifreeze not allowed – WATER ONLY!

Chip rule: 7600 max rpm chip. Ignition box MUST be mounted on the right-side corner of the interior by the front of the dash and chip must face outward toward passenger window. No digital ignition boxes.

Exhaust:

Exhaust must be completely sealed and exit the car behind the driver. Mufflers are mandatory. Maximum allowable noise level is 100 decibels.

Differential/Drive Axle:

Floaters and quick-change are allowed.

Fuel System:

All cars must have a fuel cell securely mounted in the trunk area of the car. A firewall must separate the trunk and driver's compartment. Fuel lines cannot run through the driver's compartment. Electric fuel pumps are not allowed. The fuel cell must have a minimum of 8 inches ground clearance. Fuel: Pump gas only, no additives are allowed.

Frame:

Frames must be completely fabricated of a minimum of 2-inch x 3-inch 0.95 wall thickness tubing or have a stock front sub assembly.

Radiator:

Any radiator is allowed. Any re-enforcement to protect the radiator must be mounted behind the grill. The nosepiece or hood cannot be altered to fit the radiator. A one gallon catch can must be mounted on the firewall in the engine compartment.

Roll Cage:

All cars must have a six (6) point roll cage system made of 1 ¾ inch diameter 0.95 wall thickness steel tubing that is welded to the frame of the car. Four driver side sissy bars made of the same size and type of roll cage material must be securely mounted to the roll cage to protect the driver during

side impact. A steel plate 18 x 24 x 1/8 must be mounted to the sissy bars to protect the driver. All bars around the driver must be padded with made for racing roll bar padding.

Roll Rails:

Allowed. Roll rails must be securely mounted to the body using carriage bolts. The ends of the roll rail must be rounded off and welded shut. Kick-outs are not allowed.

Shocks:

7-inch or 9-inch body shocks only. One shock per wheel. No canister/bulb type or exotic shocks allowed. No limiting travel of any kind separate from the shock. No binding of ball joints or any other travel limiters on the chassis. Shock shaft must travel completely inside the body of the shock, no traveling internally or externally with shocks. Shocks WILL be removed from cars and put on a shock machine to tech. **Front and/or rear shocks may be removed to verify suspension moves without any restrictions**

Shock Claim: \$500 per shock. To be eligible to claim or be claimed you must compete and finish the feature race. Claim must be within five minutes of the completion of the feature race to the tech inspector. Refusal to sell the shocks will result in forfeiting points and money for the night.

Suspension:

Ride height will be measured at the foot box, minimum 2 ½ inches, maximum 5 ½ inches. Centerline of the crankshaft must be a minimum of 10 inches to the ground (10.5 inches). Rebound adjustable shocks only. NO bumps or bump springs anywhere in the suspension or chassis. Shock shaft must travel completely inside the body of the shock. Tubular upper A-frames, rack and pinion steering are allowed. Cast iron and steel spindles only, aluminum spindles are not allowed. Driver actuated weight jacking devices are not allowed. One steel spring loaded rear suspension device is allowed. Rubber suspension mounts are allowed. Wide-five hubs and rims are allowed. Computer controlled and/or hydraulic control devices are not allowed.

Tires:

D800 ONLY

2 tire rule, except when announced for special events.

NO SOAKING!

No air bleeds of any kind regulating tire air pressure.

Transmission:

Must have a minimum of 2 working forward gears and reverse. Drive Shafts: must be painted white. Front and rear drive-shaft hoops made of steel are required. Chains are not allowed. Hightower or Jerico type transmissions or any other shifting capable transmissions add 25 pounds and are not allowed to shift on starts or restarts. Bert, Brinn, Falcon and OEM are okay. **If suspected of shifting at any time competitor will be black flagged and immediately disqualified**.

Weight:

2800 pounds with driver before the race.

All added weight must be painted white and securely mounted to the car using ½ inch bolts.

Maximum 58% left side weight.

Maximum 50% rear weight.

Wheels:

Steel mad for racing wheels only. 8-inch maximum width. Wheel studs must be $\frac{1}{2}$ inch minimum with 1-inch hex lug nuts. Carbon fiber components not allowed.

Window Nets:

Approved driver side window net with a quick release mechanism securely mounted to the roll cage is mandatory.

Template Body:

Left 58%

Total weight – 2700 pounds