

Limited Late Model Rules

2025 Season

See World of Outlaws Late Model Suspension Rules Page

ELIGIBLE MODELS – Any manufactured full frame chassis allowed. Minimum wheelbase allowed is 105". Tube frame chassis must be 1 ¾" 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 the rear to the front of the car. No part of the fenders or hood can be below the outside of the body line. Front fender flares (elephant ears) must be made of plastic and cannot alter the original shape of the nose piece. Front fender flares must have collapsible support and not sticking back beyond the center of the front tires. Flares must not extend over the front tires more than 1". Use late model body dimensions.

INTERIOR – It is highly recommended for driver's safety that a 1/8" piece of steel or ¼" aluminum is used as floorboards and inside the driver side door. A firewall must cover the driver's area and be constructed to provide maximum safety. The 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" from the top of the doors and must be 12" below the roll cage. Interior must gradually taper to the quarter panels height and be level for 32" 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” high from the ground to the top of the spoiler. The maximum spoiler height is 8” X 72” in width. Three spoiler supports can be used but not to exceed 12” in length and 8” in height. The spoiler must be attached to the rear deck lid.

ENGINES – Must be factory produced, naturally aspirated, and follow the body lines as to manufacturer. 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 are allowed. Gasoline only. No alcohol. All engines are limited to a battery power ignition system. Maximum engine set back is 6” measuring from the center of the upper ball joint to the most forward spark plug. Flat pistons only.

-358 CU IN STEEL BLOCK & STEEL HEADS 4 BARREL GAS, ALCOHOL, OR E85 WITH A 1 ¾” THROTTLE PLATE

-410 CU IN GAS ONLY 2 BARREL 1 ¾” THROTTLE PLATE

-GM 604 CRATE ALLOWED: #88958604 2250lbs including driver after race. Any barrel carb must be gas or E85. MUST BE GM SEALED.

Allowing 23-degree aluminum head. Must bolt 50lbs lead in front of mid-plate. Weight can be split however must be removable to be weighed.

****NO D3 FORD HEADS**

-525 SEALED (AUTHORIZED REBUILDER) 50LBS LEAD IN FRONT OF THE MID-PLATE. LEAD DOES NOT HAVE TO BE ONE PIECE HOWEVER MUST TOTAL 50LBS.

**GM Performance CT525 engines must be GM factory sealed or sealed with Dirtcar DC18, Crusa, Blue Ridge Outlaw seals as well as RUSH seals.

**All engines must meet the GM/Series repair guidelines during pre/post-race inspections.

**MSD 6014CT ignition controller is the only ignition controller allowed

WHEELS & TIRES – Tire width limited to a maximum of 11” economy racing tires. Racing wheels must not exceed 14” in width. Only aluminum or steel wheels are allowed. Bead locks are acceptable. NO NRM ON LEFT REAR.

No crate tires are permitted on LLM with an open engine.

Crate motors running in LLM class must run crate tires.

Hoosier NLMT 2, 2.25, 3, 4

SAFETY – Roll cage must be the 4-post design with a front bar following the windshields contour and rear bar behind the driver’s seat. Top of the troll bar must be connected to form a box section at least 4” above the driver’s head. Bars must be securely fastened to the frame by welding. No screwed pipe fitting allowed. All bars must be .125 wall thickness. The seat must be fastened to the cage. All bars must be 360 degrees welded and gusseted. All bars near the driver must be padded. At least 3 bars are required in the driver door area. Seat belts must be attached to the roll cage securely, must be in good condition, and no older than 3 years. Shoulder harness required. All belts must be the release type nylon racing variety. Adequate fire suits and Snell 2010 helmets are required. Window nets and driveline slings are required. Batteries must be securely fastened and provisions made to prevent leakage in the event of a rollover or serious accidental damage. Fuel cells are mandatory and must be mounted in a steel cage. An operational fire extinguisher is required and must be securely fastened in the driver’s compartment.

BRAKES – Four-wheel brakes must always be in good working condition.

SUSPENSION –

- A. Any type of shock absorber may be used. No torsion bar systems allowed. No driver-controlled weight adjusters, quick changes, and rear floater bars are allowed.
- B. Lift and/or pull bars will be permitted. A 5th link will be permitted. The lift and/or pull bar or 5th link must not have any mechanical and/or hydraulic and/or pump type assistance.
- C. All rear suspension radius rods, panhard bars, and lift bars must be fixed/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 race 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 devices are not permitted.
- L. Cockpit adjustable components except for brakes 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 driver’s seat.

M. A maximum of 25 ½” 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” tall. Duplicate #'s will be dealt with on a case by case as situations arise however the 1st entrant will have priority to any # 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 2300lbs including the driver after the race. No fuel added. Cars not making weight will be disqualified.

MUFFLERS – All cars are required to be equipped with mufflers.

TRANSPONDERS – All transponders must be located on right rear axle tube.