



2020 LOS Late Model Rules

(2nd Draft)

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. FRAME: Must be constructed of two inch by two inch square steel tubing, or minimum 1.75 inch round tubing - with minimum 0.083 wall thickness. Minimum wheelbase of 103 inches, maximum 105 inches, both sides.

3. ROLL CAGE: Main roll cage must be at least 1.5 inch O.D. tubing with minimum wall thickness of 0.083 inches. Driver's head must not protrude outside cage with helmet on.

4. DOOR BARS: Minimum three driver door bars must be at least 1.5 inch O.D. tubing with minimum wall thickness of 0.083 inches. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded or bolted to driver side door bars. Minimum 16"x26".

5. BODY: No composite or plastic body panels allowed except roof rock guard and hood scoop. No fins or lips anywhere along length of car. Nose piece and roof must match body style of car. Cars must have a minimum of ½ " and a maximum of 2" of roll on top of fenders, doors and quarter panels. Floorboards and firewall must cover the drivers area and be constructed to provide maximum safety. Drivers seat on left side of drive-line. Front Window bars mandatory. Legible numbers at least 18"s high on each side. No fins or raised lips on any parts of the car. No sloped noses or wedge cars allowed. No wings allowed, body panels must be solid. No belly pans allowed just oil pan skid plates. Air cleaner scoops must be mounted in front of air cleaner.

6. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver allowed, but can be no wider than cockpit and no farther back than steering wheel. Driver must be sealed off from track, driveline, engine, fuel cell, suspension components, battery, coolers, pumps, fuel and oil lines. Aluminum high back seats only, must be bolted in with 0.375 inch bolts. No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off.

7. FRONT SUSPENSION: Must be of A-frame or strut configuration. Bump stops are allowed. No spring stops.

8. STEERING: Rack and pinion steering allowed. Quick-release steering wheel required.

9. IGNITIONS: MSD ignition box and remote rev limiter control must be located out of drivers reach while in car. Crank censored ignitions are not allowed.

Rev Limits: 8000 RPM or less on Brodix Spec Head Engine

8200 RPM or less Brodix Spec Head Engine 399 cubic inch or smaller

7800 RPM or less for Open Motors

7200 RPM or less using 602 or 604 Crate Engines

10. SPRINGS & SHOCKS: One steel coil spring per wheel only. No dual springs on coil overs. Exceptions are: left front "take up" spring allowed and one additional spring allowed on pull bar. All coil springs must be maximum 16 inch (or less) free height with 0.5 inch tolerance. Progressive springs are allowed. No torsion bars, air bags or inner liners. Spring rubbers allowed. Leaf springs may be composite or steel. No air dump or no air springs allowed. No internal bumps stops allowed. Only an external connection allowed to the shock a single hose to a single remote canister with an option of compression adjustor in the canister. No adjusters can be mounted in reach of driver. Maximum Front shock length 21"s and 27"s on rear measured center to center of shock eyes. No cross connects shocks allowed. No rod through shocks allowed. Shock Locations. Only one shock per wheel permitted at the LF,RF and RR. LR must have one shock behind the axle tube and may have traction Shock mounted in front on top of axle tube.

11. REAR SUSPENSION: No independent rear suspension. Only one mechanical traction device is permitted, pull bar or lift arm. One bird cage attached with two solid radius rods to chassis per side. Birdcage brackets and attachments must be welded or bolted solid to birdcage except pivoting shock bolt. Chassis mounts must be solidly welded or bolted to frame.

12. REAR END: Quick changes allowed. Standard weight aluminum or steel axle tubes only. No open tube or cambered rear ends. Rear end coolers allowed.

13. BUMPERS: Must be either capped, or bent forward at ends, no sharp edges. All cars must be equipped with tow hook or similar device front and rear.

14. TIRES/WHEELS: Hoosier D-55 WRS-2 Spec tire or Hoosier D-55 WRS. American Racer MD56 will be allowed. Grinding, Grooving and Sipping allowed on tire tread only. Maximum 14 inch wide, aluminum or steel wheels and lug nuts only. Bead locks allowed on right side only. External bead lock only, cannot make wheel any wider than 14.75 inches. Foam type or securely bolted plastic or aluminum mud plugs allowed on any wheel.

15. BRAKES: Must be operative and lock up all four wheels during any inspection. Steel brake rotors only. Brake shut-off allowed on right front only (electric or mechanical).

16. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No merge collectors.

17. FUEL SYSTEM: Any Holley four barrel carburetor, all external components (float bowls and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. No air dams or devices allowed to increase air flow to carburetor outside of air cleaner. Maximum two inch tall spacer between carburetor and air cleaner base. No cold air boxes, air cleaner duct work, or fuel cooling devices. No electric fuel pumps. Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 20 gauge steel container. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Cell must be mounted between frame rails, behind rear end, bottom of cell can be no lower than center section. Fuel cell vents, including cap vent, must have check valves, and bladders are highly recommended. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel cell guard must come to bottom of fuel cell and be minimum 1.5 inch O.D. tubing. Fuel shut-off recommended.

18. FUEL: Racing fuel allowed. No performance enhancing additives or pressurized fuel systems. Fuel must pass both dielectric meter and chemical tests for additives. Fuel sample may be taken from any car at any time (Refer to www.imca.com for automatic penalties). Spec engines - Gasoline & Methanol allowed. Crate engines - Gasoline or E85 allowed.

19. WEIGHT: Spec Engine cars must weigh minimum 2,350 pounds after race with driver. Crate Engine cars must weight 2200 pounds with driver after race. Open Motor Cars must weight 2400 pounds with driver after race. Steel Head Motors minimum 2350 lbs with driver. Ballast must be painted white with car number on them. Must be securely fastened to frame or roll cage with minimum two 0.5 inch steel bolts, inside body panels, not on rear bumper. No ballast and/or loose objects in driver's compartment.

20. Spoiler: Rear spoiler must be a maximum of 8" in height measured from the deck to tip of spoiler material. Spoiler can not be suspended above the deck to make wing effect. Spoiler supports can not be mounted wider than the top of the quarter panel.

22. TRANSMISSION/DRIVESHAFT: Must have at least two gears forward and one gear reverse, plus a neutral position. Must be able to put in and out of gear with car sitting still and engine running. No overdrive transmissions. All transmissions must bolt directly to back of bell-housing that bolts directly to engine block. Must use steel, aluminum or carbon fiber driveshaft and painted white. 360-degree drive shaft loop required, minimum 0.25 inch by two inch steel strap, or one inch tubing, mounted six inches back from front U-joint.

23. ENGINE LOCATION: Measured from center-line of upper ball joints to the back of the block. (25.5") Crate engine cars can be (27.5")

24. Engine: Brodix 23 Degree Spec Head Motors preferred. 602 or 604 Crate Engines preferred. Open Motors will be allowed and inspected at the track weekly. Open motors that do not meet the HP ranges of the Spec Motors will be issued a carburetor spacer to use at LOS to keep the competition even. Absolutely no Raised Runner Heads allowed. We will be checking Spec Heads with gauges to make sure no modifications have been done.

Grinding, Grooving and Sipping allowed on tire tread only.

Spec engines - Gasoline & Methanol allowed. Crate engines - Gasoline or E85 allowed

Steel Head Motors minimum 2,350 lbs with driver