Late Model Rules 2025/2026

TO ALL COMPETITORS/PARTICIPANTS

*** The specifications published shall be considered a section of the "*Official Rules and Specifications*" for all events, series and sanctions by Late Models Australia. All sections should be considered when determining specifications and governance.**

NOTE: All wording in green highlights any additions and/or changes to any previously issued rule book. All additions and/or changes are effective immediately unless otherwise highlighted & noted.

Late Model Rules

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE LATE MODEL AUSTRALIA SERIES OFFICIALS.

Section 1 - Engines

A.) Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.

B.) All engines must be based on a manufactured, factory design.

C.) Aluminium or steel blocks will be permitted.

D.) All engines must be normally aspirated with a single conventional-type four (4) barrel carburetor.

E.) The engine must have an operating self-starting mechanism. Vehicles that require a 'push start' will not be permitted.

F.) Only a single distributor and magneto will be permitted on open engines. Coil pack on open engines and/or engines that have individual ignition systems, electronic or mechanical for each cylinder will not be permitted.

G.) A maximum of 25 ½"-inches from the centre of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.

H.) Only two (2) valves and one (1) spark plug will be permitted per cylinder

I.) A harmonic balancer certified to SFI Spec 18.1 is required

J.) No overhead cam engines

K.) In the event that there are new engine components and/or a new engine configuration, they must be submitted to the LMA for approval prior to being introduced into competition.

L.) An approved carburetor roll-over plate that prevents fuel spillage in case of a roll over is recommended

M.) Currently approved roll over plates are:

- Willy's Carb & Dyno shop LLC. Part #WCD4000SB
- Willy's Carb & Dyno shop LLC. Part #WCD400

N.) The CT525 and the LS based engines with coil packs will be permitted for competition use in all LMA sanctioned events. The engine must be fitted with a carburettor. The engine must use the approved MSD ignition box part-number MSD 6014CT. The engine must be "wet sump", no dry sump engines, no external engine oil pumps, no remote oil filter, no external oil accumulators/pressure creating devices, no oil tanks larger than 4ltrs, must use external oil lines for oil filter, oil cooler, engine breather and a maximum size -4 hose for oil pressure gauge. The engine does not require sealing. The engine must comply to all other LMA open engine specifications as per the LMA rule book.

Section 2– Transmission/Driveline and Driveline Components

A.) A functional clutch must be used. Direct drive systems of any type will not be permitted.
B.) The transmission must be bolted to a bellhousing, bellhousing must be bolted to the engine.
C.) The transmission must have forward and working reverse gear/s and must be able to shift to forward or reverse with the engine running.
D.) Only two-speed transmissions with a working reverse low gear and high gear will be allowed. High gear is one (1) to one (1)
E.) No overdrive or underdrive multiple speed transmissions will be permitted.
F.) All cars must be equipped with a working self starter.

Driveshaft

A.) The driveshaft must be a minimum of 2”-inches in diameter. All drive shafts must be painted white.

B.) Only one (1) drive shaft connected from the transmission to the centre section of the rear end will be permitted.

C.) A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.

Rear End

a. Any type of rear end differential / centre section will be permitted.

b. Independent rear suspensions will not be permitted.

c. Floater-type wide-five hub assemblies will be the only hub assemblies permitted

d. The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts.

e. The centre section of the axle housing must be manufactured of either aluminium or magnesium.

f. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminium or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

g. Live-axle type rear ends will not be permitted.

h. Axle tube, including axle tube sleeves, donuts, or added parts may not exceed (3) three inches O.D. (outside diameter) at any point from centre section to hub.

Section 3 - Fuel, Fuel Cells and Fuel System

A.) The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-guage magnetic steel and/or .060”-inch aluminum.

B.) The entire container must be visible for ease of inspection.

C.) The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4”-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.

D.) The fuel cell must be mounted with a minimum of two (2) .125”-inch thick steel straps The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/6”-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.

E.) Fuel valve plate, fuel pick up, and fuel return fittings must be on top of the fuel cell.

F.) Only racing gasoline, unleaded petrol or alcohol will be permitted for competition. Nitrous oxide, nitro- methane and/or propylene oxide will not be permitted.

G.) For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.

H.) Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted

Section 4 - Electrical Systems, Batteries, Electrical Accessories:

A.) The battery must be securely mounted with positive fasteners and brackets.

B.) The battery terminals must be insulated with a non-conductive material that will prevent contact with any part of the race car.

C.) One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver's seat, in a location that is easily accessible from outside the race car. The switch must be clearly labelled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch.

D.) No batteries are permitted in the driver's compartment/cockpit except as required for the following: Tel Tac box, helmet blower or One-Way race communicator.

Section 5 - Exhaust - Muffler and Sound Reduction Devices

A.) The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.

B.) All exhaust systems/headers must end with a collector.

C.) Several tracks have a locally enforced decibel rule, which pre-empt any particular muffler rule. Some tracks may have a maximum sound level rule of 95 decibels at 100 feet. This rule will be enforced by local government agencies.

D.) If a decibel rule is in place, then the decibel rule must be met, regardless of the specified muffler application

Section 6 – Ignition Boxes, Traction Control, Radio & Transmission Devices

A.) All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.

B.) Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.

C.) Adjustable restrictor plates will not be permitted.

D.) Remote control components of any-type will not be permitted.

E.) Radios and/or devices for transmitting voice and/or data will not be permitted.

F.) Data acquisition systems will not be permitted.

G.) GPS and/or any type of electronic tracking and/or locating devices will not be permitted

H.) The following Ignition Boxes will not be permitted for use:

- MSD Red 6 Box – Part # 6530
- MSD Black 6 Box – Part # 65303
- MSD Gold 7 Box – Part # 7531
- Fast Ignition – Part # 307222

Section 7 – Chassis and Frames

A: Chassis

A.) The minimum wheelbase minimum will be 103"-inches with a maximum wheelbase of 105"-inches.

B.) All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.

C.) Frames fabricated using round tubing must be a minimum of one and three quarters of an inch (1-3/4") outside diameter magnetic steel tubing, 4130 Chrome Moly, Docol or DOM with a minimum material thickness of eighty-three thousandths of an inch (.083").

D.) Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"- inches must be formed and directed 8"-inches toward the front of the car.

E.) All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.

F.) External rub rails will not be permitted.

G.) No aluminium frames, door bars, or bumpers permitted

H.) No titanium fasteners, chassis components, or suspension components.

I.) All cars must be equipped with a tow hook and/or strap for the purpose of towing.

J.) Any frame built after January 1st 2006 must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of ½:-inch in height and the serial number must not exceed 8 characters.

K.) All cars must have a left side under-slung bar. The left rear underslung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. The bar must pass underneath the left side axle tube. (Recommended for this season, will become mandatory for season 2026-2027).

L.) No slip joints permitted. All joints must be welded.

B: Roll Cage

A.) All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing.

B.) The side roll bars and/or door bars must extend into the door panels.

C.) A minimum of three (3) one and one-half inch (1-1/2") outside diameter bars sixty-five thousandths of an inch (0.65") in thickness must be utilized on the left side of the car in the door area.

D.) Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

E.) Roll cage must be above the driver's helmet thirty-eight inches (38") minimum between floor pan and the bottom of the roll cage.

F.) The entire roll cage must be constructed of round tubing only.

G.) All new frames and/or roll cages built on or after January 1st, 2006 an additional vertical side brace is required on the left side in vertical alignment with the steering wheel.

H.) No slip joints permitted. All joints must be welded.

C: Drivers Side Intrusion Plate

(Recommended for this season, will become mandatory for season 2026-2027).

A.) A minimum one-eighth inch (1/8") thick magnetic steel intrusion plate on the driver's side door bars is mandatory.

B.) Approved installations: i. Welded plates- Individual plates between door bars are permitted but must be welded around the perimeter of each opening. The minimum area covered is sixteen inches (16") by twenty-six inches (26"). ii. A minimum of sixteen-inch (16") x twenty-six-inch (26") plate bolted to fabricated one-eighth inch (1/8") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x three-eighths of an inch (3/8") Allen button head bolts. A minimum of three (3) fabricated one eighth of an inch (1/8") magnetic steel tabs and three-eighths of an inch (3/8") Allen button head bolts required across the top of the intrusion plate, a minimum of three (3) fabricated one-eighth of an inch (1/8") magnetic steel tabs and three-eighths of an inch (3/8") Allen button head bolts required across the bottom of the plate, and one (1) fabricated one-eighth of an inch (1/8") magnetic steel tabs and three-eighths of an inch (3/8") Allen button head bolt in each in the middle front and middle rear of intrusion plate. iii. A minimum of sixteen-inch (16") x twenty- six-inch (26") plate bolted to a minimum of six (6) approved-design door bar clamps using the included twelve (12) x one-half-inch (1/2") Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x one-half-inch (1/2") Allen button head bolts required across the top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x one-half-inch (1/2") Allen button head bolts required across the bottom of intrusion plate. The vendor and part number must be clearly labeled on the part.

C.) Currently approved door bar clamps: 1. Bicknell Racing Products – Part Number: BRP 954 2. Wehrs Machine & Racing Products – Part Number: WM397 3. Allstar Performance – Part Number: ALL4198

Weight / Ballast

D.) The total weight of the car with the driver will be;

1.A. A minimum of 2,200lbs. as weighed on the track scales for a car with the driver.

E.) Weights up to 50 lbs must be positively fastened by 2 ½-inch, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods will not be permitted. All weights must be painted white and clearly labelled with the car number on it.

F.) All added weight(s) must be securely attached to the frame below the body decking.

D.) Frame is defined as the steel welded structure only.

E.) Any part that moves or is not a fixed component to the steel frame structure may not be used for weight attachment.

F.) Weights attached to the rear bumper and/or outside the frame will not be permitted.

G.) Any car that loses any weight/ballast during an event may be subject to a penalty.

H.) Pellet-type and/or liquid-type weight/ballast will not be permitted.

I.) Driver operated weight adjustment, 'weight jacking' devices will not be permitted

J.) The scales (if being used at the event) provided by the series or the track, will be considered the official scales for the event.

K.) Scales (if being used at the event) will be available for any team to verify its weight and determine the scale weight.

L.) Officials will allow a car to re-scale two (2) times by pulling off scales and pulling back on. Reading of the third (3rd) attempt will become the entered weight.

Section 8 - Body (Refer to diagrams 1 - 4 attached)

Overall Appearance

A.) The car must be neat in appearance and must display the car number on the rear fuel cell. The minimum height for the number will be 6"-inches.

B.) The car must have legible numbers on each side and on the roof; a minimum of 18"-inches high,

C.) The driver's last name must be placed in legible letters on both doors or on the rocker panels

A: General Body

A.) All cars must have a minimum half-inch (1/2") and a maximum of one (1) -inch radius at the top of fenders, doors and quarter panels. Sharp edge(s) will not be permitted.

B.) The floorboards and firewall must completely cover the driver's area with no openings.

C.) Fins and/or lips of any-type will not be permitted anywhere along the entire length of the car.

D.) Wedge shape cars and/or body styles will not be permitted.

E.) "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.

F.) Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.

G.) A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The deflector may extend from mid plate and stop at the four-bar plate. The cover may only be mounted near the unit it is designed to protect and cannot extend above the upper frame rail or below the lower frame rail.

H.) Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.

I.) Any style air cleaner scoop used must be positioned in front of/or around the air cleaner and must not exceed seven inches (7") in height. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.

J.) The top edge, measured from the ground, of the rear quarter, door and front fender to the point where the fender flare attaches, must be a straight line, within one (1) inch on both sides of the car.

K.) All body panels must be solid. No holes, slots, or air gaps permitted. NACA ducts or NACA style ducts are not permitted. One (1) hole for interior (deck) mounted oil cooler is 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 seated driver.

M.) The bodyline must be a smooth even line from front to rear.

N.) The minimum ground clearance (including plastics) is three inches (3").

B – Nosepiece

a. Only approved nosepieces will be permitted. A list of approved manufactures and part numbers for competition in LMA competition is as follows:

a. Dominator – Must fit MD3 template
b. MD3 – Performance Bodies
c. ARP Air Speed nose
d. Five-Star MD3 type
e. Performance Bodies/Five Star MD3 2015
f. Performance Bodies/Five Star 2016 Evolution
g. Performance Bodies/Five Star 2019 Evolution 2

b. Approved nose assemblies must be installed per the manufacturer's instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacturers appearance and not be altered.

c. All nosepieces must be made of molded type material.

d. Nose filler panel shall be flat, within one-half inch (1/2") across the entire surface, dishing or raising prohibited. Bracing and structure underneath filler panel must maintain flat shape on the track at speed at the discretion of the Technical Director.

e. Two-piece noses must be positively fastened together in the centre. Spacers added to gain width will not be permitted.

f. The nosepiece must be mounted flat where filler panel and nosepiece meet. The nosepiece must be mounted in a manner that does not alter its original shape. The nosepiece will be checked with a template by pushing against the mounting supports to gauge its profile against the template.

g. Holes for cooling purposes must be within ten inches (10") from the centre point of the nose (where the left and right panels of nose and/or valance come together.

h. The nosepiece can extend a maximum of fifty-three inches (53") from the centre of the front hub to the farthest point extending forward.

i. The front fender flares can extend a maximum of four inches (4") above the filler panel or the hood.

j. Front nose assemblies, not meeting the maximum/minimum dimensions, at the series discretion, may be permitted to compete as a "non conforming" nose with a minimum of 50 additional pounds mounted in front of the motor plate. At series discretion, degree of non-compliance may require additional weight and/or placement of penalty weight in front of radiator.

k. A maximum of three (3) two inch (2") holes may be drilled into the nose for the sole purpose of air flow for engine cooling purposes. No ducts of any type will be allowed.

l. The nosepiece of the car must be mounted within a maximum of five inches (5") off-centre when measured at the centre/overlap of the nose.

m. Lower nose supports (support under front bumper at valance) must not exceed eight inches (8") in width.

C - Roof

A.) The roof length from front-to-back must be a minimum of 44"-inches with a maximum of 54" inches.

B.) The roof width from side-to-side must be a minimum of 48"-inches to a maximum of 52"- inches.

C.) The roof must be mounted directly to the roll cage with no spacers.

D.) The roof must be mounted parallel to the body and near the centre of the car as viewed from the front of the car.

E.) A maximum 1-1/2" roll, turned downward will be permitted along the front of edge of the roof. A maximum 1"-inch roll, turned downward, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.

F.) Sun/antiglare shields may not be used.

G.) Flat and/or odd shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.

H.) The roof posts and spoiler support(s) may not overlap.

I.) A maximum of two (2) roof edge bead rolls of a maximum height of ½"-inch the length of the roof will be permitted.

J.) The maximum thickness of the roof at any point will be ½"-inch.

K.) The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

D: Roof Supports and Window Side Panels

A.) All roof side panels must extend to the edge of the body.

B.) The left and right side sail panels must be between fifteen inches (15”) and seventeen inches (17”) at the top, between forty inches (40”) and forty-three inches (43”) at the bottom.

C.) The window area may be covered with clear Lexan or transparent material. Both window openings must be covered or both left open.

D.) If sail panels are left open, they must maintain a border frame of two inches to three inches (2”-3”) at the top and sides, and three (3”) at the bottom.

E.) The maximum inside radius of either sail panel is three inches (3”).

F.) The left and right side window panels must match.

G.) A maximum bow of two (2”)-inches outward on the window side panels as viewed from behind will be permitted.

H.) The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of four inches (4”) wide. The left and right front roof supports must match.

I.) A minimum of three inches (3”) is required between sail panel and spoiler support.

E: Front Fenders, Fender Flares and Hood

A.) The hood and the front fenders must be level and flat from the left to the right side of the car.

B.) The hood can drop two inches (2”) measured at the back edge of the hood and in from of the carburetor from the left to the right side of the car. Fenders must taper from outer edge to the hood in a straight line.

C.) The fender top must have a ten inch (10”) minimum width.

D.) The outside edges of the hood and/or the fender must remain inside the overall bodyline.

E.) The front fender must be a minimum of thirty-six inches (36”) and maximum of thirty-eight inches (38”) in height, measured vertically from the ground to the top of the fender behind the front tires)

F.) The front fender flares must be made of plastic and must not alter the original shape of the nose piece.

G.) The front fender flares must not extend beyond the front tires, with the wheels pointed straight, more than one inch (1”) per side and to a maximum width, edge-to-edge, of ninety-one inches (91”) when measured at the widest point at the bottom of the valance.

H.) Front fender flares shall not extend, bubble or rise more than a maximum of four inches (4”) at any point of the front fenders and/or hood.

I.) The front fender flares must have collapsible supports.

J.) The right front fender must be a minimum thirty-three inches (33”) from the outside edge to the centre of the carburettor.

F: Doors

A.) The door-to-door measurement must not exceed seventy-seven inches (77”) in width at the top of the doors.

B.) The door-to-door measurement must not exceed ninety-four inches (94”) in width when measured at the bottom of the doors at the widest point of the car (including plastic).

C.) The doors must not exceed 37”-inches in height when measured from the ground to the top of the door.

D.) The door sides may not bow inwards more than one inch (1”) from top to bottom (including plastic).

E.) The measurement from the ground to the top of the door, on both sides of the car-right door and left door-must measure within one inch (1”) variance.

F.) Hollow and/or bellied doors will not be permitted.

G: Quarter Panels

A.) The maximum distance from the centre of the rear hub to the top quarter of the panel is fifty-four inches (54”).

B.) The quarter panels must not exceed 76”-inches in width at any point as measured at the top of the

panels.

C.) The rear deck must taper in a symmetrical manner from the centre of the rear hub to the rear spoiler with a minimum width of 72”-inches and a maximum width of 76”-inches.

D.) The maximum width for the quarter panels measured from outside-to-outside (including plastic) is eighty inches (80”).

E.) The quarter panels may not break inwards more than one inch (1”) from top to bottom (including plastic).

F.) The maximum distance from the centre of the rear hub to the rear trailing edge of the quarter panel will be forty-nine inches (49”).

G.) A minimum of 2”-inches of tire clearance between the tire and the body will be required.

H.) Left rear wheel opening between the quarter panel and the door must be a minimum of twenty-eight inches (28”) with a maximum of thirty-three inches (33”).

I.) Right rear wheel opening between the quarter panel and the door must be a minimum of twenty-nine inches (29”) and a maximum of thirty-two inches (32”).

J.) Skirting that extends behind the rear quarter panel will not be permitted.

K.) Left rear quarter panels must extend downwards from the deck a minimum of thirty-three inches (33”) and a maximum of thirty-six inches (36”) (including plastic) when measured at the front and rear of the quarter panel.

L.) The right rear quarter panel must extend downwards from the deck twenty-seven inches (27”) without plastic, or thirty-one inches (31”) with plastic when measured at the front and rear of the quarter panel.

M.) Deck height will be measured at the nose piece splitter at a max height of fifteen inches (15”) from the ground to the top.

N.) The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is forty inches (40”) with a maximum one inch (1”) tolerance.

O.) Any breaks and/or bends formed in the sides of the quarter panel that move the panel toward the centre of the car will not be permitted. Hollow and/or bellied panels will not be permitted.

H: Right Side Body:

A.) The quarter panel, door, and fender (to the fender top) must be within two inches (2”) of a straight line in vertically when measured at the top of the body.

B.) The quarter panel and door must be within one inch (1”) of a straight line where the skirting joins the door and quarter panel.

I: Spoilers and Spoiler Braces/Supports

A.) Only aluminium rear spoilers will be permitted.

B.) The maximum overall height of the rear spoiler will be eight inches (8”). The maximum width of the rear spoiler, including braces and/or supports is seventy-two and three-eighths of an inch (72-3/8”).

C.) The rear spoiler must begin at the deck and extend eight and one-quarter of an inch (8-1/4”) from that point. Mounting hardware, hinges, etc. will be included in the eight and one-quarter inch (8-1/4”) measurement. Suspending the spoiler to create a wing-type device will not be permitted.

D.) The rear spoiler must begin at the rear most point of the quarter panels.

E.) Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.

F.) The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.

G.) In the event that aluminium angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.

H.) The spoiler must be a single plane from top to bottom.

I.) No offset spoiler sides permitted. Each spoiler side must be positioned in the same place at the T-bar on both left and right sides.

J: Interior

A.) The interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5”) below the top of the doors and a minimum of twelve inches (12”) below the roll

cage.

B.) The side window opening(s) must be 15”-inches from the top of the door to the bottom of the roof.

C.) Supports bars that block the right window from the driver exiting the cockpit will not be permitted.

D.) A rock guard (Lexan screen) can be no higher than seven inches (7”) and no farther back than the front edge of the right-side headrest. It must taper to the deck at the back of the seat.

E.) If the interior is dropped at firewall/back of the hood, that portion of the firewall must be filled in vertically with aluminium. Interior may be dropped a maximum of two inches (2”) from the top of the hood.

F.) Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the centre of the car at a maximum of seventy-degree (70°) angle from the deck.

G.) Interior must run in a straight line (vertical and horizontal) across the back of the car at the spoiler.

H.) All interiors must be made of aluminium.

K: Driver Compartment

A.) A full metal firewall fabricated from magnetic steel and/or aluminium must encompass the driver’s compartment from front-to-rear, on both sides and floor boards.

B.) All cars must be equipped with a quick-release type steering wheel that is a full circle.

C.) Mirrors of any-type will not be permitted.

D.) Radios and/or electronic and/or data communication devices will not be permitted.

E.) Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.

F.) A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from wire screen. Windshield screens must be a minimum of .090-inches and must be securely fastened.

G.) 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 seated driver.

H.) The driver’s seat to be located on the left side of the car.

I.) The driver compartment must have a starting switch and/or button within reach of the driver.

K.) A clearly labelled electrical on/off ‘kill’ switch within reach of the driver is recommended.

L.) A fully charged fire extinguisher meeting SFI specifications with an activation push and/or pull knob within reach of the driver is recommended

L: Body Skew:

a. The measurement of the left rear quarter panel from the centre of the hub to the rear of the quarter panel cannot exceed fifty-four inches (54”). Measuring seventy-two inches (72”) from the left rear quarter panel to the right rear quarter panel, then ninety—six inches (96”) forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel must be a minimum of one-hundred seventeen inches (117”).

Section 9: Brakes, Brake Components, Wheel Hub:

A.) Brake calipers must be manufactured of aluminium.

B.) The brake caliper, including brake caliper pistons, must be used as produced by the brake caliper manufacturer.

C.) Brake rotors must be manufactured of magnetic or stainless steel.

D.) Brake rotors must be used as produced by the brake rotor manufacturer.

E.) Wheel hubs must be manufactured of aluminium or magnesium.

F.) Wheel hubs must be used as produced by the wheel hub manufacturer.

G.) The combined weight of the wheel hub, wheel bearings and seals, spindle nuts and washers, brake rotor and attaching hardware, the axle cap and the wheel spacer must not exceed 27 pounds.

Section 10: Suspension Suspension Components, Springs, Shocks and Steering:

A: General

B: Rear Suspension:

a. Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before being used in competition.

b. Rear suspension must utilize either coil or leaf springs.

c. Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspensions designs will be allowed to compete until further notice at the discretion of the series director.

d. Swing arm and/or Z-link suspension types are permitted. The shock on a swing arm or Z-link rear suspension may mount to the bird cage or bottom radius rod. Top and bottom solid links must be mounted on hiems and run in the opposite direction of the bird cage.

e. Bump sticks are not allowed anywhere on the car.

C: Rear Suspension Frame Mounts:

a. The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.

b. The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminium

c. Frame suspension mounts must be double shear configuration for mounting suspension components. Shear mounts must use a minimum five-eighths of an inch (5/8”) rod ends with a minimum one-half inch (1/2”) grade eight (8) bolts only. The bolt must be bolted through both shear mounts.

d. Double shear frame suspension mounts must be a minimum of three-sixteenths of an inch (3/16”) thickness on both sides of the mount. Double shear mount must be no wider than four inches (4”) with a minimum one-half inch (1/2”) grade eight (8) bolt with steel or aluminium spacers only.

e. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed the next fractional drill size. Example: 1/2- inch fastener, 33/64 inch mounting hole.

D: Axle Housing Mounts

a. Only one (1) axle-housing mount per side will be permitted.

b. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminium or magnetic mild steel. Axle housing mounts fabricated of exotic heavy materials will not be permitted.

c. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

d. Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.

e. The final assembled axle-housing mount must be a one (1)-piece mount. When a floating type mount (birdcage) is fabricated using two (2) pieces, the two (2) pieces must create a common one (1)-piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle- housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.

f. Mounts for suspension attaching (radius) rods must be an integral part of the axle- housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminium is required.

When using a double shear configuration, a minimum thickness of 3/16 inch for magnetic steel or 1/4 inch for aluminium is required. Dynamic movement of any mount other than a rotational and pivoting movement as a result of suspension travel will not be permitted.

g. Unless otherwise authorized by the Series Director, the mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

E: Rear Suspension Attaching (Radius) Rods

a. A maximum of two (2) attaching (radius) rods per side will be permitted.

b. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminium

c. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape unless otherwise noted below: i. Earnhardt Technologies Group Lower 4-Link Rod, Billet Aluminium Part # ETG-1248.A.00-ASM, is permitted. Ii. Wehrs Machine & Racing Products Part # WEH-WM625BB, is permitted.

d. Spherical rod ends, or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of any type will not be permitted.

e. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.

f. Spherical rod end sizes may be a minimum of a 5/8-inch rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 inch bearing.

g. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 inch fastener must be used with a 1/2 inch bearing and mounting hole). Metal step spacers will be permitted to reduce the hole size of the spherical rod end bearing.

h. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle-housing mount at the rearward end.

i. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

j. When rear suspension assembly is completed:

i. Attaching (radius) rods must be spaced on the frame a minimum of six inches (6”).

ii: Attaching (radius) rods must be spaced on the birdcage a minimum of six inches (6”) and a maximum of twelve inches (12”).

iii: Measurements will be made from the centre of each attaching (radius) rod bolt.

k. All attaching (radius) rods must be straight with the exception of the left lower that can have a bend for axle housing mount clearances.

l. Radius rods must not exceed three pounds (3lbs), including all hardware.

F: Rear Droop Limiter

One (1) droop-limited chain per side will be permitted.

a- The droop limiting chain may incorporate bump stops and/or springs.

b- The droop limiting chain must attach to a collar or bearing type mount on the rear axle tube and to the frame assembly directly above the lower mount. Chains to the rear axle mount (birdcage) will not be permitted.

c- Droop limiting chains must be mounted so that when taut, they are as close to vertical as possible.

Rear Travel Limiter (Droop Rule-will become **mandatory** for **season 2026-2027)**

d- 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 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, bevelled, 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.

e- 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). 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").

f- 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.

G: Torque Control Devices

a. Lift arm assemblies and pull bars will be permitted.

b. Only one (1) torque control device may be used.

c. Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side-to-side flex will be permitted.

d. The forward end of the lift arm may use a spring over shock assembly (5th coil), a spring or bushing, and a limiting chain.

e. Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted. No hydraulic or pneumatic pull bars will be permitted.

H: Springs:

a. The front suspension must use magnetic steel coil springs

b. The rear suspension may use coil or leaf springs. The coil springs must be magnetic steel. Leaf springs may be either magnetic steel or a composite material.

c.Coil Springs may be used individually or stacked.

I: Shock Absorbers:

a. Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. The amount of force applied to move the shock piston and shaft assembly may be varied with the option of shock "builds" however the piston and shaft assembly must have the ability to move in both directions.

b. Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize mechanical oil controls, such as: spring shim(s), drum and disc(s), check ball and spring, needle and seat for internal and external shock adjustments. Magnetic and/or electro-magnetic controls are not permitted. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor. Adjustments described above are the only shock adjustments that will be permitted

c. Shock adjustments while the vehicle is in motion will not be permitted.

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d. Shocks and shock components may only be constructed from magnetic steel and/or aluminium.

e. Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro style shocks are not permitted.

f. Thru-rod shocks are not permitted. i. Shock shaft can't exit both sides of the oil volume. ii. Any shock with the dampening piston mounted more than one and one-half inch (1.5") beyond the end of shock shaft, allowing the shaft to pass thru the main body on both ends simultaneously, will be classified as thru-rod or thru-shaft shock.

g. Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.

h. Approved shock locations are as follows:
i) One (1) shock will be permitted at each front wheel.
ii) One (1) shock will be permitted at the right rear wheel.
iii) Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, that shock must be mounted behind the rear axle tube. When two (2) shocks are being used, the second shock must be mounted on top of, or forward, of the rear axle tube.
iv) One (1) shock will be permitted mid-ship at the front of the lift arm assembly.
v) One (1) braking shock will be permitted. The braking shock must be mounted within three inches (3") of the centre line of the rear axle centre section. This shock must be mounted horizontally.

i. Prior to introduction into competition, a new design shock absorber must be submitted to LMA Officials for approval. Shock absorber manufacturers may be required to provide a board of components for inspection and display.

j. Air shocks are permitted.

k. The maximum shock body outside diameter is two and one-half inches (2-1/2").

l. The maximum front shock length is twenty-one inches (21"), measured centre to centre of the shock eyes.

m. The maximum rear shock length is twenty-seven inches (27"), measured centre to centre of the shock eyes.

n. No electronically adjusted or active dampers are allowed. No electrical wires, transmitting, or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any components or dampers. No portion of the car including but not limited to – shocks and springs components or chassis components – may have the ability to communicate, transfer, transmit, receive any type of digital or analogue data or any language and/or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device, phone, computer, tablet, or a mechanical remote device.

o. Suspension covers are not allowed. Rear covers on the car are not allowed outside of your pit area. Spring and/or shock covers are permitted but must be fastened directly to the spring or shock.

Section 11: Steering Components, Wheels and Tyres:

A. Steering Components:

a. Only one power steering pump allowed. Electronic steering and/or electronic steering components will not be permitted.

B. Wheels

a. Only aluminium wheels will be permitted for competition.

b. The wheels must be mounted to the hubs utilizing lug nuts. “Knock off” and/or single type wheel mounting systems will not be permitted.

c. The maximum wheel width that will be permitted is 14”-inches.

d. The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds.

e. The maximum front track width will be ninety inches (90”) and the maximum rear track width will be eighty-eight inches (88”), measured from the outside edge of the tire to the outside edge of the tire.

f. Only approved wheel discs will be permitted, fastener requirements are a minimum three (3) x five-sixteenth inch (5/16“) bolts.

g. Only aluminium wheel spacers will be permitted & providing the track width(s) do not exceed their maximum dimensions.

h. Wheel/air bleeders are not permitted.

i. Titanium lug nuts and bead lock bolts are permitted.

j. Wheel weights are not permitted.

k. i. Mud guard/cover and all components, including but not limited to (guard/cover, bracket, bolts), must not exceed ten pounds (10lbs) and one-quarter inch (1/4”) thickness. Ii. Mud guard/cover must be designed to slide over axle tube and be fastened with two (2) one-half inch (1/2”) bolts Grade 5 or higher. Iii. The only materials used to fabricate mud guard/cover that will be permitted is aluminium or magnetic mild steel. Mud guard/cover fabricated of exotic heavy materials will not be permitted.

C. C: Tires:

a. An open tire rule is in effect, provided the tires meet the below LMA Tire Specifications.

All tyres must be minimum compound of Hoosier 1300 or American Racer 44 (or harder) on all 4 corners.

Other tyre manufacturers and their compounds to be the same or harder durometer reading as a Hoosier 1300 or American Racer 44. Superior Dirt X Ind. tyres, manufactured by Zestino, minimum 110 compound, will be permitted for competition use by the LMA.

b. The maximum size for any tire in competition is 11”-inches x 29”-inches x 15”-inches, unless otherwise specified in written form to all competitors.

c. The maximum outside circumference of the tire will be 93”-inches, unless otherwise specified in written form to all competitors.

d. The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 ¾”-inches. There will be a tire hoop used for inspection and the tire must pass through the tire hoop freely, without any manipulation or outside contact.

e. The tire rule for any event may be amended in written form, to all competitors per any technical bulletin.

f. Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points and/or suspension.

g. Tire changes will not be permitted once a car has been presented to the staring grid/lineup area for any race. Any cars making a tire change will forfeit their assigned staring position for that particular race and start from the rear of the field.

Section 12: Personal Safety Equipment

A: 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 from 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 into contact with any sharp or metal edges, including when the material passes through the seat.

B: Seats:

a. All current seats must be full containment type constructed of aluminium or approved carbon fibre and must adhere to the general design specifications of seat construction standards. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam
b. Seats must be used as supplied and installed following the instructions provided by the seat manufacturer.
c. Seats must be mounted to a seat frame that is welded to the car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance with the seat manufacturer's instructions.
d. Seat mounting brackets must use properly sized bolts and washers for the hole in the bracket. No oversize holes or slotted holes in the brackets.

B: Fire Suppression:

a. A fire suppression system that is deemed suitable for your application and also complies with Australian Standards and specifications is highly recommended.

C: Window Nets:

a: As per Speedway Australia rule book, arm restraints must be worn if a window net is not fitted. If a window net is used, it must comply with SFI Spec 27.1 and comply with expiry dates/replacement periods. Full window net must be used, not the triangle style. (Wording updated as per the LMA tech bulletin issued 25/10/24)

Section 13 – Electronics, Gauges, and Dash Modules:

a. Two-way communication devices in and/or attached to the race vehicle or on the driver's person will not be permitted.
b. Cellular, satellite, and Wi-Fi devices in and/or attached to the race vehicle or on the driver's person will not be permitted (including cell phones and/or smart watches.
c. Antennas will not be permitted in and/or attached to the race vehicle or carried by the driver.
d. All forms of vehicle position systems will not be permitted (GPS).
e. Only approved lap timing and/or lap time recording devices (transponders) will be permitted.
f. Gauges to monitor the engine conditions are permitted but are limited to the following
   a: Oil pressure
   b: Oil temperature
   c: Engine coolant pressure
   d: Engine coolant temperature
   e: Fuel pressure
   f: Battery voltage
   g: Engine RPM

g: All electronic gauges whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Output from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for the recall and playback.

h: When an electronic dash module is used in lieu of individual gauges, only the inputs as described above for individual gauges will be permitted. All other input channels must be disabled and blocked off from usage. Only engine RPM may be recorded. Wiring to the electronic dash module must be accessible and removable for ease of inspection.

i: All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

Section 14: Miscellaneous:

a. Full or partial car covers will be permitted only when there is inclement weather and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.

b. It is recommended that all teams have a fire extinguisher in the rear of their transporter. A fire extinguisher that is deemed suitable for your application and also complies with Australian Standards and Specifications is highly recommended.

c. Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting.

d. No driver controlled electronic devices, computer-controlled devices, or cellular devices are permitted in the cockpit while on track.

e. No data systems or data collection harnesses are permitted.

f. All cars may be subject to technical inspection at any time.

g. SFI-approved and labelled seat, roll bar, knee and steering pads and/or padding is recommended.

h. All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crewmember to driver and/or any other means of electronic communication to the driver, other than the one-way radio will not be permitted.

i. No cameras and/or video recorders and/or photographic recording equipment may be mounted below the rear deck of the car.

Section 15: Series Decal and Patches

a. All participants will be required to display decals as provided on the decal verification sheet prior to entering into competition. If any required decal is not displayed loss of any awarded money will be the penalty.

b. A series decal is required on both sides of the car.

c. Contingency and sponsorship awards, any team participating must meet the requirements of the award(s) such as decals, product use and verification. There will be a written deadline presented to the teams prior to the start of each season for each element to be in place for the award requirements. If it is an existing program, it will roll over from the prior season and the program will begin at the first race of the season.

d. LMA reserved decal area to be 300mm in width from the rear of the front wheel arch and extending the entire height of the panel.

e. Reserved signage area to be used by LMA and affiliated bodies. LMA requirements supersede any affiliate requirements.

Drawings

A.) – Top View

B.) – Side View Specifications

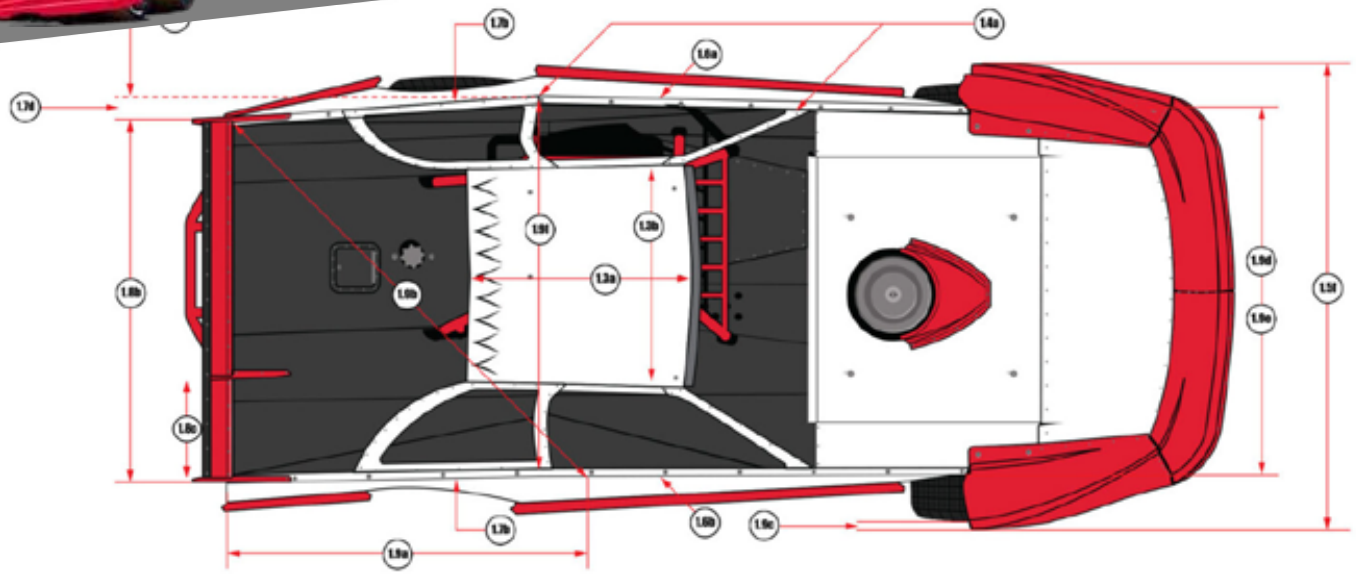
C.) – Quarter panel options

D.) – Master Side View

E.) - Spoiler Supports

2025 LATE MODEL BODY DIMENSIONS

TOP VIEW



1.3a Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54")

1.3b Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52")

1.4a All roof side panels must extend to edge of decking

1.5f Front fender flares cannot extend beyond front tire more than one-inch (1") in width with the wheels pointed straight

1.6a Door cannot exceed seventy-seven inches (77") in it's entirety at top of door

1.6b Door cannot exceed ninety inches (90") in width at the bottom in the center of the car

1.7b The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top

1.7c Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides

1.7d Four inches (4")

1.8b Maximum spoiler width is seventy-two inches (72")

1.8c Breakaway panel maximum of twenty one inches (21")

1.9a Reference noint. Ninety-six inches (96") from rear deck bar

1.9b Diagonal reference point. One-hundred seventeen inches (117") from left-rear spoiler to 1.9a reference point

1.9c Outside of right-front fender to outermost point of right front tire

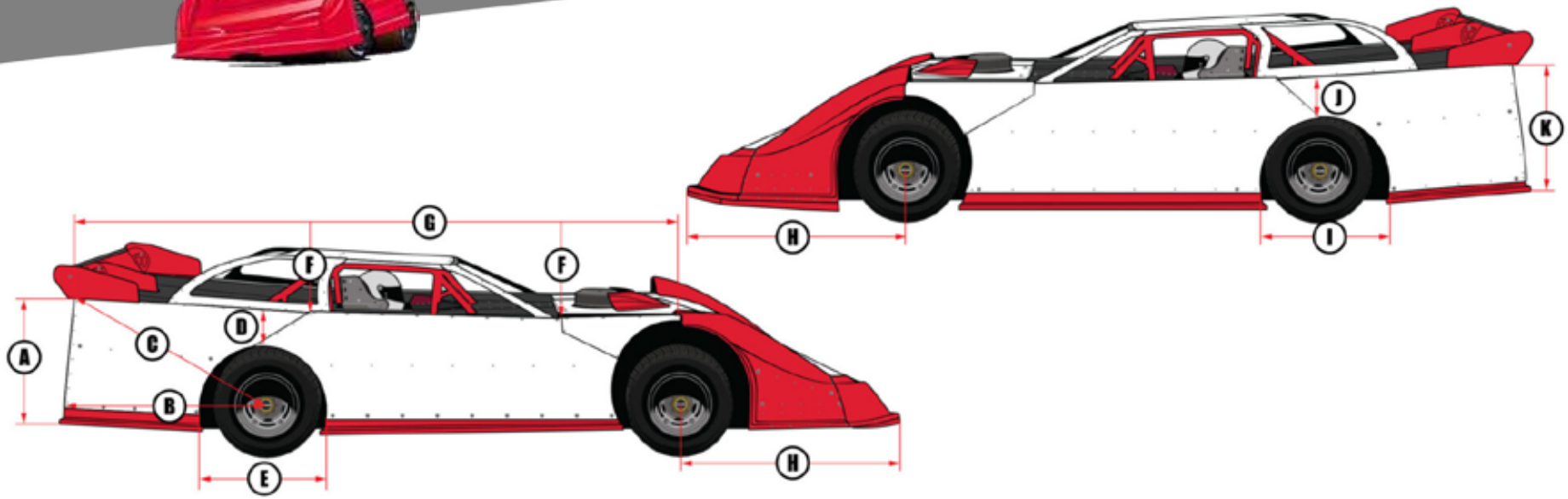
1.9d Total width of fenders at center of tires must he seventy-six inches (76")

1.9e Total with of the top of the body at the hack of the hood cannot exceed seventy-six inches (76")

1.9f Total width of the top of the body at the roof post cannot exceed seventy-six inches (76")

2025 LATE MODEL BODY DIMENSIONS

SIDE VIEW SPECIFICATIONS



A Twenty-Seven inches (27") MINIMUM , Thirty-One Inches (31") MAXIMUM INCLUDING Plastic

B Forty-Nine Inches (49")

C Fifty-Four Inches (54")

D Eight Inches (8") MINIMUM

E Twenty-Nine Inches (29") MINIMUM, Thirty-Two Inches (32") MAXIMUM

F One Inch (1") Drop

G Two Inches (2") Drop at from rear of car to top of fender

H Fifty-Three Inches (53")

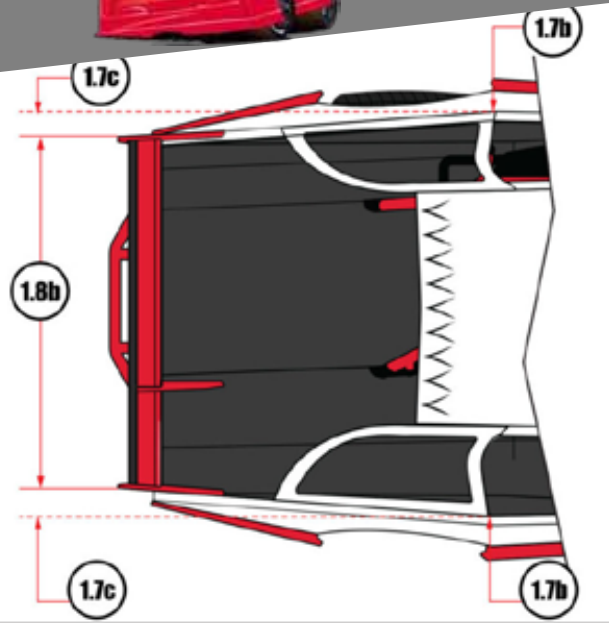
I Twenty-Eight Inches (28") MINIMUM, Thirty-Three Inches (33") MAXIMUM. Opening at sheet metal MUST be a symmetrical circle

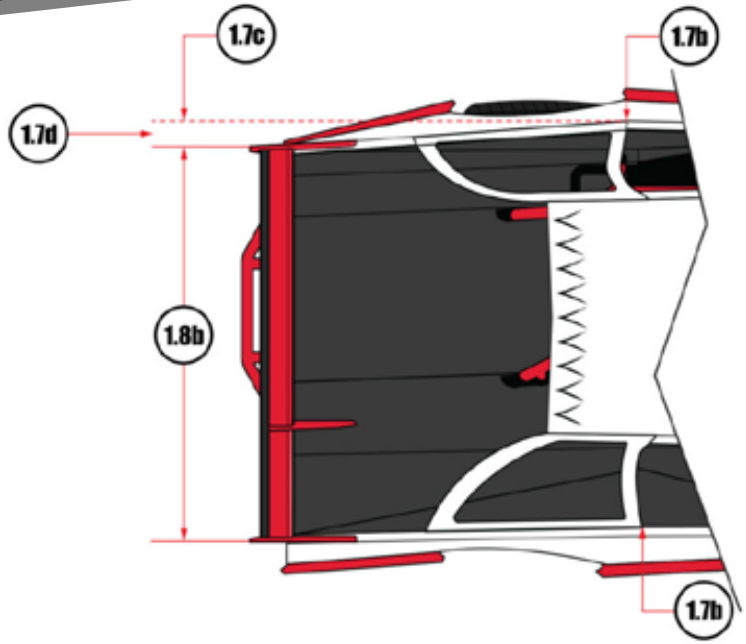
J Ten Inches (10") MINIMUM

K Thirty-Three Inches (33") MINIMUM, Thirty-Six Inches (36") MAXIMUM INCLUDING Plastic

2025 LATE MODEL BODY DIMENSIONS

QUARTER PANEL OPTIONS





OPTION 1

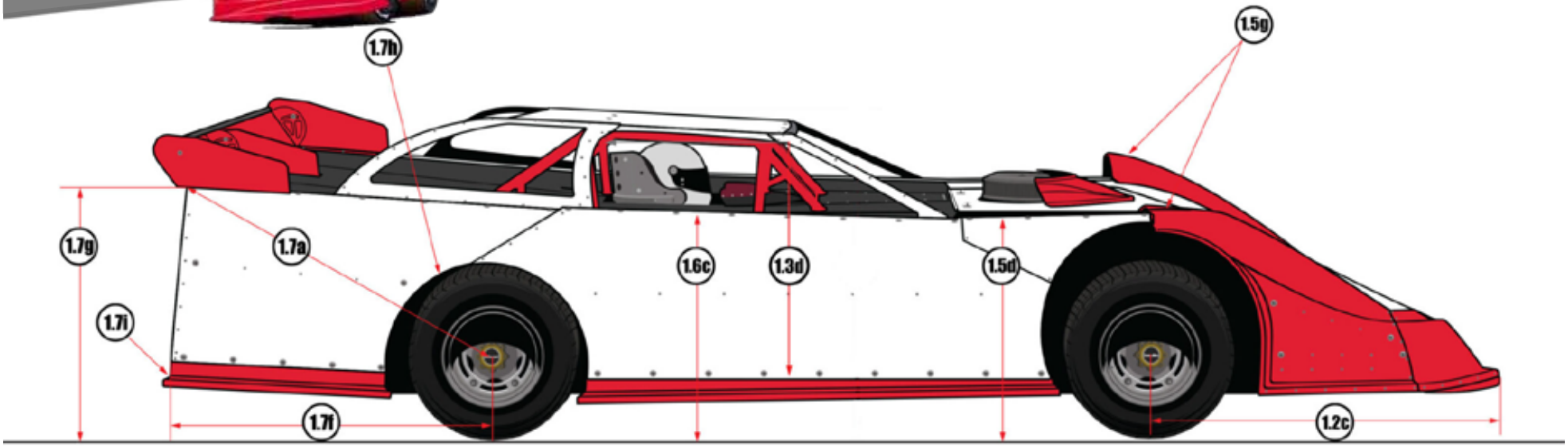
Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.

OPTION 2

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.

2025 LATE MODEL BODY DIMENSIONS

MASTER SIDE VIEW



1.2c Stock nosepiece can extend a maximum of fifty-three inches (53") from center of front hub to farthest point extending forward

1.3d Minimum thirty eight inches (38") from bottom of roll cage to top of the floor pan

1.5d Fenders can not exceed thirty-six inches (36") to maximum of thirty-eight inches (38")

1.5g The front fender flares may not be higher than fenders by more than four inches (4")

1.6c Doors cannot exceed thirty-seven inches (37") in height measured from the ground

1.7a Fifty-four inches (54°) MAXIMUM center of rear hub to top corner of quarter panel

1.7f Forty-nine inches (49') MAXIMUM length from center of rear hub to end of quarter panel

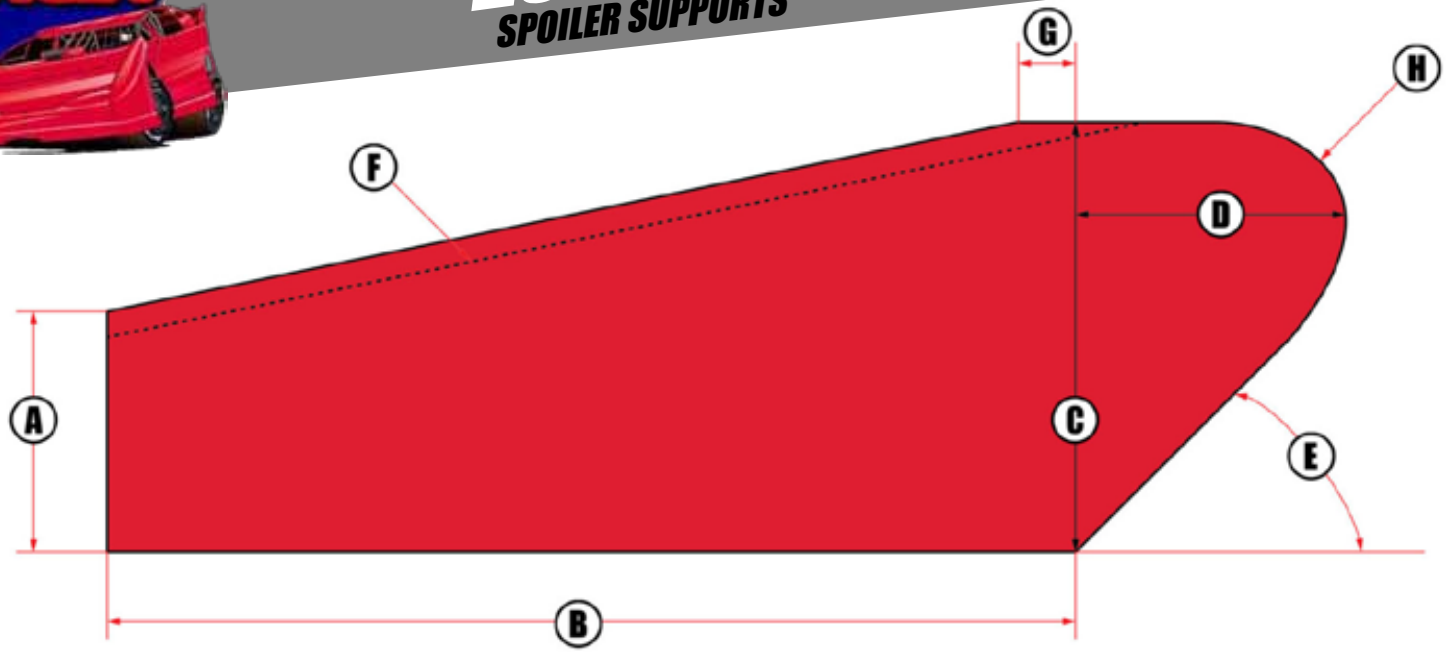
1.7g Fourty-inches (40") with a one-inch (1") tolerance

1.7h MINIMUM of two inches (2") tire clearance from body

1.7i Skirting cannot extend beyond the quarter panel

2025 LATE MODEL BODY DIMENSIONS

SPOILER SUPPORTS



A Four and One Half Inches (4.5")

B Eighteen Inches (18")

C Eight Inches (8")

D Eight Inches (8")

E Forty-Five Degrees (45°) from mounting surface

F Broken line indicates one-half inch (1/2") MAXIMUM break

G One inch (1")

H Radius must be MINIMUM of two inches (2") at top rear

NOTE No more than three (3) spoiler supports permitted. Front edge of supports must be in line.

NOTE DIMENSIONS HAVE ZERO TOLDERANCE!