

Kenai Peninsula Racing Lions



Late Model Rules

Updated 2025

10 LATE MODEL

10.1 SAFETY EQUIPMENT:

Rules apply at all times the car is on track.

Snell-rated SA2005, SA2010 or SA2015 helmet required.

Roll bar padding is recommended in the driver compartment.

Window nets and or arm restraints recommended.

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.

Recommended: Fire retardant head sock and underwear, collapsible steering shaft, minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage.

Recommended: Safety belts are no more than two years old.

Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

10.2 FRAME:

Must be constructed of two inches by two-inch square steel tubing, or minimum 1.75 inch round tubing -with minimum 0.083 wall thickness.

Minimum wheelbase of 102 inches, maximum 105 inches, both sides.

10.3 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.

10.4 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.

10.5 BODY:

Body must be of traditional late model design and cannot deviate significantly.

Exotic wedge designs are not allowed.

Must have late model approved stock-appearing nosepiece (molded type material) mounted in unaltered approved manner.

No part of body can be wider than 92 inches.

Roof must be stock appearing.

Maximum 1.5 inch rolled down rock guard allowed on roof front.

Roof supports and window side panels must extend to edge of body.

Rear spoiler may be a maximum of twelve inches in material height and maximum 72 inches wide if running Engine A or B from section 24, otherwise a maximum of eight 8 inches in height.

Spoiler may have rear stiffener, must be one inch or more down from top.

Maximum of three spoiler braces allowed, must be mounted in line, and must resemble all aspects of drawing.

Inner panels are allowed for purpose of protection where those used for directing airflow or down force are not allowed.

Car number must be minimum four inches thick and 20 inches tall and clearly visible, on sides, back of car, and front, if possible.

Maximum rear decking height of 39" measured on level ground at the top of both rear quarter panels, **with driver in car.**

10.6 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.

Driver must be sealed off from track, driveline, engine, fuel cell, suspension components, battery, coolers, pumps, and fuel and oil lines.

Aluminum high back seats only, must be bolted in with 0.375" bolts.

No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off.

10.7 FRONT SUSPENSION:

Must be of A-frame or strut configuration.

10.8 STEERING:

Rack and pinion steering allowed.

Quick-release steering wheel required.

10.9 SHOCKS:

Approved conventional closed shock absorbers only.

Must be constructed of aluminum or steel.

Coil over covers allowed, must be easily removed for inspection.

Remote-reservoir shocks allowed.

No inverter, crossover or electronic shocks.

10.10 SPRINGS:

Coil springs must be steel.

Leaf springs may be composite or steel.

10.11 REAR SUSPENSION:

No independent rear suspension, any other configuration allowed.

10.12 REAR END:

Quick changes allowed.

No open tube or cambered rear ends.

Rear end coolers allowed.

10.13 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.

10.14 TIRES/WHEELS:

Rear tires must have a durometer reading of at least 50, while the front tires may be of any compound.

Any brand racing tire may be used.

Grinding, grooving and siping allowed on tire tread only.

No altering the tire compound from the manufacturer by soaking, softening, or adding a traction compound.

Fourteen inch wide, aluminum or steel wheels and lug nuts only.

Bead locks are allowed.

Foam, plastic, or aluminum (must be bolted behind bead lock rim) mud plugs allowed on any wheel.

10.15 BRAKES:

Must be operative.

Steel brake rotors only.

Brake shut-off allowed on right front only (electric or mechanical).

10.16 EXHAUST:

Exhaust is not permitted to be directed towards ground.

10.17 FUEL SYSTEM:

Any four-barrel carburetor is acceptable.

No aerosol-style carburetors allowed.

Maximum two-inch tall spacer between carburetor and air cleaner base.

Racing fuel cell required, maximum 32-gallon capacity, and 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, and 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.

10.18 FUEL:

Gasoline, Methanol or Racing Gas is acceptable.

Identification of fuel type is recommended.

10.19 WEIGHT:

Must meet minimum weight after race with driver.

Weights are determined by your engine combination and must be posted on the driver's side of the car below the base of the a-pillar in 3" contrasting letters.

Weights must be painted white with car number on them.

Must be securely fastened with minimum two 0.5 inch steel bolts with Nylock nuts, inside body panels, not on rear bumper.

No weights and/or loose objects in driver's compartment.

Only carbon fiber components allowed are rock guard, hood scoop and driveshaft.

10.20 BATTERY/STARTER:

Battery must be securely mounted to chassis, protected by tubing, and positive terminal must be covered.

Starter must be in working order.

Car must start under its own power.

10.21 GAUGES/ELECTRONICS:

No transmitting or listening devices (exception is one-way Race Receiver radio used by officials).

No electronic monitoring computer devices capable of storing or transmitting information except memory recall tachometer.

GoPro style cameras are acceptable.

No electronic traction control devices allowed.

10.22 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.

May use steel, aluminum or carbon fiber driveshaft and be 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.

10.23 ENGINE LOCATION:

Measured from centerline of upper ball joints to center of number one spark plug hole.

Maximum setback is ten inches.

10.24 ENGINE RULES:

Aluminum blocks must have a 50 lbs of lead bolted to the engine plate.

Horse Power to weight Rule by Motor

A. GM 604: Sealed GM Part Number 19318604

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B. Ford Part Number M-6007-D347SR

C. Open Motor, unsealed crate motor, & GM 525CT Part Number 19271821

Engine Combination A – Minimum weight of 2100 pounds.

Engine Combination B – Minimum weight of 2150 pounds.

Engine Combination C – Minimum weight of 2300 pounds.

If choosing to run a Chevy LS engine, MSD Ignition Box Part# 6014 is the only accepted ignition box.

10.25 Transponders:

Must be mounted on the engine mid-plate to the passenger side of the engine.

10.26 Tech Inspection Procedures:

The tech director reserves the right to inspect any car for any infractions at any time.

Disqualifications can only be declared after failing a post-race inspection.