



2025 Rules Package Template Late Models

PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.



A. NEW NO SOAK TIRE POLICY

1. No tire soak of any kind; on the interior or exterior of the tire: NONE
2. Tire Policing Procedure:
 - a) After each feature, the top 5 finishing cars will proceed to tech where their four race tires will be marked.
 - b) Once cars have cleared tech, cars will return to their pit area.
 - c) The 5 teams will then have 10 minutes to take the marked tires to the designated area at the tire barn.
 - d) Speedway officials or any driver may inspect the tires; a durometer may be used to check hardness.
 - e) Officials or any driver may put up \$120 to have a tire challenged.
 - f) A tire sample from any challenged tire will be sent to Blue Ridge Labs for analysis.
 - g) Event pay and points will be held for any team whose tire is challenged.
3. Tires found to have been soaked:
 - a) Driver loses pay and points for the applicable event.
 - b) Driver will incur a 2 week suspension at Kalamazoo Speedway and all participating tracks.
 - c) Driver will pay a \$250 fine to the track where the infraction occurred prior to being allowed to race.
 - d) The \$120 will be returned to the person who paid to challenge the tire. Funds will come from the driver's forfeited pay.
4. Tires found to be clean of soak:
 - a) The \$120 put up to challenge will be given to the driver whose tire was challenged.
 - b) The driver/team will receive points and pay from the applicable event.

B. BASE WEIGHT

The base weight will be **2800 lbs.** with a maximum **60.000%** left side weight. This will be with the driver race ready and will be checked prior to qualifying and any race.

C. TIRES

1. Hoosier F-70s; left-side Hoosier F-60s permissible.
2. Steel 8" safety racing wheels with 1" lug nuts.
3. Tread width is 80" measured with toe plates.
4. The tires used to qualify will be the same 4 tires used in the feature.

D. GRILL OPENING/AIRBOX

1. **No down draft air boxes are allowed. There will be no air pans or underside nose panning of any kind. All air must pass through the face of the nose piece.**
2. The stock sized opening of the nose piece will be completely cut out. There will be no tape or obstruction over or behind this opening during qualifying or any race event. The maximum width of the airbox will be no wider than 34". There will be no curves, swoops or ledges of any kind on the airbox sides or bottom – all smooth and flat material. There will be one layer of screen with minimum 1/8" square holes in the screen.

E. CHASSIS

1. Tubular racing chassis is required.
2. Minimum wheelbase of 101".
3. Center section 4-post roll cage constructed of 1.75" steel tubing with a minimum thickness of 0.090". Center section mainframe tubing to be a minimum of 2" x 3" rectangular steel tubing.
4. 10" x 30" door plate required.
5. Full front and rear hoops are required; however, smaller lighter tubing is permissible in this area. Offset straight rail frame with strut type front end with 101" minimum wheelbase. A fuel cell is mandatory with approved guard; the cell must have 8" ground clearance.

F. BODY

1. **No Panning of any kind on the bottom side of the car**, except on the bottom side of the radiator.
2. A full template body will be required to run in this class. Five Star or AR Bodies are permitted, using the ABC body measurement guidelines. No steel OEM bodies allowed. All cars will have an unaltered template tail and nose piece, as well as full template fenders, quarter panels, hood and an unaltered full-size template roof, complete with unaltered template c-pillars. No offsetting of the roof on the body; the roof must be centered on the car from side to side and the body must be square with the chassis. Downforce body panels are not allowed. Use this link to obtain all of the measurements and the proper installation procedure of a template body:
http://www.fivestarbodies.com/store/downloads/dims_ABC.pdf.
3. No cutting of the template nose piece period. No removing 3" from the middle of the nose piece to lower it down. No heating or bending of the nose to manipulate the template nose piece.
4. Install car bodies straight up using the ABC measurements. Do not alter the nose- or tailpieces in any way. Do not tweak or stretch the body panels so it hangs out to the right 3 – 4". Any unapproved quarter panels or front fenders that veer off from the ABC body rules may have a spoiler height reduction or weight add-on at the track official's discretion.
5. Fabrication of the doors, hood and rockers are permitted; however, they must appear to be stock. A full front windshield and rear windows are required. The rear window and the rear spoiler must be completely see-through. The front vent windows will be 12" maximum measured along the top of the door. Template style spoiler, 6.5" tall x 60" wide, mounted with template style mounts. All body measurements off the ground will be measured with driver in car.
6. A brace from a solid point of the interior to the back of the roof or the top of the rear window is required to stop window/roof deflection. The maximum front overhang is 48"; a 50 lb. weight penalty will be applied when the 48" is exceeded. Aluminum fenders and hoods are permitted but will carry a 50 lb. weight add-on. These aluminum body parts must adhere to all ABC measurements.
7. No aftermarket lip wings or any form of verticals.

G. ENGINE/DRIVE TRAIN

1. Engine setback not to exceed 4" from the center of the top ball joint to the center of the farthest forward cylinder.

2. Cast iron heads and block. Cast iron or aluminum intake is allowable. Headers are allowable. Twenty-three degree (23°) aluminum heads are allowed.
3. No dry sump oil systems or external pumps of any kind.
4. Any 2 or 4-barrel carburetor is permissible.
5. Automatic, manual or racing transmissions are allowed.

H. SUSPENSION

1. The rear end may have a 3 or 4 link suspension. The rear end may be locked; rear disc brakes are allowable.
2. A drive shaft hoop is mandatory. Screw jacks or load bolts are optional.
3. Full size springs or 2.5" coil overs are allowed.
4. Aftermarket top A-Frames are permissible. An aftermarket front center link is permissible. Slider mounts are allowable.
5. A single rebound adjustable shock is permitted; however, no multiple adjustable shocks are allowed. No canister style shocks are allowed. One shock, one coil spring and one bump spring per wheel. No canisters of any kind. Single, adjustable bump spring pre-loaders are not permitted.
6. The top five or so finishing cars will periodically be removing a shock(s) for inspection following any racing event. Getting caught with multiple adjustable shock(s) will result in the loss of points and pay for that racing event.

I. COCKPIT

1. If the stock firewall and floorboard is removed, the driver's floor and foot box will be 1/8" steel minimum.
2. Apart from brake bias adjustment, cockpit adjustments of any kind are prohibited.
3. The fuel line must be run below driver's compartment.

Please send tech questions or concerns to: Gary Howe (gary@kalamazospeedway.com)