

## LIMITED LATE MODEL 2023 RULEBOOK

### BODY:

- A. Standard Dirt Style body required. A stock appearing nose is required.
- B. Schaeffer Oil Southern national's Body rules apply.
- C. See tech inspector if you have any questions.
- D. All B posts must match from one side to the other. (Solid or open has to be the same on both sides)
- E. "DROOP RULE" Deck not to exceed 50 ½" in. (6 in. IN ON LEFT SIDE OF T BAR) to the ground jacked up. Jack will be placed under the under rail between the axle tube and the shock mount on the back of the bird cage. Must be a chain with a MAXIMUM OF 1 inch of rubber material in the droop limiter. Any washers or spacers will be included in the 1 in of material. Cars will be penalized 3 spots for ever ¼" over 50 ½"
- F. Spoilers: 8" max. Spoiler height and 72" max. Spoiler width
- G. No more than 3 spoiler supports may be used. All 3 side spoilers must be the same and on the car.

### CHASSIS / FRAME

- A. No aluminum frames or front clips. All frames must be of steel construction and must be a minimum of 2" by 2" square with a minimum material thickness of .083 inch.
- B. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, with a minimum thickness of .083 inch.
- C. Wheelbase a minimum of 103 inches. (No tolerance)
- D. No wings or tunnels of any kind allowed underneath the body or chassis of the car.

### ROLL CAGE

- A. All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
- B. Side roll bars are mandatory, and must extend into the door panels.
- C. A minimum of three (3) bars must be used on the left side.
- D. Each bar must be 1-1/2 "in diameter, with a minimum material thickness of .083 inch.
- E. Roll cages must be welded to frame.

#### DRIVER COMPARTMENT SAFETY

- A. Drivers seat must be a proper racing seat design, and securely attached to frame. (Full containment seats are recommended)
- B. A full racing seat belt harness must be used; harness must be secured to the frame, not seat.
- C. All cars must have a quick release type steering wheel.
- D. All cars must have a working fire extinguisher securely mounted within easy reach of the driver.
- E. All drivers must wear full fire resistant driving suits and gloves.
- F. Hanz device or any type of approved head and neck restraint is MANDONTORY.
- G. No electronic or computer-controlled devices or data acquisition systems allowed.

#### FUEL CELL / FUEL:

- A. An approved fuel cell (32 gal max) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" inch by 1/8" inch steel straps.
- B. All fuel cell must have flap in top with a ball valve to keep fuel from running out if car is upside down.
- C. Fuel cell must have the pickup line coming from the top half of the cell.
- D. Pump Gas or Racing Gas ONLY. Pump Gas may contain up to 10% ethanol as allowed by law.
- E. E85 is allowed, Fuel must water test and check within 2% at any time checked,  
(ETHANOL – MAX 87% - MIN 83%)

#### TRANSMISSION:

- A. Drive train must have transmission, mounted on rear of engine – no direct drive or in-boxes.
- B. Any transmission, with working forward and reverse gears permitted, and must lead to one drive shaft.
- C. All drive shafts must be painted white or silver, and must be protected by a minimum of one (1) safety hoop or a sling. (Carbon Fiber Shafts are recommended for safety.)

REAREND:

- A. Any type of rear end / differential permitted. No exotic materials allowed.
- B. Any steel or alum tube permitted. No lead may be bolted to the rearend.

BRAKES:

- A. All cars must have operational four wheel braking. NO CARBON FIBER Brakes allowed.

WHEELS:

- A. Any brand or type of wheel allowed. Must be mounted with lug nuts. No knock-off or center lock wheels.
- B. Maximum wheel width – 14” inches.

TIRES:

- A. American Racer 48, 56 or PRO 2 & 3
- B. Hoosier: Spec 1350 (HTS OR CRATE 21) or 1600/55 ONLY. NO RIBS PERMITTED IN 1350
- C. All 48's and 1350's must punch 45 before entering track.
- D. Tires must have all numbers and names on the tire. No grinding off of numbers or names.
- E. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. TCR has a no tolerance rule for tire treatment or prep to these tires. If TCR takes a sample from you, your money will be held until the results have been returned to TCR. TCR tech official's decision will be final and there will be NO resending of the samples.

EXHAUST/MUFFLERS:

- A. Collector type headers required.
- B. Mufflers are mandatory.
- C. Any car that is judged to be too loud by the track officials, under race conditions, may be black flagged.

ENGINES:

- A. ENGINE (A) 2400 lb. 365 Cubic Inch Maximum (TOTAL WEIGHT NOT TO EXCEED 2450 LB)
- B. Cast iron block only.
- C. (.060) overbore permitted.

- D. High performance camshafts permitted.
- E. Any hydraulic cam permitted.
- F. Roller cam permitted with 50 lb weight penalty.
- G. Any wet sump oil pans permitted.
- H. Balancing permitted.
- I. Engine may be crossed from one manufacturer to another.
- J. Dry sump permitted with 50lb weight penalty.
- K. Ford (S374) sealed racing engine permitted.

#### HEADS:

- A. Cast iron or Aluminum (No CC Limit) Aluminum Heads must carry 40 LBs in front of bell housing.
- B. Aluminum Heads cannot exceed a 60 / 40 valve spacing.
- C. Any Valve, Spring or Retainer permitted. (5/16 minimum valve stem diameter for all engines)
- D. Any Rocker Arm
- E. Chevy 23-degree based Heads only, Angle milled Heads permitted. (+ / - 3 degrees)
- F. No Aluminum Raised Runner or Mullins Aluminum Outlaw Heads permitted.
- G. 10 Degree Ford Heads must add 50 lb. (Ford Motor sports N head)
- H. National Late model Sportsman Spec Head permitted.
- I. Brodix Spec Heads permitted, (These part # only) Ford - SPFO Mopar - SPMO Chevy - SPCH
- J. Porting and polishing permitted on all NON spec heads.

#### INTAKE:

- A. Any single four-barrel intake permitted.
- B. May port and polish.
- C. Any size carburetor spacer permitted.

#### CARBURETOR:

- A. One four-barrel carburetor only of any manufacture.

B. No turbo-chargers, blowers or fuel injections.

C. All engines must be naturally aspirated.

OIL SYSTEMS:

A. Wet sump systems, internal or external pumps permitted.

B. Dry sump oil systems permitted. Must add 50lb.

WATER PUMP: NO electric water pump.

FUEL PUMP: NO electric fuel pump.

DISTRIBUTOR:

A. Any ignition except for magnetos. No magnetos.

B. NO TRACTION CONTROL (\$400 CLAIM RULE ON EACH IGNITION BOX)

ENGINE (B) 2300lb. (Total weight not to exceed 2350 LB)

BLOCK:

A. OEM Cast iron V-8 Block only.

B. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060

C. After-market steel splayed main caps permitted.

D. Main cap studs and straps permitted.

E. Deburring block and plugging deck to strengthen block permitted.

F. Plug or vent and screen oil drain holes in lifter valley permitted.

G. May surface block.

CRANK:

A. Any steel crank with the exception of (NO Pendulum Undercut counterweights and titanium or other Exotic materials.)

B. Must be standard stroke for engine, Chevrolet 3.480, Ford 3.500, Chrysler 3.580

C. NO stroking or destroking of crank.

D. May balance engine.

RODS:

- A. Steel Rods only. NO TITANIUM OR ALUMINUM RODS.

PISTONS:

- A. Any Piston

CAM:

- A. Any Solid lift Cam. Roller Cam permitted with 50 LB weight penalty.

LIFTERS:

- A. Any Lifter permitted.
- B. Lifter retaining tray permitted.

HEADS:

- A. These are the only heads permitted. No cc. limit.
- B. OEM cast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Pro Action cast iron heads, Dart Iron Eagle cast iron heads, World Products Sportsman II cast iron heads, Ford SVO Sportsman cast iron heads, Chrysler cast iron W-2
- C. All heads must remain AS-CAST.
- D. Brodix Spec Heads permitted, (These part # only) Ford – SPFO Mopar – SPMO Chevy – SPCH  
Any Aluminum Head must carry 40 LB in front of the bell housing.  
Brodix Spec Heads may be angle milled. (+/- 3 degrees permitted)  
Competition Valve job permitted. If bowls are blended there not to exceed no more than .500 (1/2")
- E. Valve angle and spacing must remain original production specs for heads being used.
- F. Any valve permitted. (Valve stem diameter 5/16 minimum for all engines).
- G. Valve size maximum for (B) engine, Intake – 2.08, Exhaust – 1.600
- H. Under cut stems permitted, any type guides.
- I. Any valve springs, retainers, and keepers.
- J. Guide plates, screw in studs and stud girdles permitted.

K. Roller rocker arms, stud or shaft mount permitted.

L. No porting or polishing all heads must remain AS-CAST.

OTHER OPTIONS: Any head or block not listed in rules above must confront or call TECH Official for determination of legality and for official weights.

WATER PUMP: Cast or aluminum permitted. NO electric water pump.

OIL SYSTEM:

A. Wet sump systems, internal or external pumps permitted.

B. Dry sump systems permitted, must add 50lb. in front of rear engine plate.

FUEL PUMP: No electric fuel pump.

DISTRIBUTOR:

A. Any ignition with the exception of magnetos NO magnetos

B. NO TRACTION CONTROL (\$400 CLAIM RULE ON EACH IGNITION BOX)

CARBURETOR:

A. One four-barrel carburetor only of any manufacture.

B. No turbo-chargers, blowers or fuel injections.

C. All engines must be naturally aspirated.

INTAKE:

A. Any single four-barrel intake permitted.

B. May port and polish.

C. Any size carburetor spacer permitted.

ENGINE Option (C) 525 GM Crate Engine

A. Must weigh 2300 LB with the following approved seals: (GM SEALS) (Don Blackshear Seals) (BROLM)

B. 525 with any other seals 2350 LB

C. Must have 70 LB in front of bell housing as follows: 25 LB on each side of engine and 20LB in front of radiator for a total of 70 LB.

ENGINE SETBACK:

- A. Engine setback will be 6" inches from center of top ball joint to the most forward spark plug. 1 inch tolerance on engine setback.
- B. Engines may be crossed from one manufacturer's line to another Example: Chevy, Ford, Dodge, etc.

WEIGHT:

- A. Engine (A) 2400lb. 8" spoiler MAXIMUM WEIGHT FOR ENGINE (A) 2450 LB.
- B. Engine (B) and (C) 2300lb. MAXIMUM WEIGHT FOR ENGINE (B) 2350 LB.

Engine (C) 525 WITHOUT the following approved seals: (GM) (Don Blackshear) (BROLM) 2350 LB.

8" spoiler ONLY

- C. Crate engine: 2200 lb. 12" spoiler
- D. No weight allowance after time trials.
- E. One pound per lap weight allowance plus 5 after race.
- F. Minimum weight will be measured with driver in car.
- G. No rear wheel covers or rear end covers allowed on car while car is being weighed.
- H. All cars must have specified weight posted on top left side of car.
- I. Track reserves the right to adjust weights in interest of competition should it deem necessary.



LIMITED LATE MODEL PROTEST FEES:

- A. One head, Cam & Bore & Stroke \$500.00
- B. Oil pan \$300.00
- C. Complete Engine \$1300.00
- D. Engine set back \$50.00

Any item not listed in protest fees is considered a visual protest item and must be protested before race.

ONLY drivers finishing directly behind protested car is eligible to protest another competitor. Their will be no counter protesting by car being protested. Any protesting car can only protest ONE car per event.

ONLY drivers can protest cars, not crew members or car owners and protest fees must me posted to tech director within 5 minutes of checkered flag falling.

See POICICIES AND PROCEDURES for the remaining rules concerning the PROTESTING.

NOTE: Track reserves the right to delete, change or amend rules in the interest of competition.