

2012 LIMITED LATE MODEL

RaceCeiver Required, No other radios or communication equipment or mirrors allowed at any time.

Dixie & Rome Limited Late Model class has three engines
(A) Engine 362.5 cid max. Rule 2400lbs 8"spoiler
(B) Engine Rule 2300lbs 8"spoiler
(C) Engine 602 or 604 Crate Engine 2200lbs 12" spoiler

ENGINE (A) 2400 LBS 362.5 Cubic Inch Maximum

BLOCK:

- A.** 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.
- H.** Lifter bore may be oversize.
- I.** All engines 362.5 Cubic Inch Maximum.

CRANK:

- A.** Any steel crank with the exception of (titanium or other Exotic materials.)
- B.** 362.5 Cubic Inch Maximum.

RODS:

- A.** Steel rods only.
- B.** No titanium or aluminum rods.

PISTONS:

- A.** Any flat top pistons and pins.
- B.** No dome pistons.

CAM:

- A.** Solid lift cam only.
- B.** No roller, mushroom or radius cams.

LIFTERS:

- A.** Solid lifters only.
- B.** No roller, mushroom or radius lifters.
- C.** Lifter retaining tray permitted.
- D.** Lifters may be oversize.

HEADS:

- A.** Chevrolet any 23 degree cast iron heads Bow Tie , Dart , Pro Action/Pro Top Line/Racing Head Service (RHS) heads. Spark plug location must be the same as the Bow Tie and Dart heads.
- B.** Ford SVO Sportsman cast iron heads M-6049-E351 and M-6049-N352, GT-40-P, World Products Windsor Sr , Pro Action/Pro Top Line/Racing Head Service (RHS) heads.
- C.** Chrysler cast iron W-2.
- D.** All heads must remain AS-CAST.
- E.** No cc limit.
- F.** Valve angle and spacing must remain original production specs. For heads being used.
- G.** Steel valves only. (No titanium valves)
- H.** Valve size maximum for (A) engine, Intake - 2.055, Exhaust - 1.600.
- I.** Valve stem diameter 11/32 minimum for all engines.

- J. Under cut stems permitted, any type guides.
- K. Any valve springs, retainers and keepers.
- L. Guide plates, screw in studs and stud girdles permitted.
- M. Roller rocker arms, stud or shaft mount permitted.
- N. No porting or polishing all heads must remain AS-CAST.
- O. No Shot Peen porting heads.
- P. No port matching intake or exhaust runners.
- Q. Racing valve job permitted, Machine cuts only.
- R. No blending valve job to casting.
- S. No deburring intake or exhaust runners.

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 SYSTEM:

- A. Wet sump systems, internal or external pumps permitted.
- B. Dry Sump Oil Systems permitted must add an additional 50 lbs. in front of rear motor plate.

WATER PUMP:

- A. No electric water pump.

FUEL PUMP:

- A. No electric fuel pump.

DISTRIBUTOR:

- A. Any ignition with the exception of magnetos (No magnetos.)
- B. There is a \$300.00 claim rule on all ignition boxes.
(See Claim Rule Section for more info.)

ENGINE (B) 2300 lbs.

BLOCK:

- A. 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.
- H. Lifter bore must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901.

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, Chrysler 3.580, Ford 3.500
- C. No stroking or destroking of crank.
- D. May balance engine.

RODS:

- A. Steel rods only.
- B. No titanium or aluminum rods.

PISTONS:

- A. Any flat top pistons and pins.
- B. No dome pistons.

CAM:

- A. Solid lift cam only.
- B. No roller, mushroom or radius cams.

LIFTERS:

- A. Solid lifters only.
- B. No roller, mushroom or radius lifters.
- C. Lifter retaining tray permitted.
- D. Lifter must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901

HEADS:

- A. These are the only heads permitted.
- B. OEM cast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec 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. No cc limit.
- E. Valve angle and spacing must remain original production specs. For heads being used.
- F. Steel valves only. (No titanium valves)
- G. Valve size maximum for (B) engine, Intake - 2.020, Exhaust - 1.600.
- H. Valve stem diameter 11/32 minimum for all engines.
- I. Under cut stems permitted, any type guides.
- J. Any valve springs, retainers and keepers.
- K. Guide plates, screw in studs and stud girdles permitted.
- L. Roller rocker arms, stud or shaft mount permitted.
- M. No porting or polishing all heads must remain AS-CAST.
- N. No port matching intake or exhaust runners.
- O. Racing valve job permitted, Machine cuts only.
- P. No blending valve job to casting, No deburring intake or exhaust runners.

TIMING CHAIN:

- A. Any chain and gears, No gear or belt drives.

WATER PUMP:

- A. Cast or aluminum permitted.
- B. No electric water pump.

OIL SYSTEM:

- A. Wet sump systems, internal or external pumps permitted.
- B. Dry Sump Oil Systems permitted must add an additional 50 lbs. in front of rear motor plate.

FUEL PUMP:

- A. No electric pump.

DISTRIBUTOR:

- A. Any ignition with the exception of magnetos (No magnetos.)
- B. There is a \$300.00 claim rule on all ignition boxes.
- C. (See Claim Rule Section for more info.)

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 (C) 2200 lbs

CRATE ENGINES

- A. GM P/N # 8895602 – 350CID / 350 HP or GM P/N # 88958604 – 350 CID / 400 HP
- B. GM Engines may be purchased at any GM dealer.
- C. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Dixie or Rome Speedway.
- D. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part /or parts on/or in the engine. Crate Engines must not be altered, modified or changed from factory specs.
- E. No vacuum pumps.
- F. All crate engines must be sealed with factory bolts, R/M bolts or Dixie's cable seals or seals from some other series. We will allow other series seals if we can verify the seal system of the other series.

CRANKING COMPRESSSION:

- A. All crate engines will have a maximum cranking pressure of 200 p.s.i. any engine that has over 200 p.s.i. will be illegal to use at Dixie & Rome.

CARBURETOR:

- A. One four-barrel carburetor only of any manufacture.
- B. Any size carburetor spacer permitted.

DISTRIBUTOR:

- A. Any ignition with the exception of magnetos (No magnetos.)
- B. There is a \$300.00 claim rule on all ignition boxes.

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: Chevrolet in a Ford, Pontiac, etc.

FRAME:

- A. All frames must be of steel construction.
- B. Square or rectangular frame must have a minimum of 2" by 2" material, .083-wall thickness.
- C. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, .083 wall thickness.

WHEEL BASE:

- A. Minimum wheelbase will be 103" inches.

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. A minimum of three (3) bars must be used on the left side.
- C. Each bar must be at least 1- 1/2" in diameter, with a minimum material thickness of .083".
- D. Roll cages must be welded to frame.

BODY:

- A. Same as Super Late Model specs. (SEE DRAWINGS)
- B. RaceCeiver Required, No other radios or communication equipment or mirrors allowed at any time.

SAFETY:

- A. All cars must have 3" inch seat belts with shoulder harness and must be attached to roll cage.
- B. We strongly recommend that all cars have an approved fire extinguisher system, securely mounted, within easy reach of the driver.
- C. A 5 lb. Halon System is recommended.
- D. All drivers must wear a complete fire suit.

NUMBER:

- A. Number must be at least 18" inches high and on both sides and top of car.
- B. All cars must have a number.

EXHAUST/MUFFLERS: MUFFLERS REQUIRED AT DIXIE AND ROME

- A. Any commercially manufactured muffler that registers under 100 decibels.
- B. No modifications and/or alterations to mufflers will be allowed.
- C. Collector type headers required.
- D. All cars must register under 100 decibels.
- E. No deliberate air leaks, vents, holes, etc.
- F. Any car that loses a muffler will automatically be disqualified.
- G. Any car that is judged to be too loud, by the track Officials, under race conditions, will be black-flagged.

BRAKES:

- A. Four-wheel disc brakes permitted.
- B. No carbon fiber brake parts permitted.

FUEL CELL / FUEL:

- A. An approved fuel cell (32 gallon maximum) 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 cells must be completely visible from rear of car.
- C. Fuel cell must not be mounted lower than bottom of quick-change rear end.
- D. Gas only - no alcohol - no nitrous oxide, nitro methane or other nitrate additives.
- E. No propylene oxide.
- F. Gas must not check above + 5 or - 5 on electronic fuel checker when calibrated with tracks racing gas.
- G. Gas must pass acid test.

(RACING GAS AVAILABLE AT DIXIE ONLY)

TRANSMISSION:

- A. Must have at least one forward and one reverse gear in working order.
- B. No straight drives or in and out boxes.

WHEELS:

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

TIRES:

- A. Dixie Speedway tire rule Hoosier DRS-1600 or DRS-1350 only.
- B. All Dixie Speedway tires must be the DRS BRAND and must be purchased at track.
- C. Rome Speedway tire rule any Hoosier 1600 or 1350.
- D. All tires must have all numbers, codes and name on the tire No grinding off of numbers, codes or names, any tire that has been altered will be illegal.
- E. Tires available at track call in advance to arrange pick up. (770) 926-5315

WEIGHT:

- A. Engine (A) 2400 lbs. 8" Spoiler
- B. Engine (B) 2300 lbs. 8" Spoiler
- C. Engine (C) 2200 lbs. 12" Spoiler
- D. One pound per lap weight allowance after race.
- E. Track reserves the right to adjust weights in interest of competition should it deem necessary.
- F. Attached weight must be securely bolted to frame with 1/2" or larger bolts and painted white or silver with car number clearly painted on them.
- G. All cars must have specified weight posted on top right side of roof.

LIMITED LATE MODEL PROTEST FEES

\$400.00	One Head (No valves will be pulled)
	Crate Engine (Valves will be pulled)
\$300.00	Oil Pan
\$100.00	Engine Setback (1 inch tolerance)
\$100.00	Gas

NOTE: THE 8 RULE - We will allow .008 thousandths on the bore, stroke and valve size.

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

1st & 2nd place LIMITED LATE MODEL finishers in the feature will start no further up than the 4th row of the following weeks heat races, Driver's choice of inside or outside position. This will not apply to championship races; therefore the driver's of race prior to Championship will be handicapped the week after championship.

Any crate engine protested must be reassembled and resealed by one of the Authorized Repair/ Rebuild Centers.

PENALTIES FOR CRATE ENGINE INFRACTION

Disqualification of race, 0 points, \$0.00 in prize money won during the race and a \$300.00 fine. The \$300.00 fine must be paid before you can return to competition at Dixie or Rome.

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