

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FOR PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

Management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.



2019 STEEL HEAD LATE MODEL

Transponders & RaceCeiver Required

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

BODY:

A. Same as Super Late Model specs. (SEE DRAWINGS)

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

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.

SUSPENSION , SHOCKS & SPRINGS

A. Same as Super Late Model see Super Late Model rules.

WHEEL BASE:

- A. Minimum wheelbase will be 101" inches at any time.

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.

DRIVER COMPARTMENT / SAFETY:

- A. A full metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.
- B. Driver's seat must be of a proper racing seat design, located on left side of car and securely attached to frame.
- C. A full racing seat belt harness must be used, harness must be secured to frame, not seat.
- D. All cars must have a quick release type steering wheel.
- E. All cars must have a working starter, operated from inside car.
- F. Battery must not be located in driver's compartment.
- G. We strongly recommend that all cars have an approved fire extinguisher system, securely mounted, within easy reach of the driver. A 5 lb. Halon System is recommended.
- H. All drivers must wear full fire resistant uniforms.
- I. No electronic or computer controlled devices or data acquisition systems allowed.
- J. No Bluetooth or wireless driven devices allowed.

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.** Pump gas or racing gas only. Pump gas may contain up to 10% ethanol as allowed by law.
- E.** E85 Fuel is allowed, Fuel must water test and check within 1% at any time checked,
(ETHANOL- MAX 86% - MIN 84%)
- F.** No alcohol, No methanol, nitrous oxide, or chemical additives including but not limited to Propylene Oxide, Nitro Methane, Nitro Propane or any Nitrate additives.
- G.** Gas must pass acid test.

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 for Steel Head Late Model Hoosier DRS-1350 or DRS-1600 only.
- B.** All Dixie Speedway tires must be the DRS BRAND and must be purchased at track.
- C.** Rome Speedway tire rule for Steel Head Late Model any Hoosier 21 / 55 / 1350 / 1600.
- D.** Grooving, siping and buffing tires permitted.
- E.** 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.
- F.** No tire softeners, no conditioners, no altering of tires with any natural or unnatural, hazardous or nonhazardous components or chemicals which alter the factory set baseline-settings of a given tire. ALL competitors are subject to tire inspections.
- G.** Tires available on race night or call in advance to arrange pick up.

Chase Swims @ 678-923-9691 Track @ 770-926-5315

Dixie & Rome Steel Head Late Model class has four engines

- (A)** Engine 604 Crate Engine **2200lbs 12" spoiler**
- (B)** Engine Rule **2300lbs 8" spoiler**
- (C)** GM / CT525 **2350lbs 8" spoiler**
CT525 Must have **50 lbs** of bolt on weight in front of the rear motor plate
(can not be bolted to motor plate.)
- (D)** Engine Rule **2400lbs 8" spoiler**

ENGINE (A) 2200 lbs

CRATE ENGINES

- A.** GM P/N # 19318604 – 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, 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.
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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.** 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, intake and exhaust runners 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.

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 each ignition box this includes all brands.
(See Claim Rule Section for more info.)
- C. The GM /CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

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.

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ENGINE (C) 2350 LBS.

CT525 Must have **50 lbs** of bolt on weight in front of the rear motor plate (can not be bolted to motor plate.)

GM PART NUMBER 19331563 (CT525)

- A. These engines are sealed at Chevrolet Performance all engines must have original Chevrolet Performance GM Seals. Engines must not be altered; Modified or Changed from factory specs.
- B. 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. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing with Dixie & Rome speedway.
- C. CT525 must run MSD LSX ignition controller. MSD ignition controller must be mounted with easy access, for technical inspectors. MSD ignition controller must be programmed with a limit of 6800 RPM Max.
- D. When checked after the race if RPM limit is more than 6800 RPM this will result in disqualification, no money or points for that race.
- E. Original factory sealed engines may not be protested, but claimed for the cost of new engine, CT525-\$7,200 claim any engine claimed will be turned over as it came in the crate less any bolt on items. refusal to accept claim will result in disqualification no money or points for that race.
- F. The GM /CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

CARBURETOR:

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

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ENGINE (D) 2400 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 may be oversize.

- I. 362.5 Cubic Inch Maximum Ford & Chevrolet.
- J. 371.0 Cubic Inch Maximum Chrysler.

CRANK:

- A. Any steel crank with the exception of (titanium or other Exotic materials.)
- B. 3.500 Maximum stroke for Ford & Chevrolet.
- C. 3.580 Maximum stroke for Chrysler.
- D. 362.5 Cubic Inch Maximum Ford & Chevrolet.
- E. 371.0 Cubic Inch Maximum Chrysler.

RODS:

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

PISTONS:

- A. Any pistons and pins.

CAM:

- A. Any cam.

LIFTERS:

- A. Lifter retaining tray permitted.
- B. 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, intake and exhaust runners 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 - 1.625.
- 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.

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 each ignition box this includes all brands.
(See Claim Rule Section for more info.)
- C. The GM /CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

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WEIGHT:

- A. (A) Engine 604 Crate Engine **2200lbs 12" spoiler**
- B. (B) Engine Rule **2300lbs 8" spoiler**
- C. (C) GM / CT525 **2350lbs 8" spoiler**
 CT525 Must have 50 lbs of bolt on weight in front of the rear motor plate
 (can not be bolted to motor plate.)
- D. (D) Engine Rule **2400lbs 8" spoiler**
- E. One pound per lap weight allowance after race.
- F. Track reserves the right to adjust weights in interest of competition should it deem necessary.
- G. 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.
- H. All cars must have specified weight posted on top right side of roof.

STEEL HEAD 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
- \$100.00 Wheel (Tire must be removed)
- \$100.00 Mufflers

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.

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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