

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 SUPER LATE MODEL Transponder & RaceCeiver Required

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

BODY:

- A.** Standard Dirt Style body required. A stock appearing Monte Carlo/Grand Prix/Taurus etc. Style nose is required. NOTE: For roof size and roof support size. (SEE DRAWINGS)
- B.** All cars must have type of car displayed on body, with 3" inch minimum letters.
- C.** No wedge style bodies, no roof mounted spoilers or wings.
- D.** All cars must have a minimum of 1-1/2"inch roll at the top of the fenders, doors and quarter panels, a sharp edge will not be allowed. Body roll must go from sides over upper body, not upper body over sides. A single strip affixed to the edge and pop-riveted will not be allowed.
- E.** No part of deck lid may extend beyond quaterpanels at rear.
- F.** All cars must have a number at least 18" inches high, clearly visible and identifiable on both sides and on roof. All cars must have numbers at least 3" inches high on nosepiece in the approximate position of the headlight, and at the rear on the fuel cell, at least 6" inches high, in a visible position. This rule is for the benefit of all competitors who wish their car to be scored correctly on each lap. In the event of more than one car with the same number, where confusion may occur, a team may be asked to alter their number in some way to avoid any misunderstanding. The first car to sign in will take precedence in retaining its original number.
- G.** All body panels must be solid. No holes, slots or air gaps are permitted.

INTERIORS:

- A.** The interior bodywork of the car may be dropped to a maximum of 5" inches below the top of the doors, and must also be a minimum of 11" inches below the roll cage.
- B.** If a dropped interior is used, the interior panel must fasten flush at the top of the doors, and must taper gradually towards center of car, without creating any lips. The minimum taper allowed will be 8" inches.
- C.** If a dropped interior is used, it must taper up, in a straight line, to the quarter-panel height and be flat and level for a minimum of 32" inches to the end of the rear deck-lid / quarter-panel / spoiler.
- D.** If interior is flat throughout the car, it must maintain a minimum clearance of 11" inches from the roll cage, to allow for easy exit.
- E.** If interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler / rear of deck lid.

NOSE PIECE:

- A.** Nose extensions must be flexible, and must not extend outside front tires with wheels pointing straight ahead. They cannot alter original shape of nosepiece, and must be braced with collapsible supports, No steel supports.
- B.** A stock appearing nose must be used; it must be made of molded type material and must be mounted level. No material may be removed from, or added to nosepiece, no cutting from bottom, top or sides. Fender flares must not alter original shape of nosepiece.
- C.** Minimum heights for stock nosepieces are as follows:

Camaro	18" inches	Firebird	18" inches
Avenger	18" inches	Monte Carlo	20" inches
Grand Prix	20" inches	Mustang	20" inches
Taurus	20" inches	Intrepid RT	20" inches
- D.** These are the minimum vertical measurements from the bottom of the nosepiece, where sheet metal is attached.
- E.** Inspector to determine specs on any make not mentioned.
- F.** Two - piece nose must be fastened together without any spacers to increase width.
- G.** Stock nosepiece may extend to a maximum of 52" inches from center of front hub to furthest point forward.

FRONT FENDERS AND HOOD:

- A.** Must be level and flat from left side to right side of car and, at least, as far back as firewall / engine plate.
- B.** No part of fenders or hood may be below outside bodyline.
- C.** Fenders may not gain height from rear to front of car.

DOORS:

- A.** Top of doors, on both sides, can be no higher than 36" inches from ground, with a maximum material depth of 32" inches including any skirts or body extensions.

ROOFS – MANDATORY:

- A.** All models regardless of brand will have the following roof dimensions.
 - Minimum – 48" wide X 46" in length.
 - Maximum – 50" wide X 51" in length.
- B.** Roof post / supports are mandatory.

- C.** All posts must go from roof edge to outside edge of body on both sides.
Roof supports dimensions: 14" minimum to 17" maximum across top and 40" minimum to 43" maximum across the bottom. (See Drawings) The roof supports must be aligned from side to side on all cars. If the roof support windows are cut out, must be cut out on both sides and must be the same size on both sides. Holes may be filled with lexan.
- D.** No flat or odd shaped roofs.
- E.** A maximum 1" inch roll is allowed along the front edge of the roof, a maximum 1" inch roll is allowed along the rear edge.
- F.** Any sun / anti-glare shields (maximum 4" inches) deep must be hinged for easy exiting.

REAR QUARTERPANELS:

- A.** Tire clearance from doors and quarterpanels must be a minimum of 2" inches tire must be fully visible from the side no wheel skirts.

SPOILER:

- A.** Rear spoilers only - must be securely attached to top of rear body along entire width.
- B.** No material height adjustable type spoilers allowed. Spoiler may be hinged to rear body to allow for change in angle of deflection.
- C.** No more than three (3) spoiler supports may be used.
- D.** Spoilers may be made of sheet aluminum or a transparent material, such as Lexan, and of adequate strength.
- E.** All spoilers at Dixie/Rome will have a maximum size of 8" height, by 72" width.
- F.** Note: Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements, Spoilers will be measured according to total length of and width of material, in any shape.
- G.** "DIXIE SPEEDWAY" spoiler template will be used for spoiler supports.

CHASSIS / FRAME:

- A.** No aluminum frames or front clips. All frames must be of steel construction, and must be as minimum of 2" by 2" square, or rectangular, 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 material thickness of .083" inch. These frames must use 4130 chrome moly steel for construction.
- C.** No front bumpers allowed. Rear bumpers allowed, may be re-inforced, but no rear extensions except for push bar. Push bar must not extend more than 6" beyond rear quarter panels, and must have welded supports to frame at each end. In any case, bumper may not extend beyond center of rear tire.
- D.** Wheelbase a minimum of 101" inches at any time.
- E.** 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 at least 1- 1/2" in diameter, with a minimum material thickness of .083".
- E.** Roll cages must be welded to frame.

SHOCKS & SPRINGS :

- A.** Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
- B.** The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- C.** No cross connected shocks are allowed.
- D.** The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- E.** No "Rod Through" designs are allowed. "Rod Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- F.** No Inerters are allowed.
- G.** No rotating parts inside the damper.
- H.** No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- I.** No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers.
- J.** No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.
- K.** Springs must be made of steel.
- L.** Torsion bars are not allowed in rear.
- M.** Coil springs must be steel. Leaf springs may be composite or steel.
- N.** Only one shock per wheel is permitted at the left front, right front, right rear corners.
- O.** Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side of axle tube must mount to the birdcage.
- P.** One 5th Coil Shock permitted.
- Q.** One 90/10 must be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.
- R.** Bump stops and/or bump springs are permitted.
- S.** Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area.
- T.** Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
- U.** A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage.
- V.** The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS:

- A.** Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
- B.** Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. I.e. Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- C.** Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch.

REAR SUSPENSION MOUNTS:

- A.** Single shear mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
- B.** Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
- C.** Shear mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
- D.** Double shear mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with
- E.** steel or aluminum spacers only.
- F.** Only one (1) mechanical traction device is permitted.
- G.** Only one (1) pull bar or one (1) lift arm is permitted.
- H.** No other options are allowed.
- I.** Covers of any sort in any relation to the lift arm or pull bar are not allowed.

LIFT ARM & PULL BAR:

- A.** Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
- B.** Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shockspring coilover combination and a limiting chain.
- C.** One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
- D.** 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
- E.** Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis.
- F.** The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

RADIUS RODS:

- A.** All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock type radius rods are permitted.
- B.** Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped.
- C.** Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
- D.** Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
- E.** Only two (2) radius rods per side.
- F.** Radius rods must be spaced on the frame a minimum of 6"
- G.** Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
- H.** Measurements will be made from center of each radius rod bolt.

BIRDCAGES:

- A.** Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
- B.** Limited one birdcage (1) per side.
- C.** Shock(s) and radius rods must mount to the birdcage.
- D.** Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- E.** All brackets or mounts attached to the birdcage must be bolted or welded solid.

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.

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.** Drive train must have transmission, mounted on rear of engine - no direct drive or in-out 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.

REAR END:

- A.** Any type of rear end / differential permitted.

BRAKES:

- A.** All cars must have operational four wheel braking.
- B.** No carbon fiber brake parts will be allowed.

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.
- D.** Maximum width, side to side on outside of front tires 90" inches.
- E.** Maximum width, side to side on outside of rear tires 88" inches.

TIRES:

- A.** Dixie Speedway tire rule for 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 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

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.** Any car that registers over 100 decibels during qualifying will lose its time and start in the rear.
- F.** No deliberate air leaks, vents, holes, etc.
- G.** Any car that loses a muffler will automatically be disqualified.
- H.** Any car that is judged to be too loud, by the track Officials, under race conditions, will be black-flagged.

ENGINES:

- A.** Engine setback will be 6" (six) inches maximum for all engines measured from center of top ball joint to most forward spark plug. (1 inch Tolerance)
- B.** All heads are limited to 1 (one) spark plug and 2 (two) valves per cylinder.
- C.** No titanium, or other "exotic" material, crankshaft or connecting rods allowed.
- D.** There must be an inspection hole, minimum 1" inch diameter in oil pan for Rod & Crank inspection or be willing to pull oil pan for inspection.
- E.** One four-barrel carburetor only of any manufacture. No turbo-chargers, blowers or fuel injections. All engines must be naturally aspirated.
- F.** Mechanical fuel pumps only, No electric fuel pumps and no pressurized fuel systems.
- G.** Magnetos permitted, but all cars must have an operating self-starter.
- H.** The GM /CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

A- ENGINE: 2250 LBS.

All cast iron Heads and Block or Cast Iron block and Aluminum heads.
8" Spoiler
6" inch maximum engine set back.
(1 inch Tolerance)

B- ENGINE: 2350 LBS.

All Aluminum Block & Heads
 8" Spoiler
 6" inch maximum engine set back.
 (1 inch Tolerance)

C - ENGINE: 2300 LBS.

GM / CT525
 8" Spoiler
 6" inch maximum engine set back.
 (1 inch Tolerance)

WEIGHT:

- A.** A-engine /with driver **2250lbs.**
- B.** B-engine /with driver **2350lbs.**
- C.** C-engine /with driver **2300lbs.**
- D.** One pound per lap weight allowance after race.
- E.** No weight allowance after time trials.
- F.** Minimum weight will be measured with driver in car.
- G.** No rear end or wheel covers allowed on car while car is being weighed.
- H.** 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.
- I.** No weight may be attached to rear bumper.
- J.** No lead pellets or liquid weight.
- K.** No driver operated weight adjustment devices.
- L.** All cars must have specified weight posted on top right side of car.
- M.** Track reserves the right to adjust weights in interest of competition should it deem necessary.

SUPER LATE MODEL PROTEST FEES:

\$200.00 Rod & Crank inspection
 (Pan must have inspection hole, If not pan must be removed)
 \$100.00 Engine Setback (1 inch Tolerance)
 \$100.00 Gas
 \$300.00 Claim Rule on each ignition box this includes all brands
 \$100.00 Wheel (Tire must be removed)
 \$100.00 Mufflers

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



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