

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.



2020 OPEN WHEEL MODIFIED

Transponder & RaceCeiver Required

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

ENGINE RULES:

ENGINE OPTION #1

- A.** GM part number 88958602/19258602
- B.** Chevrolet Performance 602 engines with the new GM factory cap sealing systems will receive a 50 pound weight break.
- C.** These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from GM. Engines must be sealed with original GM seal bolts or the new GM cap seals, No R/M bolts will be allowed. All crate engines must be sealed. We will allow series seals if we can verify the seal system of the series.
- D.** Crate engines must not be altered, modified or changed from factory specs.
- E.** 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.

- F.** 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.
- G.** On all Engine's the GM serial number must be clearly visible to technical inspectors.
- H.** No vacuum pumps or evac system of any type.
- I.** Any violations of the engine rules and/or factory specs inside or outside the sealing bolts of the engine will result in the driver being disqualified from that race and you automatically forfeit all prize money and points for that race.
- J.** May run one four-barrel carburetor only.
- K.** Chevrolet Performance 602 circle track engines perform best with a quality 650 cfm carburetor.
- L.** All carburetors must have conventional style floats along with needles and seats.
- M.** No individual cylinder tuning or equivalent allowed.
- N.** All carburetors must have conventional "Holley-Style" straight or down leg boosters; no exceptions.
- O.** May run 1" maximum carburetor spacer .040" tolerance (spacer must not extend into the intake manifold at any point) with two (2) standard thickness carburetor gaskets .070" maximum thickness.

ENGINE OPTION #2

- A.** Maximum 362 cubic inch. No stroke, No de-stroke. Factory cast iron production block.
- B.** Chevrolet cast iron 23* cylinder head. No raised runner heads.
- C.** Maximum valve size: 2.02" intake and 1.6" exhaust. No porting or polishing.
- D.** Stud mount rockers only, No stud girdles, Stock diameter valve springs only, 1.260" maximum o.d. Beehive springs allowed, 1.320" maximum o.d. any manufacturer (Chevy, Ford, or Dodge).
- E.** No double valve springs.
- F.** Steel or cast cranks and rods. No exotic material cranks or rods. (example: aluminum or titanium)
- G.** Flat top pistons only.
- H.** Flat tappet camshaft only, No roller cams.
- I.** Must run 500 cfm 2 barrel carburetor, Carburetors will be checked with go-no-go gauges top to bottom, May run 1" maximum carburetor spacer .040" tolerance (spacer must not extend into the intake manifold at any point) with two (2) standard thickness carburetor gaskets .070" maximum thickness.
- J.** All carburetors must have conventional style floats along with needles and seats.
- K.** No individual cylinder tuning or equivalent allowed.
- L.** All carburetors must have conventional "Holley-style" straight or down leg boosters; No exceptions.
- P.** No vacuum pumps or evac system of any type.
- M.** Any violations of the engine rules will result in the driver being disqualified from that race and you automatically forfeit all prize money and points for that race.

SAFETY RULES:

- A.** Safety is the primary responsibility of the racer!!
- B.** All tracks' general safety rules apply at all time to everyone participating.
- C.** We strongly recommend the following:
- D.** All drivers wear full fire suit, shoes, and gloves.
- E.** All cars have fully charged fire extinguisher mounted within reach of driver.
- F.** All cars have a quality fuel cell, with roll over valve (check valve) in fuel cell vent.
- G.** Driver's side window net.

DISTRIBUTOR:

- A.** Any electronic distributor type ignition system allowed.
- B.** No crank trigger or distributor less multi-coil or magneto ignition systems.
- C.** MSD box 6AL and 6ALN will be allowed this is the only box's allowed.
- D.** There is a \$400.00 claim rule on each ignition box. (See Claim Rule Section for more info.)
- E.** No electronic traction control devices allowed!
- F.** MSD boxes may be confiscated by officials at any time.

ENGINE SETBACK RULE:

- A.** Engine bellhousing flange to center of axle tube – 70" minimum.

WEIGHT:

- A.** Cars equipped with Chevrolet Performance 602 engines (engine option #1) must weigh 2,400 lbs. if equipped with the new GM factory cap seal sealing system, can weigh 2,350 lbs.
- B.** Cars equipped with "built" engines adhering to the specifications in engine option #2 must weigh 2,600 lbs.
- C.** Weight must be securely fastened with a minimum of two (2) ½" or larger bolts, and painted white with the car # on it as well.
- D.** Any car that loses weight during any race will be disqualified for that race.
- E.** All cars must have specified weight posted on top right side of roof.
- F.** One pound per lap weight allowance after race.

FUEL CELL / FUEL:

- A.** An approved fuel cell mandatory (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. Pump gas may contain up to 10% ethanol as allowed by law.
- E.** E85 Fuel is allowed, Fuel must water test and check within 2% at any time checked, (ETHANOL- MAX 87% - MIN 83%)
- 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.

FUEL PUMP:

- A.** Stock location block mounted mechanical fuel pump only.
- B.** No cam driven, belt driven or electric fuel pumps.

STARTER, POWER STEERING, AND WATER PUMP RULE:

- A.** Starter must be block mounted in stock location.
- B.** No reverse mount starters.
- C.** All cars must have starter in working order.
- D.** No reverse mount power steering pumps.
- E.** No electric water pump.
- F.** No electric fans, manual fans only.

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.** Headers must have four (4) tubes into one (1) collector of a consistent diameter.
- E.** No tri-y headers, 180 degree headers, or merged headers allowed.
- F.** No square-tube headers allowed.
- G.** All cars must register under 100 decibels.
- H.** No deliberate air leaks, vents, holes, etc.
- I.** Any car that loses a muffler will automatically be disqualified.
- J.** Any car that is judged to be too loud, by the track Officials, under race conditions, will be black-flagged.

ROLL CAGE:

- A.** Must be constructed of minimum 1.5" o.d. steel tubing, with a minimum wall thickness of .095".
- B.** Minimum of 3 door bars, minimum 1.5" o.d. and .083" minimum wall thickness on driver's side.
- C.** Minimum of 2 passenger side door bars.
- D.** Driver's head/helmet should not protrude outside of cage with helmet on.

BODY:

- A.** See diagram for specific body measurements.
- B.** Full size fiberglass or aluminum roofs, No dished roofs allowed.
- C.** Sail panels – must be solid and meet dimensions in attached diagram, must be mounted within 2" of outside edge of interior deck.
- D.** Rear spoiler – 4" maximum material height, and maximum 67" wide, Maximum three (3) spoiler braces allowed, must be mounted in line. No wings, lips, or fins of any type allowed.
- E.** Aluminum nose panel must be flat, with a maximum 2" side fins allowed on nose.
- F.** Engine compartment must remain open, with no side panels.
- G.** Nose pieces may be maximum 42" width, centered between frame rails, and must not extend past the leading edge of the front bumper.

TRANSMISSION AND DRIVELINE:

- A.** No straight/direct drives or out boxes.
- B.** Bert, Brinn, or equivalent allowed.
- C.** Drive shaft loop mandatory on all cars. Must be mounted 5" to 8" behind front u-joint of drive shaft. All drive shafts must be painted white for safety.

SUSPENSION RULES:

- A.** No data acquisition devices of any type allowed.

FRONT SUSPENSION:

- A.** No spring rubbers. No progressive springs.
- B.** Stock lower control arms must be mounted in stock location.
- C.** Any stock passenger car spindles.
- D.** One spring allowed on each corner, Must be a minimum of 5" o.d.
- E.** Tubular upper a-frames allowed, Upper a-frame mounts may be relocated
- F.** No bump stops of any type allowed.
- G.** No chains/limiters of any type allowed.
- H.** Stock type steering box, No rack and pinion, stock center link.

- I.** Steering Quickener allowed.
- J.** Tie rods may be tubular and made with heim joints.
- K.** Steel brake rotors and calipers only.
- L.** No aluminum suspension parts allowed.

REAR SUSPENSION:

- A.** Three (3) link suspension setups must adhere to the following requirements.
- B.** No spring rubbers, No progressive springs.
- C.** Quick change rear ends allowed must have steel axle tubes, hubs, rotors, and drive flanges only.
- D.** No gun drilled axles.
- E.** Steel brake rotors and calipers only.
- F.** No aluminum suspension parts permitted.
- G.** All rear suspension mounts and/or bracket must be welded or bolted solid.
- H.** One spring allowed on each corner, all springs must be a minimum of 5".
- I.** All rear springs must be mounted centerline of rear end housing.
- J.** No sliders.
- K.** Lower control arms must be a maximum length of 24" and minimum of 15".
- L.** Upper control arm should be constructed of solid material located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft (1" tolerance), No movable brackets.
- M.** One panhard bar, minimum 23" length, may be mounted behind the rear end housing.
- N.** J-bar may be used, minimum 19 ½" length, Must be mounted from left side of chassis, to the right side of drive shaft.
- O.** Rear springs must be mounted on top of axle tube; Center of spring must be center of axle tube, zero tolerance!

STOCK OEM SUSPENSION SETUPS MUST ADHERE TO THE FOLLOWING REQUIREMENTS:

- A.** Lower control arms must remain in stock location on chassis.
- B.** Lower control arms must be mounted no lower than 2 ¾" from bottom of axle tube.
- C.** Upper control arms must remain in stock location on chassis.
- D.** Upper control arm mounts 7 ¾" from center of axle tube to center of mounting bolts.
- E.** Leaf spring suspension – any leaf spring allowed, No coil springs allowed.
- F.** No bump stops of any type allowed.
- G.** Solid limiting chain allowed on left rear suspension only.

CHASSIS AND FRAME:

- A.** Wheelbase – minimum 108", maximum 112".

SHOCKS:

- A.** Only one (1) steel bodied, symmetric (same size/diameter), non-adjustable shock per wheel.
- B.** No Schrader valve shocks, no piercing valves.
- C.** Shocks valving or gas pressures may not be adjustable at race track.
- D.** No air shocks, No remote reservoir shocks.
- E.** No bump stops internal or external, bump springs or spring rubbers of any kind.
- F.** No shock covers.
- G.** Front shocks must extend 7" minimum, and must be fully collapsible.
- H.** Rear shocks must extend 9" and be fully collapsible.

SHOCK CLAIM:

- A.** Shock claim \$200.00 per shock, spring and hardware not included shock only, must finish in the top 3 and be on the lead lap. Refusal to allow shocks to be claimed will result in driver automatically forfeit the win, all prize money and points for that race.
- B.** No reverse shock claims, cannot claim shocks from cars that finishing behind you.

WHEELS AND TIRES:

- A.** 8" steel wheels maximum, Stock type lug pattern only, No wide 5 wheels or adapters.
- B.** Beadlocks wheels allowed on right side only
- C.** Hoosier H-500 tires only.
- D.** No grooving, No sipping, No needling.
- E.** Grinding and buffing of tires is permitted, No visual cuts should be present on tires.
- F.** Use of carbide/nail style discs is prohibited.
- G.** Tires must remain in factory manufactured condition.
- H.** Any alterations from factory manufactured tires is prohibited, all decisions are final.
- I.** No chemically altering of tires.

OPEN WHEEL MODIFIED PROTEST FEES

\$400.00	One Head (2 valves will be pulled)
\$300.00	Oil Pan
\$150.00	Tire (per tire)
\$100.00	Engine Setback (1" Tolerance)
\$100.00	Gas
\$100.00	Wheel (Tire must be removed)
\$100.00	Mufflers

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

NOTE: THE 8 RULE / we will allow .008 thousandths on the bore, stroke and valve size of built engines.

Disqualification of race, 0 points, \$0.00 in prize money won during the race and if you are running a 602 there will a \$300.00 fine if the disqualification is motor related. The \$300.00 fine must be paid before you can return to competition at Dixie or Rome.

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



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