

2026 DIXIE RULES

DIXIE/ROME TIRE RULE - NEW FOR 2026

TIRES WILL BE OPTIONAL

Any Hoosier or American Racer This Tire Rule is for:

- 602 Beginner
- 602
- 604
- Dixie Late Model

2026 TRACK RULES ALL DIVISIONS

1. Track official's decision will be final. We cannot make the rules fit everyone's needs and desires. So if you run, please be willing to go by the rules outlined in this book.
2. Dixie/Rome Speedway is private property. Through your purchase of a pit pass, you have been given the privilege to enter a restricted area. By signing the waiver, you agree to abide by the rules and regulations set forth by Dixie/Rome Speedway. Therefore, the management reserves the right to revoke and/or deny this privilege at any time if it is felt that your presence or conduct is not in the best interest of the speedway, fellow competitors, or the fans.
3. The first three (3) cars in all divisions must cross scales after the race; also the first three cars are subject to track inspection.
4. Prize money will not be held for anyone, it must be picked up the night it's earned by the driver only. No exceptions.
5. Must be 16 years of age or older to compete. You may be required to submit a copy of your birth certificate. If you are under 16 years of age, your parents must sign a Parental Consent Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement form before you can compete.
6. Anyone caught drinking or using marijuana/controlled substances will be suspended. First offense the next race, second offense the next 2 races, third offense suspended for one season. All drivers are subject to a breath test. Any driver or pit crew caught drinking alcoholic beverages at any race will automatically forfeit any prize money said car has won for that race.
7. Any driver, pit crew member, or anyone that enters another driver's pit area to provoke, curse, or threaten someone will receive a minimum of a 2 race suspension on the 1st offense and loss of pit privileges for the remainder of the season on the 2nd offense.
8. Away from either driver's pit area, both drivers and pit crew members will be considered aggressors and will receive a 2 race suspension.
9. However, nothing shall prohibit the track officials from administering any penalty, including immediate removal from the premises or permanent suspension of track privileges to driver, owner, or pit crew member whose conduct, in the complete discretion of the track officials, represents a threat to the orderliness of track operations or the safety of others.
10. Any driver who enters the grandstand area and/or proceeds to enter without an invitation and conducts him or herself in an unsportsmanlike manner may be suspended.
11. An adult must accompany children under age 14 in the pit area at all times. All children must stay clear of the scale area at all times. Drivers, Pit Crew Member's and Spectators in the pit area, it is your responsibility to know where your children are at all times. Failure to do so could result in loss of pit privileges.
12. Any one that curses, threatens, or puts their hands on a pit official will lose all pit privileges for the remainder of the season.

13. Any driver who intentionally hits a car under caution or after the race will be disqualified, lose all money for that night and be suspended for a minimum of 2 races.
14. Rough driving any driver deemed to be intentionally driving rough under green flag conditions will be penalized; 1st offense put to the rear of the field, 2nd offense black flagged and sent to the pits losing all money for that race.
15. Any incidents that are judged to be deliberate acts of aggression whether on or off the track, under green, caution or red will result in being disqualified and/or suspended.
16. In the event a driver is spun due to someone else's rough driving, that driver will get their position back. This rule is not intended to eliminate competition or accidental contact, it is intended that deliberate contact or rough driving will be penalized,
17. After the first lap, laps will count when the leader plus 1 will be a complete lap.
18. In the event of a caution, any car or cars that come to a stop due to being involved in the accident, the caution flag was displayed for will line up in the rear for the restart.
19. Any car for which the yellow flag is displayed for must restart in the rear.
20. Any car or cars caught illegal after the feature receives no money.
21. Refusing to obey officials could result in laps taken away or suspended.
22. A driver going to the pits under yellow or red must go to the rear of the field.
23. Any driver that gets out of his or her car on the track under a caution or red flag will be put in the pits. Do not get out of your car unless you are prepared to go to the pits. The only time this rule will be excused is for safety reasons, fire, ect.
24. Driving in the pit area, it is the driver's responsibility to drive slow and under control at all times in the pit area. Any driver that drives reckless or out of control at the discretion of officials could lose all pit privileges.
25. No one is allowed on the racetrack at any time, in the event of a caution/red flag situation, only pit officials are allowed on track. In the event that someone other than pit officials are on the track during race, caution, or red flag (unless permitted by a pit official) will receive a minimum 2 race suspension on the 1st offense and loss of pit privileges for the remainder of the season on the 2nd offense.
26. Racetrack crossing, the back gate stays closed during the race. No one is allowed to stand at the pit gate entrance inside or outside the pit and will only be allowed to cross track after the checkered flag in each division.
27. No work can be done on race cars on track. All work on race cars must be done in the pit area.
23. If a car sustains any damage on the racetrack that requires repairs, the car must go to the pits for the necessary repairs. Track officials or wrecker officials will not make repairs.
29. Any car that brings out the yellow flag 2 times in a single car caution must go to the pits.
30. A race car can only compete in one division per race night.

31. Drivers will be paid according to laps completed. The payoff on a red and checkered flag will be the same as a restart.
32. All cars are subject to inspection by track officials at any time.
33. Sign-in, it is the responsibility of the driver to sign-in under the correct division and use his or her correct name. Driver's name competing must match the sign-in sheet. In the event of a driver change, officials must be notified so the sign-in sheet can be changed prior to the start of any competition of the drivers division.
34. Any car that pulls into the pit and re-enters the track under green and stops will be automatically put back into the pits. This applies on starts and or restarts.
35. Track reserves the right to add weight to any car in order to offset any minor rule violations. Official's discretion will be utilized.
37. Top 3 Cars will be checked at the scales.
38. Dixie & Rome Speedway reserves the right to place drivers in the division most suited for them according to their performance level. This may require a driver to move up to the next division. Track officials will make this decision based on the number of wins, championship wins, and/or the performance level of a driver. Track also reserves the right to handicap.
39. All 4-wheelers, golf carts, motorcycles or personal transportation vehicles must purchase a (PTP PASS) Personal Transportation Pit Pass. The PTP pass must be purchased at the pit gate at the same time you purchase your pit pass. The cost of the PTP pass is \$10.00 per race event. All PTP passes must be displayed on the personal transportation vehicle. Anyone under the age of 16 operating a personal transportation vehicle must be accompanied by an adult.
40. In the event a driver is suspended - that suspension will start at the next scheduled local event whether it is at Dixie or Rome and continue until completed no matter which track is next on the schedule, rainouts are not a race and do not count.
41. In the event of a low car count in a division, Dixie and Rome Speedways reserves the right to amend, reschedule, postpone or delete a division with a low car count.
42. Anyone entering Dixie or Rome Speedway must purchase a ticket. If you do not purchase a ticket, you may be banned indefinitely from all events at Dixie & Rome.
43. Back-Gate, after the race is complete and you receive the checkered flag, all cars must enter the pits at the back straightaway pit gate and the top 3 go straight to the scales.

CHANGES / SUBSTITUTIONS

1. At the discretion of the Race Officials. Teams may change cars or drivers at any time between qualifying, heat races, last chance, and the start of the main feature. However, any change will result in the driver starting in the rear of his or her heat race, last chance, and/or feature race.

2. Drivers must notify the Race Officials of any desired change, so that Prize Money may be awarded correctly.
3. NOTE: For all races, once the field has been given the first green flag for a start, NO changes of car or driver will be permitted, even if the start becomes void.

TRACTION CONTROL DEVICES

1. All Traction Control Devices are strictly prohibited during any form of a Dixie or Rome event, race or practice/test session.
2. Any traction control device utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
3. Any remote controlled device inside or outside the cockpit of any competitor's race car is strictly prohibited.
4. A competitor found with any of the above mentioned will lose the complete device permanently and will be disqualified and may be suspended.
5. There is a \$500.00 claim rule on each ignition box that includes all brands. (See Claim Rule Section for more info.)

STARTS

1. After the "one lap to go" signal has been given, the inside pole car will set and maintain a controlled pace around to turn 3, with the front row running side by side. [Provided that the lineup is good, the flagman will start the race in the starting barrels in turn 4.
2. Anticipating the start, or firing before the starting barrels will be considered a penalty and the offending driver or drivers will be put back one row.
3. In the event of a caution, before the first lap is complete, due to a multi car accident, the field will be lined-up for a complete restart in the original grid order, provided there are no penalties to be assessed. In the event you go in the pits you must be back on the track to take the "one lap to go" signal to get your original starting position back, if not you must go to the rear.
4. In the event of a caution, before the first lap is completed and you go to the pits and don't make it back out to the "one to go" signal you can move up to the next class and race.

DOUBLE FILE RESTARTS WITH THE LEADER OUT FRONT

1. All divisions will use the double file restarts on all Dixie & Rome races.
2. When a caution flag occurs after the first lap is completed, the cars will line up single file. When officials conclude every car is in proper position, the signal will be given to the field and the leader will move up to the front row alone while the 2nd place car may choose inside or outside lane, the rest of the field will line up as they were running.

3. On double file restarts, the leader starts the race in the center of turn 4 cars must not "lay back" in an attempt to get a roll or run on the cars in front of them.
4. Any car that is judged to be jumping the start will be penalized one row. There will be no warnings. If the same car is judged to be jumping a second time in the same race, it will be penalized to the rear of the field.
5. Any driver who comes to a stop during the race, and in the opinion of the Officials, has done so deliberately to cause a restart, will be put to the rear before the race is restarted.

FLAGS

GREEN FLAG:

Start the race.

YELLOW FLAG:

Everyone slows down to a safe speed and follows the car you were behind the last green lap. You will be lined back up on the track where you were running, not the position that you are running.

RED FLAG:

This flag means danger, stop as quickly as possible. Do not pass the flagman when this flag is displayed. The cars will be again lined up as they were running on the last green lap.

BLACK FLAG:

This flag means pull into the pits.

LAP FLAG:

Blue with a yellow stripe. Displayed to cars being lapped, must allow lead cars to pass.

WHITE FLAG:

One lap to go.

CHECKERED FLAG:

Finish, the race is over.

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/he 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.

Track reserves the right to delete, change, or amend rules in the interest of competition. 2026 Dixie and Rome Speedway all rights reserved.

Please remember that we are here because of the fans, and sponsors.

If they don't benefit, neither will we. While we understand that this competition involves financial stakes, there is no excuse for bad or unruly behavior, which could tend to bring the track into disrepute.

Dixie & Rome Speedway is a professional organization providing a place for you to race and will conduct itself in its dealings with everyone including fans, drivers, team drivers, track sponsors and the media. The track therefore expects the same from its drivers, Team Members and Team Sponsors. The track and officials therefore reserve the right to take disciplinary action against anyone who brings the track into disrepute by their actions, either on or away from the track

2026 PROTEST AND CLAIM RULE

- A. Must finish in the top three and be on the lead lap to protest. May protest any top three finishers. Any car in the top three found illegal at scales or track's regular tech may not protest. All protests must be filed along with a protest fee (CASH ONLY) to the inspector within 5 min of the completion of the race. The protested driver will have the right to protest the car that filed the original protest. A 5 minute time limit will apply after the inspector notifies the protested driver.
- B. Refusing to tear down, you automatically forfeit all prize money for that race.
- C. If you teardown and are found illegal, you automatically forfeit all prize money for that race and you will be placed on probation for the remainder of the season.
- D. Teardown time 2 hours maximum from the time the inspector gives permission to start. If more than one item is protested, the inspector may allow extra time for teardown.
- E. Protested car may have three people in the pin at teardown. Two to tear down and the third being driver, owner or representative. The protesting driver may have one being driver/owner or representative. All persons in the pin will conduct themselves in a sportsmanlike manner. If not, the inspector can and will call off protest, disqualify, or bar persons that do not behave accordingly.
- F. The moment a teardown or inspection begins, the track will retain 20% of all protest fees regardless of the outcome. If a driver refuses to tear down, the driver that filed the protest will be refunded 100% of his or her money. If a protesting driver is found legal, he or she will receive 80% of money filed by the protesting driver. If the car is found illegal, the protesting driver will be refunded 80% of his or her money.
- G. Inspector's discretion will be utilized in determining cars legality, Ruling will be final.
- H. During teardown, all oil and antifreeze must be drained into an approved container, located in the center of pits. Any one caught dumping oil or antifreeze on the ground will be suspended.

IGNITION BOX CLAIM RULE

Must finish in the top ten and be on the lead lap to claim an ignition box. You may claim the ignition box of any one that finishes in front of you. All CLAIMS must be filed along with a claim fee of \$500.00 claim rule on each ignition box, this includes all brands (CASH ONLY) to the Tech inspector within 5 min. of the completion of the race. If a driver refuses to sell their ignition box, he or she will be disqualified.

ITEM WITH CLAIM \$500.00 CLAIM RULE ON EACH IGNITION BOX THIS IS ALL BRANDS.

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2026 Beginner Class Rules

Transponder & RaceCeiver Required*

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

Dixie & Rome Speedway reserves the right to place drivers in the division most suited for them according to their experience and/or performance level.

Once you win three races you must move out of this division*

BODY:

A. Standard dirt style aluminum bodies allowed. Top of rear deck to ground max. 39"

Maximum width top of rear deck 72"

Maximum width of rear end at the widest point max. 76"

Window opening must be a min. 14" front and rear of the window

B. No front push bars will be allowed. If you feel you need some protection for the radiator you may build a guard using tubing, but all tubing must be kept completely behind the front bumper in the grill area. If you have a body style with a plastic nose piece all guards must be behind the nosepiece

C. RaceCeiver Required, no other radios or communication equipment or mirrors allowed in the car at any time.

D. Snout car spoiler may have a maximum size of 8" height, by 72" width with 8"sides. Jig car spoiler may have a maximum size of 4" height, by 72" width with 8"sides.

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.

E. Three spoiler braces allowed, braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.

F. A metal firewall must encompass the driver's compartment - front, rear, sides and floorboard.

SNOUT CHASSIS FRAME & RAILS:

A. Frame from snout to the rear of the car with a minimum of 2"x 3" or 1-3/4 round material, and must be .083-wall thickness.

B. Front snout, stock Camaro or the Optional Howe Racing I-LM direct replacement Camaro front clip Part#358-8-01 (2x4 Rails and stock lower A arms and steering box) Howe clip must have the Howe Inspection tags in place to be legal.

C. Steering racks allowed.

D. One shock per wheel, No air shocks, no adjustable or canister shocks.

E. No progressive springs or stacked springs, one spring per wheel, Can have traction shock

F. Flat wire take-up springs allowed, 0.150 maximum wire thickness.

G. Non- adjustable gas shock with Schrader valve will be allowed.

H. One (1) bump stop allowed on the right front only, any type.

I. Shock covers are allowed, if asked you must remove them for tech inspection.

SHOCK CLAIM SNOOT & JIG CHASSIS:

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 the driver automatically forfeit the win, all prize money for that race.

Ba No reverse shock claims, cannot claim shocks from cars that are finishing behind you.

SNOOT CHASSIS FRONT SUSPENSION & STEERING:

- Tubular upper control arms and mounts allowed. B. OEM Lower control arms for make & model required. C. 5" minimum O.D. on coil springs one spring per wheel.

SNOOT CHASSIS REAR SUSPENSION

SNOOT CHASSIS LEAF SPRING CARS:

A. Slide boxes on leaf spring cars allowed

B. Coil overs or coil over eliminators one per wheel allowed.

C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.

D. One shock per wheel, No air shocks, no adjustable or canister shocks

E. Rear limiter chain allowed, May use these types limiters, rubber bushing type or spring type, No shock type limiters.

F. Flat wire take-up springs allowed, 0.150 maximum wire thickness. H. Non - adjustable gas shock with a schrader valve will be allowed.

I. One (1) bump stop allowed on the right front only.

SNOUT CHASSIS COIL

SPRING CAR:

B. Rear lower control arms must be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes. No spring loaded or shock type lower control arms.

C. Top bars of the three link setup can be spring bar or rubber bushing torque links, lift bar, pull bar or Reese bar, etc.

D In addition to the top bar a 90-10 shock will be allowed.

E. Panhard bar or J-bar allowed.

F. Coil over eliminators or coil over shocks allowed on rear only.

G. One shock per wheel, No air shocks, no adjustable or canister shocks.

H. No progressive springs or stacked springs, one spring per wheel, of any kind, only one spring and shock per wheel.

I. Flat wire take-up springs allowed, 0.150 maximum wire thickness. J. Non - adjustable gas shock with Schrader valve will be allowed.

J. Shock covers are allowed, if asked you must remove them for tech inspection.

OPTIONAL JIG CHASSIS WITH GM 602 ENGINE ONLY:

- A. All frames must be of steel construction, square or rectangular frame must have a min. of 2"x2" material and .083 wall thicknesses, Round tube frame must be min. Of 1-3/4".083
- B. Standard 4 bar rear suspension, No spring loaded or shock type 4 bar rods must be standard solid 4 bar rods.
- C. Standard one piece bird cages, No split bird cages.
- D. Rear limiter chain allowed, May use these types limiters, rubber bushing type or spring type, No shock type limiters.
- E. One mechanical traction device allowed, either 5th coil or torque link, not both.
- F. One shock per wheel, No air shocks, no adjustable or canister shocks.
- G. Non- adjustable gas shock with Schrader valve will be allowed.
- H. Coil covers front and rear, No stacked springs, No progressive springs, one spring and shock per wheel. May use traction shock left rear only.
- I. Flat wire take-up springs allowed, 0.150 maximum wire thickness, except left rear.
- J. One (1) bump stop allowed on the right front only.
- K. Shock covers are allowed, if asked you must remove them for tech inspection.
- L. Jig car spoiler may have a maximum size of 8" height, by 72" width with 8" sides
- M. GM P/N # 19258602 - 350 CID / 350 HPGM engines may be purchased at any GM dealer.
- N. 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.
- O. 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.
- P. No vacuum pumps or Evac system of any type.

Q. All crate engines must be sealed with factory bolts or seals from some other series. We will allow other series seals if we can verify the seal system of the other series. NO RIM bolts.

ROLL CAGE:

- A. All cars must have a suitable steel roll cage protecting the driver's compartment.
- B. Side roll bars are mandatory, and must extend into door panels; a minimum of three bars must be used on the left side and two on the right side.
- C. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall thickness.
- D. Roll cage must be welded to the frame.
- E. Seat must be fastened to roll bars or rail.

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 the left side of the car and securely attached to the 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 the car.
- F. Battery must not be located in the 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.

K. Seat Belts are no older than 3 years.

NUMBER:

A. Number must be at least 18" inches high and on both sides and top of the car.

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. Pump gas or racing gas. Pump gas may contain up to 10% ethanol as allowed by law.

C. E85 Fuel is allowed, Fuel must water test and check within 2% at any time checked, (ETHANOL- MAX 87% - MIN 83%)

D. No alcohol, No methanol, nitrous oxide, or chemical additives including but not limited to Propylene Oxide, Nitro Methane, Nitro Propane or any Nitrate additives.

E. Gas must pass the acid test.

REAR END:

A. Quick change rear ends with steel or aluminum tubes allowed.

WHEELS:

A. Steel wheels or aluminum wheels only, 14" inch maximum width.

B. Bead locks permitted.

BRAKES:

A. Four-wheel disc brakes permitted.

B. No carbon fiber brake parts permitted. C. No floating caliper mounts.

TIRES:

A. Dixie & Rome Speedway tire rule SEE NEW TIRE BULLETIN.

B. Grooving, sipping and buffing tires permitted.

C. All tires must have all numbers, codes and names on the tire. No grinding off of numbers, codes or names, any tire that has been altered will be illegal.

D. 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.

E. Tires available on race night or call in advance to arrange pick up.

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

EXHAUST REQUIRED AT DIXIE AND ROME:

B. Collector type headers required 4 tubes into one collector.

C. No 180 headers. No Tri-y headers.

D. All cars must register under 100 decibels.

TRANSMISSION:

A. Must have at least one forward and one reverse gear in working order.

B. No straight drives or in-and-out boxes.

C. Reverse mount power steering pumps allowed.

STARTER:

A. All cars must have a starter in working order.

ENGINE SETBACK:

A. Snout Chassis front most fONard spark plug must be in line with or in front of the top ball joint. (1" tolerance).

B. Jig Chassis 6 inches from number one spark plug (1" tolerance).

ENGINE:

A. All engines have a maximum bore size and must be standard stroke for the engine being used.

B. Small blocks only, No big blocks.

C. No vacuum pumps or Evac system of any type.

BLOCK:

A. OEM Cast iron V-8 block only.

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

C. OEM main caps only, No after-market main caps, No splayed, studed or strapped main caps

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

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

F. May surface deck of block.

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

CRANK:

A. Standard production OEM or Stock Replacement cast crank only.
(NO STEEL CRANKS ALLOWED)

B. Must be a standard production stroke for the engine.

EXAMPLE.

327cid Chev - 3.250 / 350cid Chev -3.480 / 302cid Ford - 3.000

351cid Ford - 3.500 / 360cid Chrysler - 3.580

C. No stroking or destroking, No lightening or knife-edging crank.

D. No turning down counter weights or drilling crank pins.

E. Eagle & Scat cast stock replacement standard weight cranks will be allowed.
The thru holes will not be considered "drilling the crank pins" due to the cranks being manufactured with the thru holes.

F. May balance engine.

RODS:

- A. Stock length OEM or Stock appearing replacement rods.
- B. Press pins only, No floating pins allowed.
- C. No polishing rods.
- D. 3/8 Rod bolts or cap screws only, NO 7/16.
- E. No 6" rods allowed. F. No sportsman type rods.

PISTONS:

- A. Ford and Chevrolet must have Four (4)-eyebrow cast or hypereutectic pistons only.
- B. Chrysler must have Four (4) eyebrow cast or hypereutectic pistons only.
- C. No two (2) eyebrow pistons allowed.
- D. No dome pistons.

CAM:

- A. Hydraulic flat tappet only.
- B. No roller or mushroom or radius cams.

LIFTERS:

- A. Hydraulic lifters only.
- B. Anti-pump-up lifters permitted.
- C. No cheater hydraulics or modified lifters.
- D. No roller or mushroom or radius lifters.
- E. No lifter-retaining tray.
- F. Lifter must be OEM diameter for engine, Chevrolet .840, Ford.875, Chrysler.901.

TIMING CHAIN:

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

HEADS:

A. OEM standard production & stock replacement cast iron heads permitted, All heads must have casting numbers and numbers must be readable at the time of a cylinder head check. And remain AS - CAST.

B. Combustion Chamber cc limit minimum. Chevrolet 60cc
Chrysler 62cc
Ford 58cc

C. Chevrolet straight plug heads only.

D. Engine Quest CH3501 IMCA head & CH350C VORTEC head permitted.

E. Chevrolet Vortec heads casting # 062 & 906 permitted.

F. World Products (Stock Replacement) Chevrolet heads casting # 1-052, Ford heads Casting # 1-056 permitted.

G. Chrysler standard production and Engine Quest #318A & B cast iron heads permitted.

H. No Chevrolet Bow Tie, Bow Tie Vortec and No Chrysler W2 or Ford SVO heads.

I. Steel valves only, No titanium.

J. Maximum size for Chevrolet Int. 1.940, Exh. 1.500 Maximum size for Chrysler Int. 1.940, Exh. 1.624

Maximum size for Ford Int. 1.940, Exh. 1.600

K. Valve stem diameter 11/32 minimum for all engines.

1. No undercut stem valves allowed.

M. Any type guides permitted.

N. Single valve springs only (No duel springs).

O. Steel retainers required.

P. No stud girdles allowed.

Q. Guide plates allowed.

R. Screw in studs permitted 3/8 Maximum diameter.

S. Stamped steel rocker arms only.

T. No roller tip or roller rocker arms allowed.

U. No after-market shaft or pedestal mount rocker arms allowed on Chevrolet.

V. If standard production head came with shaft or pedestal mount rockers they will be allowed.

W. Racing valve job permitted, Machine cuts only.

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

Y. Y. No port matching or deburring intake or exhaust runners.

Z. No blending valve job to casting.

HARMONIC BALANCER:

A. Fluid damper allowed.

OIL SYSTEM:

A. Wet sump oil pump in pan system only.

B. No dry sump system.

C. Racing oil pan and \ or windage tray allowed.

D. Remote oil filter and oil cooler allowed.

WATER PUMP:

A. Cast or aluminum permitted.

B. No electric water pump.

FUEL PUMP:

A. Block mounted mechanical fuel pump or reverse mounted fuel pump allowed.

B. No electric fuel pumps.

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 allowed.

D. Only one ignition allowed, no duel box setups.

E. There is a \$500.00 claim rule on the ignition box. (See Claim Rule Section for more info.)

INTAKE & SPACER:

A. Any single four-barrel intake allowed.

B. Snout Chassis any size carburetor spacer allowed.

C. Jig Chassis with 602 may use a 1 inch total thickness + .040 tolerance and two standard one-piece paper gaskets (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between spacer to carburetor. (No part of spacer may enter intake plenum)

CARBURETOR:

A. One single 4 barrel carburetor only.

B. No turbo-chargers, blowers, or fuel injections. All engines must be naturally aspirated.

C. Carburetor must have standard float bowls, floats and needle & seat.

ECONOMY BOMBER OPTIONAL 602 CUTE

PENALTIES FOR CRATE ENGINE INFRACTION:

Disqualification of race, \$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.

ENGINE:

A. GM P/N # 19258602 - 350 CID / 350 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 or seals from some other series. We will allow other series seals if we can verify the seal system of the other series. NO R/M bolts

WEIGHT:

A. Economy Bomber Snout chassis with built engine. 2350

B. Economy Bomber Snout Chassis with 602 crate engine. 2350

C. Economy Bomber Jig chassis with 602 crate engine. 2350

D. All cars must have a specified weight posted on the top right side of the roof.

E. One pound per lap weight allowance after the race.

F. All weight must be bolted on.

G. Track reserves the right to adjust weights in interest of competition should it deem necessary.

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

BEGINNER CLASS PROTEST FEES

\$400.00	One Head (2 valves will be pulled)
\$300.00	Oil Pan
\$125.00	Tire (per tire)
\$125.00	Gas
\$100.00	Engine Setback (1" Tolerance)

\$100.00 Wheel (Tire must be removed)

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

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

Disqualification of race, \$0.00 in prize money won during the race and a \$300 fine if the disqualification is motor related. The \$300 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.

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/he 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. **Track reserves the right to delete, change, or amend rules in the interest of competition. 2026 Dixie and Rome Speedway all rights reserved.**

Please remember that we are here because of the fans, and sponsors.

If they don't benefit, neither will we. While we understand that this competition involves financial stakes, there is no excuse for bad or unruly behavior, which could tend to bring the track into disrepute.

Dixie & Rome Speedway is a professional organization providing a place for you to race and will conduct itself in its dealings with everyone including fans, drivers, team drivers, track sponsors and the media. The track therefore expects the same from its drivers, Team Members and Team Sponsors. The track and officials therefore reserve the right to take disciplinary action against anyone who brings the track into disrepute by their actions, either on or away from the track