

# 2018 TOCCOA RACEWAY

## **Limited Late Model**

(Window Safety Net & Mufflers Mandatory)

### **Body:**

- A. Standard dirt style body required. A stock appearing nose is required
- B. Lucas oil/ Ultimate/ SAS/Fastrak. Body rules apply.
- C. All non-approved bodies will be assessed with a minimum of a **50lb weight penalty.**
- D. See Tech inspector if you have any questions
- E. All "B" posts must match from one side to the other. Solid or open, has to be the same on both sides
- F. Rear deck height is 38" at all times with a 1" tolerance (39" max)

### **Chassis & Frame:**

- A. No aluminum frames or front clips. All frames must be steel construction, and must be a minimum of 2" by 2" square with a minimum material thickness of .083"
- B. Round tube frame, must have a minimum of 1 3/4" outside diameter, minimum thickness of .083"
- C. Wheelbase a minimum of 103 inches (No tolerance)
- D. No wings or tunnels of any kind allowed underneath the body or chassis of the car

### **Suspension:**

- A. Standard Late Model suspensions. No spring loaded or shock type 4 bar rods. No torsion bar.
- B. No air shocks

### **Roll Cage:**

- A. All cars must have boxed roll cage with 1 1/2" o.d. x .083" minimum
- B. Must have three (3) bars in left door and two (2) bars in right door

### **Tire Rule: No grooving, siping or softner allowed**

- A. Hoosier (1350) spec or American Racer 48 spec
- B. Optional Right Rear Hoosier 1600 spec or AR56 spec

### **Tire Rule for Crate Cars:**

- A. Hoosier FT 200 permitted
- B. May run 1350 spec

### **Spoiler:**

- A. 8" max spoiler height and 72" max spoiler width
- B. No more than three (3) spoiler supports may be used
- C. Cars with GM 602 & 604 engines may utilize or run a 12" rear spoiler

**Wheels:**

- A. Aluminum or steel, 14" max width

**Wheelbase:**

- A. 103 side to side (1" Variance)

**Fuel:**

- A. Racing fuel is permitted
- B. No alcohol and no nitrous

**Transmission:**

- A. Bert and Brinn transmissions allowed
- B. Any type clutch permitted
- C. Must have forward and reverse. No direct drives

**Carburetor:**

- A. One 4 barrel permitted
- B. No dominator allowed

**Engine:**

- A. 365 cubic inch maximum
- B. Cast iron block
- C. High performance cam shaft permitted
- D. Any hydraulic cam permitted
- E. Roller cam permitted
- F. Any wet oil pans permitted
- G. Balancing permitted
- H. Engine may be crossed from one manufacture to another
- I. Dry sump permitted
- J. Ford (S374) sealed racing engine permitted
- K. GM performance parts "CT525" (sealed race engine) permitted

**Engine Placement:**

- A. Engine must not be more than 2" from center of frame rail
- B. Engine set back will be 23 inches from mid-mount to the center of the rear top A-frame bolt (+ or - 3/4 tolerance).

**Heads:**

- A. No CC limit on cast iron heads (cast iron only)
- B. High performance valve springs and retainers permitted
- C. Titanium retainers permitted
- D. Needle bearing rocker arms are permitted
- E. Chevy 23 degree heads only, Angle heads permitted
- F. Screw in studs and guide plates are permitted
- G. 10 degree Ford heads permitted (**must add 50 lbs**)
- H. Porting and polishing permitted on steel heads **ONLY (WEIGHT PENALTY)**
- I. National Late Model Sportsman head permitted
- J. Brodix permitted

- Ford (SPFO)
- Mopar (SPMO)
- Chevy (SPCH)
- K.** National Spec Head can not be altered.

**Intake Manifold:**

- A.** Aluminum intake permitted

**Weight Rule:**

- A.** 362 cu in 348 stroke (2350lbs)
- B.** 365 max cu in (2400lbs)
- C.** With roller cam, ported & polished heads or dry sump. Each item 50 lbs. max 2500lbs
- D.** 602 or 604 crate (2200lbs)
- E.** CT 525 (2400lbs)
- F.** Ford 5374 (2400lbs)
- G.** Any motor with National Late Model head (2500lbs)
- H.** 25lb weight break for full containment seat or head/neck restraint.
- J.** 25lb weight break for on-board fire suppression system.
- L.** Weight may be posted on the left side of the "A" post.

**\*\*ALL MOTORS SUBJECT TO P&G BEFORE OR AFTER THE RACE\*\***

