

2019 TOCCOA RACEWAY

Limited Late Model

(Window Safety Net & Mufflers Mandatory)

** WEIGHT MUST BE POSTED ON THE TOP LEFT CORNER OF THE DRIVERS DOOR

*** NUMBER MUST BE 3" TALL & VISIBLE

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 39" at all times with a 3/4" tolerance

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. 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
- C. No electronic adjustable shocks or suspension parts

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. American Racer - TBA by mid-January 2019
- B. Hoosier - TBD
- C.

Tire Rule for Cars with 602 or 604 crate motor:

- A. American Racer – TBA by mid-January 2019
- B. Hoosier – TBD
- C. No grooving or siping!

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:

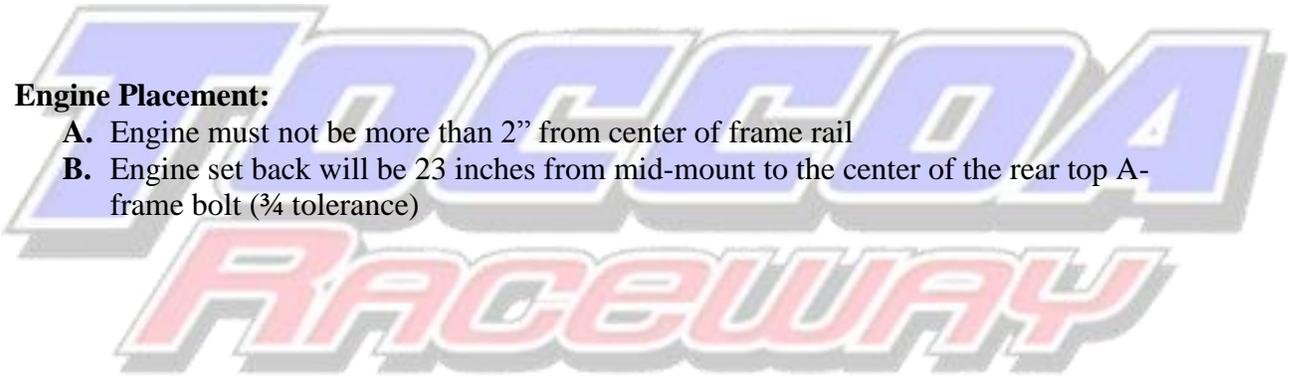
- A. Bert and Brinn transmissions allowed
- B. Any type clutch permitted
- C. Must have forward and reverse. No direct drives

Carburetor:

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

Engine 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 ($\frac{3}{4}$ tolerance)



****ALL ENGINES SUBJECT TO P&G BEFORE OR AFTER THE RACE****
(by the track tech or protest)

Engine Option 1:

GMCT 525

*2350 Total Weight (50lb in front of flywheel)

1. 7500 Max RPM Program
2. Must meet GM specs, including: valve springs and rocker arms
3. Kenny Lamb rebuild allowed
4. 525 Engine may be protested in 2019

Engine Option 2:

NLMS

*2350 Total Weight (50lb in front of flywheel with spec aluminum heads)

1. Chevrolet 350 cubic inch + .060.
2. Cast iron blocks ONLY. Factory production, GM Performance Parts, World Products, or Dart blocks as long as block remains same configuration of Stock Chevy blocks.
3. NO lightening of any blocks allowed.
4. Must have stock oiling systems. NO dry sump systems.
5. May have straps on stock main caps. After market steel caps-straight bolt or angle splayed caps OK.
6. NO oversize valve lifter holes.
7. Oil coolers - OK
8. Accu-sump OK - Pressurized accu-sumps OK

Crankshaft:

1. Crank must be factory stock stroke.
2. Stock stroke for engine used. 3.48" Chevy.
3. Balancing OK.
4. Cross Drilling OK.
5. NO knife edge or winged cranks.
6. Any aftermarket forged steel or cast production type crank stock stroke for engine used. NO Billets. Minimum rod pin diameter 2.00 inch.
7. Crank weight 47 lbs. minimum Chevy engine.

Connecting Rods:

1. 6 inch rods will be permitted
2. Any forged steel connecting rod with the following dimensions: 7/16 rod bolt, 5.7" Connecting rods not to exceed \$750 cost.
3. "I" Beam Rods Allowed:
 - a) Crower 5.7 SP93205B--8 5.7
 - b) Eagle SIR5700BBLW 5.7
 - c) K-1 CF5700ALLB 8 5.7
 - d) Manley 14101-8 5.7
 - e) Pro-Comp PC 4112 5.7
 - f) Scat 2-ICR5700-7/16 5.7
4. "H" Beam Rods Allowed:
 - a) Eagle CRS5700BLW 5.7
 - b) Callies-Compstar CSA5700DS2A2AH 5.7
 - c) K-1 CH5700-ALL BB 5.7
 - d) Manley 14050-8 5.7
 - e) Pro-Comp PC4131 5.7
5. May polish beams.
6. May use aftermarket rod bolts.
7. NO Titanium Rods - NO Carillo Rods.
8. NO profiling of rods, NO cnc machining of center of beam, NO removing of manufacture name and rod size.

Pistons: Any flat top piston.

Engine Balancing: Engine balancing permitted.

Harmonic Balancer:

1. Any Harmonic Balance
2. Balancer may be pinned.

Heads:

1. Chevy, OEM or Performance cast iron heads, or Brodix "SPEC" Aluminum head, only heads permitted. NO porting or polishing
2. Milling heads accepted.
3. Multi angle valve job permitted.
4. Maximum intake valve size 2.02", Maximum Exhaust valve size 1.6", Hollow Stem valves permitted. 2019 only 11/32 valves
5. NO titanium valves permitted
6. May use any valve spring, valve retainer, oversize valve stem, lash cap, any steel pushrod, screw in studs, guide plates, stud girdle, any stud mount roller rockers. Stud must go thru center of rockers.
7. NO shaft mounted rocker systems
8. NO porting, polishing, gasket matching, or coating on inside of head runners.
9. NO Epoxying in runners.
10. NO short side radiusing. Must be able to see and feel the defined raised lip of original bowl in the cylinder head in all areas of the bowl AND all bowl work must remain concentric with the valve guide. Any completely smooth blends, of the bowl on the short side (even though you can see where the cutter stops) will be considered short siding, again must be able to see and feel the defined raised lip of the original bowl.
11. NO machined or grinding work more than .750". Any work done more than .750" below bottom valve seat will be deemed port work NOT part of the valve job.
12. NO altered or ground off casting numbers.
13. Chevy Vortec head permitted Casting No's. (12554290; 10125320; 12552520; [1355569010239906](#); & 062. Total intake runner volume not to exceed 173CC. Total runner volume Exhaust runner not to exceed 64CC.
14. Chevy PhaseII cast iron bow tie head (new style), part number [1013492](#), casting number 140110034 allowed. Maximum runner volume on intake not to exceed 184CC.
15. New Chevy Vortec/Bowtie Head part #25534351 allowed. Maximum runner volume 186CC. Maximum Exhaust runner volume 69CC.
16. Dart Iron eagle 180 head permitted part No's (10110010; 10110010F; 10120010). 182cc Maximum intake runner volume, 77cc maximum exhaust volume. 2.02" Intake valve max, and 1.6" exhaust valve max. NO Machined cuts more than .700" below valve seat. NO Iron Eagle 200,215, or 200,215 Platinum heads allowed 14. 5/16 valve stems permitted (will not be permitted in 2019).

Intake Manifold:

1. Any cast iron or aluminum intake.
2. NO porting, polishing, squaring/gasket matching of ports. When using SPEC aluminum heads, you may gasket match intake port opening no more than 1/2-inch (.500") deep into runner. NO matching on head side.
3. Total adapter not to exceed 1-inch total. Anything mounted between carburetor and intake is considered spacer, and cannot exceed 1-inch total.
4. Directional spacers OK.
5. All intakes must be from a recognized name brand intake manufacturer, ex Edelbrock, Brodix, Holley, Weiand, etc. MUST have manufacturers name and part number intact and unaltered. NO import manifolds allowed.

Camshaft:

1. Roller tappet cams permitted - Oversize lifter bores permitted with roller cam option.
2. Any flat tappet cam.
3. Stock diameter lifters ONLY .842-inch, OEM size to make of engine, NO ceramic foot lifters allowed, all lifters must have a magnetic base.
4. Cast iron stick ONLY, NO billet cams.

Timing Gears:

1. Timing chain and gears ONLY.
2. NO gear drives, or belt drives.

Fuel Pump and Fuel Cell:

1. Belt Drive Pumps OK.
2. NO electric fuel pumps.

Water Pump:

1. Stock mount ONLY.
2. Electric fans OK.

Ignition:

1. Any battery operated.
2. NO crank trigger ignition, & No Magnetos
3. NO Electronic Traction Control device.
4. MSD Boxes may NOT be mounted in driver's cockpit.

Engine Option3:

*2400 Total Weight

1. No big bore short stroke
2. No raised runner heads
3. 362 cubic inch max
4. Cast iron bloc
5. 348/350 stroke
6. Max over bore .060
7. Flat top pistons/or dome pistons



8. 5.7 or 6 inch steel connecting rod
9. Steel or cast crankshaft (minimum weight 45lb)
10. Balancing permitted
11. Wet or dry sump oil system permitted
12. Any 23 degree steel OEM or aftermarket head (except raised runners)
13. Brodix Spec Head - Ford (SPFO) Mopar (SPMO) Chevy (SPCH)
- 13a. Heads may be milled for compression, no other alterations
- 13b. Must add 50lbs in front of bell housing
14. Port and polished heads (**MUST ADD 50LB**)
15. Ford may run 10 degree head (**MUST ADD 25LB**)
16. Shaft rockers ok

Engine Option 4:

* 2500 Total Weight

1. Cast iron block
2. 365 Cubic Inch
3. Big bore, short stroke – ok
4. Any GM or aftermarket steel head
5. Raised runner heads permitted
6. Port & polish permitted (**on steel heads**)
7. Brodex SUPR head – add 50lb in front of bellhousing (**NO PORT & POLISH**)
8. Roller cam ok
9. Dry sump ok

***We are in the process of phasing these motor combinations out for the 2020 season**

Engine Option 5:

* 2200 Total Weight

1. GM Crate Engine – 602 or 604
2. Must meet all GM specs
3. Must have factory or series seals