



Tennessee's Family Action Track

Late Model

Class will compete every other week.
No points will be given for qualifying.

BODIES

- Minimum wheelbase of 101" (inches).
- New ABC Bodies are okay.
- Radios permitted.
- You may have a fabricated firewall, floor pan and rear firewall. Firewall must extend full width of body and must be safely sealed off
- Body must be stock appearing, aluminum, fiberglass or metal.
- Metal firewall in front and rear.
- Roll bars minimum 1¾ inch tubing with .095 thickness wall.
- 6 1/2-inch spoiler maximum.
- Battery must be mounted in a safe manner and approved by TRACK OFFICIAL.
- If gas line runs through car, it must be inside a metal pipe.
- Fuel cell required. Must be in center of car. 22 gallon maximum. It must not be lower than rear housing. Must run Highland Rim Fuel. No additives allowed.
- Left side window net required.
- Seat belt and shoulder harness required. All belts must be quick release types (minimum 3" wide). Harness must be type that comes individually over both shoulders. Racing seat only. Seat must be bolted or welded to roll cage.
- Two (2) drive shaft supports are required. No carbon fiber drive shafts permitted. Drive shaft must be painted white.
- Fire suits are required.
- TRACK OFFICIALS must approve all safety equipment.
- Must have minimum 2-pound fire extinguisher with a gauge and a quick release mounted securely in car within reach of driver while belted in car.

SUSPENSION

- Engine may be moved rearward so the #1 plug is no more than 4 inches behind the left ball joint. No further back.
- Rear Ends (9" Ford or Quick Change)
- Heavy-duty axles allowed.
- Wrap up bar is allowed. No shock mounted wrap up bar.
- Spring or rubber biscuits are permitted on wrap up bar.
- Floater rear-end optional.
- Wide 5 pattern optional.
- Maximum tread width 66 1/2", center wheel to center wheel.
- Ground clearance to frame, MUST BE a minimum of 3 inches with driver.

- Left to right, front to rear frame rail must not be over 2 inches difference.
- Engine crankshaft must be no less than 10 inches from ground with driver.
- No traction control devices of any kind allowed. Anyone caught with one will receive a \$500 fine! Claim rule on shocks - \$250.00 each. Must be made to Track Tech Official right after feature event.

LATE MODEL HIGHLAND RIM ENGINES

- Engines may be interchanged within different car bodies.
- Flat top pistons with (0) zero deck clearance. Maximum cubic inch 363.
- Any type of Flat Tappet cam. Roller or mushroom cam or lifter not permitted.
- Lifter bushings permitted. Must be stock lifters size.
- Roller rocker arm permitted. Stud girdle permitted.
- Any type magnetic steel rod –NO ALUMINUM ROD. 6.25 Max. length.
- Balancing allowed.
- After market wet sump oil pans are allowed.
- Heads must be strictly stock with no less than 62 C.C.'s.
- Oversize valve springs allowed.
- No 461 or 461X head allowed. No SB2 Chevy or equivalent Ford or Dodge allowed.
- "Dart Heads" permitted.
- Valve seats can be cut for 202 valves. No more than 2 valve seats replaced in head. No more than 3-angle valve job.
- No porting or polishing of heads anywhere. No deburring.
- Headers allowed.
- FORD: Ford-N-Head - Part # M-6049-N351 or Part #M9429C358. Valves: intake 2.20 Exhaust 1.60. 62cc Runner cc 190 –195.
- Chevy: 492: Part # 3987376 Valves: Intake 2.02 Exhaust 1.60 62CC; Vortek: Part #12529093 Valves: Intake 2.02 Exhaust 1.60 62CC; Bow Tie: Part #10134392 Valves: Intake 2.02 Exhaust 1.60 62CC. Runner cc 190-195
- This Beech Bend engine must weigh 2800 pounds (car and driver) when weighed after the race with these exception (car with Roller cam with steel dart head any cc must weigh 2850 pounds or if car has Roller Cam with any aluminum head any cc must weigh 3000 pounds)
- All Late Model engines will have a \$275 claim on all MSD boxes.

Late Model Highland Rim Carburetors

- Track carburetor: Holley 4412 must have stock base plate with bore size 1 11/16 or 1.697.
- Intake can be Holley #300-38, Edelbrock #5001, or #2912, or Victor Jr. with no more than 2275 c.c. Ford permitted to use Victor Torquer part #2980, #2981, #2940, or #2941 Weind X-celerator # 7515. Chrysler may use Victor XX-2 or Weind X-celerator # 7545.
- No porting or polishing of any kind can be done on the manifolds. No deburring.
- No vacuum leaks between intake valve and top of carburetor.
- No pressure system. Fuel used must be Highland Rim Raceway fuel.
- May use two-barrel Edelbrock intake #2901 or #2913.
- Any adapter (metal or fiber) must be centered on intake.
- Lines to fuel pressure gauge must be steel braided type.
- Adapter plate and gaskets cannot exceed 1 ½ inch in thickness.
- All carburetors must have a stock base plate.

LATE MODEL CRATE ENGINES

- The following crate engines are approved for the 2009 season: GM Part #88958602; GM Part #88958603; GM Part #88958604; Ford Part #M6007-D347; or Dodge Part #P5007958. Crate engine protest will be cost plus \$300.
- May change distributor as listed below (#5) and harmonic balancer with #917320 or #917410 only; other than that engines must remain stock as they come from manufacturer – NO CHANGES (i.e. rocker arms, Intake, etc).
- May run 1" spacer under carburetor.
- 2 one-piece open hole gasket maximum – 0.065" thickness that matches the interior dimension of the carburetor throttle base plate. Maximum thickness INCLUDING spacer is 1-1/8" thickness with no air leaks.
- Must run Holley carburetor model #4150, Part #805411 650 CFM 4-barrell. This carburetor must remain box stock. You may change jets, air bleed jets, and power valves. No modifications of any kind will be considered legal.
- All Chevy Crate Engines may run MSD distributor and Crane ignition unit, same as ASA.
- All Late Model engines will have a \$275 claim on MSD boxes.

CARBURETOR EXCHANGE RULE FOR CRATE MOTORS:

Carburetor may be claimed for \$125; \$100 to the claimed car, \$25 to the track. The claimer must have finished within 3 positions of competitor being claimed and must give the carburetor from the claimers competing car to the competitor being claimed. Each competitor may keep his or her jets, power valves, and gas line (if needed). The track will inspect any and all claimed carburetors prior to the exchange. Carburetor may be purchased outright for \$700 if exchange is declined.

MUFFLERS MANDATORY

100 dba will be enforced. The first week dba is not 100 or below; car will start in the rear. The second time dba is not 100 car will not be allowed to race in the event.

CLUTCHES

- Lightweight clutches allowed.
- Starter must be in working order.
- Three (3) or four (4) speed transmissions allowed. NO AUTOMATICS.
- All gears must work.

TIRES AND WHEELS

- WHEELS – 10 inches wide. Steel Wheels Only. No half sizes.
- TIRES – Track tires only.
- No soaking or softening of tires. Any tires found to be tampered with will be confiscated and the driver will be fined \$250 and will be suspended for one week.

WEIGHT

- Highland Rim engine must weigh 2800 pounds (car and driver) when weighed after the race with these exception (car with Roller cam with steel dart head any cc must weigh 2850 pounds or if car has Roller Cam with any aluminum head any cc must weigh 2950 pounds). Crate Engines GM

Part #88958602 or GM Part #88958603 must weigh 2650 pounds after race with car and driver. GM Part #88958604 must weigh 2800 pounds with car and driver after race. Ford McGunegill weigh is 2850.

- No more than 60% left side weight.
- Size of engine must be displayed on hood.
- Must allow weight for fuel burnouts.
- All weight (lead) must be mounted above frame/inside frame rail with a minimum of two (2) ½ inch bolts. All weights are to be painted white with the car # painted on each piece. Any driver that loses any lead from his/her car will be fined \$250 payable prior to any further competition. This rule is in effect during race day or practice days.
- Anytime the track or the technical directors feel any of the rules are giving one type of car an advantage over another car, weight may be deducted or added to make a fair situation. All decisions by Speedway Officials will be final