

2024 DIXIE RULES

DIXIE/ROME TIRE RULE - NEW FOR 2024

TIRES WILL BE OPTIONAL

Hoosier 21/55/
NLMT 2,3,4

American Racer 48/56
Pro series 2,3,4

This New Tire Rule is for:

- Beginner Class
- 602
- 604
- Dixie Late Model
- Super Late Model

Modified will still use Crate Racing USA Rules*

EVERYONE HAVE A GREAT YEAR:

2024 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.
36. Any car caught that has lost a muffler will forfeit all prize money for that race.
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. 2024 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

2024 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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NLMT 2,3,4

American Racer 48/56
Pro series 2,3,4

This New Tire Rule is for:

- Beginner Class
- 602
- 604

- Dixie Late Model
- Super Late Model

Modified will still use Crate Racing USA Rules*

EVERYONE HAVE A GREAT YEAR:

2024 DIXIE LATE MODEL (LIMITED) RULES

SUSPENSION RULES IN GENERAL RULES ALSO APPLY

ENGINE:

RULES IN GENERAL RULES ALSO APPLY

Dixie Late Model Division allows several engine packages.

Package	Engine	Weight	Spoiler
A	604 Crate Engine	2200 lbs.	8" Spoiler

B	Engine Rule	2300 lbs.	8" Spoiler
C	Engine Rule	2400 lbs.	8" Spoiler
D	GM/CT 525	2350 lbs.	8" Spoiler
E	NLMS	2300 lbs.	8" Spoiler
F	NLMS	2350 lbs.	8" Spoiler
G	358 SPUR Head Engine	2400 lbs.	8" Spoiler
H	Topless Outlaw	2450 lbs.	8" Spoiler
I	Open Motors - Must Run a 1.100 restrictor plate on open engine WILL TECH NIGHTLY**	2400lbs	8" Spoiler

ENGINE PACKAGE A:

1. GM P/N# 19318604-350 COD / 400 HP
2. GM Engines may be purchased at any GM dealer.
3. 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/Rome.
4. 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.
5. No vacuum pumps.
6. All crate engines must be sealed with factory GM seal bolts or Crate USA seals. We will allow other series seals if we can verify the seal system of the other series.

CRANKING COMPRESSION:

1. All crate engines will have a maximum cranking pressure of 200 p.s.i. any engine that has over 200 p.s.i, will be illegal

ENGINE PACKAGE B:**BLOCK:**

1. Cast iron V-8 block only.
2. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060.
3. After-market steel splayed main caps permitted.
4. Main cap studs and straps permitted.
5. Deburring block and plugging deck to strengthen block permitted.
6. Plug or vent and screen oil drain holes in lifter valley permitted.
7. May surface block.
8. Lifter bore must be OEM diameter for engine. Chevrolet. 840, Ford. 875, Chrysler

CRANK:

1. Any steel crank with the exception of (No Pendulum Undercut counterweights and titanium or other Exotic materials.)
2. Must be standard stroke for engine, Chevrolet 3.480, Chrysler 3.580, Ford 3.500
3. May balance the engine.

RODS:

1. Steel rods only.
2. No titanium or aluminum rods.

PISTONS:

1. Any flat top pistons and pins.
2. No dome pistons.

CAM:

1. Solid lift cam only.
2. No roller, mushroom or radius cams.

LIFTERS:

1. Solid lifters only.

2. No roller, mushroom or radius lifters.
3. Lifter retaining tray permitted.
4. Lifters must be OEM diameter for the engine. Chevrolet .840, Ford.875, Chrysler.901

HEADS:

These are the only heads permitted:

- a. OEMcast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Dart Iron Eagle cast iron heads, World Products Sportsman II cast iron heads, Ford SVO Sportsman cast iron heads, Chrysler cast
2. Any 23 degree cast iron heads not listed above must be approved by Dixie/Rome. Raceway for this engine package. Heads may be subject to 50 lb. weight penalty.
 3. All heads must remain AS-CAST.
 4. No cc limit.
 5. Valve angle and spacing must remain original production specs for heads being used
 6. Steel valves only. (No titanium valves)
 7. Valve size maximum for (B) engine, Intake-2.020, Exhaust-1.600.
 8. Valve stem diameter 11/32 minimum for all engines.
 9. Under cut stems permitted, any type guides.
 10. Any valve springs, retainers and keepers.
 11. Guide plates, screw in studs and stud girdles permitted.
 12. Roller rocker arms, stud or shaft mount permitted.
 13. No porting or polishing, all heads must remain AS-CAST.
 14. No port matching intake or exhaust runners.
 15. Racing valve job permitted, Machine cuts only.
 16. No blending valve job to casting. No deburring intake or exhaust runners.

TIMING CHAIN:

1. Any chain and gears, no gear or belt drives.

WATER PUMP:

1. No electric water pump. Cast or aluminum permitted.

OIL SYSTEM:

1. Wet sump systems, internal or external pumps permitted.
2. Dry Sump Oil Systems permitted must add an additional 50 lbs.

FUEL PUMP:

1. No electric pump.

DISTRIBUTOR:

1. Any ignition with the exception of magnetos (No magnetos.)

CARBURETOR:

1. One four-barrel carburetor only of any manufacturer.
2. No turbo-chargers, blowers or fuel injections.
3. All engines must be naturally aspirated.

INTAKE:

1. Any single four-barrel intake permitted.
2. May port and polish.
3. Any size carburetor spacer permitted.

ENGINE PACKAGE C:**BLOCK:**

1. Cast iron V-8 block only.
2. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060.
3. After-market steel splayed main caps permitted.
4. Main cap studs and straps permitted.
5. Deburring block and plugging deck to strengthen block permitted.

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

7. Lifter bore may be oversize.

8. 362.5 Cubic Inch Maximum Ford and Chevrolet

9. 371.0 Cubic Inch Maximum Chrysler

CRANK:

1. Any steel crank with the exception of (titanium or other Exotic materials.)

2. 3.500 Maximum stroke for Ford & Chevrolet.

3. 3.580 Maximum stroke for Chrysler.

4. 362.5 Cubic Inch Maximum Ford & Chevrolet.

5. 371.0 Cubic Inch Maximum Chrysler.

RODS:

1. Steel rods only.

2. No titanium or aluminum rods.

PISTONS:

1. Any pistons and pins.

CAM:

1. Any cam.

LIFTERS:

1. Lifter retaining tray permitted.

2. Lifters may be oversized,

HEADS:

These are the only heads permitted:

a. Chevrolet: Any 23 degree cast iron heads- Bow tie, Pro Ation/Pro Top Racing Head Service (RHS) heads. Spark plug location must be the same as the Bow Tie and Dart heads.

b. Ford: SVO Sportsman cast iron heads M-6049-E351 and M-6049-N352, GT40-P, World Products Windsor Sr, Pro Action/Pro Top Line/ Racing Head Service (RHS) heads.

c. Chrysler. Cast iron W-2

2. All heads must remain AS-CAST.
3. No cc limit.
4. Valve angle and spacing must remain original production specs for heads being used.
5. Steel valves only (No titanium valves)
6. Valve size maximum for C engine: Intake- 2.055, Exhaust-1.625
7. Valve stem diameter 11/32 minimum for all engines.
8. Under cut stems permitted, any type guides.
9. Any valve springs, retainers and keepers.
10. Guide plates, screw in studs and stud girdles permitted.
11. Roller rocker arms, stud or shaft mount permitted.
12. No porting or polishing all heads must remain AS-CAST
13. No shot Peen porting heads.
14. No port matching intake or exhaust runners.
15. Racing valve job permitted- machine cuts only.
16. No blending valve job to casting.
17. No deburring intake or exhaust runners.

INTAKE:

1. Any single four-barrel intake permitted.
2. May port and polish.
3. Any size carburetor spacer permitted.

CARBURETOR:

1. One four-barrel carburetor only of any manufacture.
2. No turbo chargers, blowers or fuel injections.
3. All engines must be naturally aspirated.

OIL SYSTEM:

1. Wet sump systems, internal or external pumps permitted.
2. Dry Sump Oil Systems permitted must add an additional 50 lbs.

WATER PUMP:

1. No electric water pump.

FUEL PUMP:

1. No electric fuel pump

DISTRIBUTOR:

1. Any ignition with the exception of magnetos (No magnetos.)

ENGINE PACKAGE D:

1. GM Part Number 19271821 (CT525)
2. These engines are sealed at Chevrolet Performance, all engines must have original Chevrolet Performance GM Seals. Engines must not be altered, modified or changed from factory specifications.
3. 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. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered and sealed from the factor will be subject to expulsion from racing at Dixie or Rome
4. CT 525 must run MSD I-SX ignition controller. MSD ignition controller must be mounted with easy access for tech inspectors. MSD ignition controller must be programmed with a limit of 7300 RPM maximum.
5. When checked after the race, if RPM limit is more than 7300 RPM, this will result in disqualification, no money or points for that race.
6. The GM/CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

CARBURETOR:

1. One four barrel carburetor only- of any manufacture.

2. Any size carburetor spacer permitted

ENGINE PACKAGE E:

See National Late Model Series rules for specifications regarding engines.

ENGINE PACKAGE F:

See National Late Model Series rules for specifications regarding engines with aluminum heads.

ENGINE PACKAGE G:

SPUR Head 358

No porting

ENGINE PACKAGE H:

Topless Outlaw Rules

ALL ENGINE PACKAGES:

Track reserves the right to adjust weights in interest of competition should it be deemed necessary.

FRAME:

1. All frames must be of steel construction.
2. Square or rectangular frame must have a minimum of 2" by 2" material, .083-wall thickness.
3. If round tube frame, tubing must have a minimum of 1-3/4 " outside diameter, .083 wall thickness.

WHEEL BASE:

1. Minimum wheelbase will be 103", with 1" tolerance.

ROLL CAGE:

1. All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
2. Side roll bars are mandatory, and must extend into the door panels. A minimum (3) bars must be used on the left side.
3. Each bar must be at least 1-Q" in diameter, with a minimum material thickness of .083".
4. Roll cages must be welded to the frame.

BODY:

Dixie/Rome BODY RULES APPLY (Figures 1, 2, 3, 4)

* Limited Late Models can be topless. A piece of aluminum is allowed to be placed on the roof over the driver, if preferred.

SAFETY:

Dixie/Rome SAFETY RULES IN GENERAL RULES ALSO APPLY

1. Approved helmet and full fire resistant driver's suit required.
2. All cars must have 3 inch seat belts with shoulder harnesses and must be attached to the roll case unless you run a head and neck restraint 2 inch shoulder harness is allowed.
3. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 51b. the halon system is recommended.

EXHAUST/MUFFLERS-REQUIRED AT DIXIE SPEEDWAY:

1. Any commercially manufactured muffler — MUST register under 100 decibels.
2. Collector type headers only.
3. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
4. Any car that loses a muffler will automatically be disqualified.
5. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

BRAKES:

1. Four-wheel disc brakes permitted.
2. No carbon fiber brake parts permitted.

FUEL CELL/FUEL:

1. An approved fuel cell (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" by 1/8" steel straps.
2. All fuel cells must be completely visible from the rear of the car.
3. Fuel cell must not be mounted lower than the bottom of the quick-change rear end.
4. Pump gas or racing fuel only.
5. Pump gas may contain up to 10% ethanol as allowed by law.
6. Gas must pass the acid test.

7. E85 Fuel is allowed.

8. Fuel must check within 1% at any time checked (MIN 84%ETHANOL-MAX 86%)

9. No alcohol, methanol, nitrous oxide, or chemical additives including, but not amite to, propyiene oxide, nitromethane, nitro propane, or any nitrate

TRANSMISSION:

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

2. No straight drives or in and out boxes

WHEELS:

1. Any brand or type of wheel allowed must be mounted with lug nuts.

2. No knock-off or center lock wheels.

3. Maximum wheel width-14" inches.

TIRES

A. 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

WEIGHT:

See table under Engine section for specific weights.

1. All cars must have a specified weight posted on the top left side of the roof.
2. Minimum weight will be measured with the driver in the car.
3. Attached weight must be securely bolted to frame with 1/2" or larger bolts, and painted white or silver with car number clearly painted on them.
4. No weight may be attached to the rear bumper.
5. No lead pellets or liquid weight.
6. No driver operated weight adjustment devices.
7. One pound per lap weight allowance after the race.
8. Track reserves the right to adjust weights in interest of competition should it deem necessary

LIMITED LATE MODEL PROTEST FEES

\$400.00	One Head (no valves will be pulled)
\$300.00	Oil Pan
\$200.00	Tire (per tire)
\$100.00	Engine Setback (1" Tolerance)
\$100.00	Gas

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. 2024 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