



2025 LIMITED LATE MODEL RULES

****ALL RULES LISTED IN GENERAL ALSO APPLY TO THIS DIVISION****

Visual protest must be done at least fifteen (15) minutes before feature.

Body.

- Tops optional
- All Lucas body rules apply.
- Wheelbase 103" minimum.
- Maximum spoiler height 8".
- 604/602 Crate: Spoiler height maximum 12"

Weight.

- Engine # 1 (Spec) – 2300 pounds
- Engine # 2 (Open) – 2400 pounds
- Engine # 3 (604/602) – 2300 pounds
- Engine # 4 (CT525) – 2350 pounds

****! Full Engine Descriptions @ Bottom **!**

Shock & Suspension.

- Topless Outlaw Rules apply

Tires.

- OPEN FRONT & LEFT REAR

- RIGHT REAR: Hoosier 55, 3, 4 & American Racer: 56, Pro3, Pro4
- No chemical treating of tires. Track will take rubber samples at random

Wheels.

- Any aluminum racing wheel. No carbon fiber.
- Fourteen inch (14") maximum width.
- Racing gas or E-85 only. No alcohol, no nitrous oxide, no other fuel additives. Fuels must have a specific gravity of .745 gas / E-85 .786. Anything over will be illegal. NO CHP.

Fuel Cell.

- All fuel cells MUST be mounted inside a 20-gauge metal box supported by two (2) 1/8" x 2" steel straps mounted inside the protective structure of the vehicle.

Transmission.

- Must have working forward and reverse gears

Rear End.

- Any

Engines.

Engine # 1

- 2300 pounds
- Maximum 365 cubic inches
- OEM or aftermarket steel block. 4.070" bore max. All components must remain in stock location. No raised or oversized cam journals. No oversized lifters.
- Aftermarket cranks and steel rods allowed. No titanium or aluminum rods. Maximum stroke will be 3.500".
- Cranks must be a minimum 48 pounds. (1/2 pound variance will be allowed. Crank will be weighed with gear and keyway. Balancing ok. Oil holes may be race chamfered. Add 50 pounds for under 48 pound crank.
- Dome pistons allowed.
- Wet or dry sump oil systems allowed.
- Stud or shaft mount rockers allowed.
- Any hydraulic, solid or roller tappet camshaft allowed. Must be OEM lifter bore size.
- Any point or electronic ignition.
- One 4150 series 4-bbl. carburetor . 2" max carburetor spacer, any material.
- Steel valves only.

- Small block Chevy standard runner steel heads must be 23 degree design heads. No raised runner heads. No aluminum heads. No porting, polishing, shot blasting or acid etching allowed. NO EXCEPTIONS. May be angle cut.
- Stock valve stem size – 11/32”
- Steel Small Block Ford – Minimum valve angle is 20 degrees. Must use World casting #1-061 if running an aftermarket head. Heads may be ported. 11/32 valve stem size.
- Steel Small Block Mopar – Minimum valve angle is 18 degrees. Any aftermarket head. Heads may be ported.
- BRODIX SPEC. ALUMINUM – SPEC, SAS spec, or IMCA Spec. No modifications allowed.
- All spec heads will be supplied with CNC bowl blend and intake port matching. No grinding or blending of CNC work is allowed.
- No grinding or polishing of any kind is allowed ANYWHERE on the castings.
- No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.
- A maximum valve size of 2.080” intakes and 1.600” exhausts will be allowed for all Spec heads.
- Valve seats and guides are to remain as manufactured and in their cast positions.
- Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
- No tapering or re-shaping of valve guides will be allowed.
- Spec cylinder heads may not be angle milled.
- Minimum valve stem diameter is 11/32 inch.
- Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
- No welding or modifications are allowed to the original head castings except may have a water cooling line installed between the middle exhaust on Chevy heads.
- At any time, any head in question may be impounded to check cc, ports, and valve angle. It is at track’s discretion on legality of head.
- No Porting, No Polishing, No Shot Peening allowed on any of the above heads.
- Engine Valve Sizes
 - Chevrolet 350 2.055”, 1.600”
 - Chrysler 360 2.055”, 1.600”
 - Ford 302-351w 2.055”, 1.600”
 - Ford 351c maximum size 2.190”, 1.700”

Engine # 2

- 2400 pounds
- Block – Any steel block.
- Cranks – Any steel crank. No titanium.
- Maximum 362 cubic inches. Add 60 pounds for over 362 cubic inches or for over 3.500” stroke crank.
- Rods – Any steel rod. No titanium.

- Pistons – Any piston allowed.
- Cam – Any camshaft allowed.
- Lifters – Any lifter allowed.
- Heads – Any 23 degree design standard runner steel head for Chevy. Raised runner heads allowed.
- Valves – Any valve allowed.
- Valve Springs/Retainers/Keepers – Any type allowed.
- Dry sump oil system allowed.
- Carburetor – One (1) four barrel allowed.
- Fuel – Gas or E-85 only. No alcohol. No nitrous oxide.

Engine #3

- 2300 pounds
- GM 602 or 604 crate engine.
- 12" spoiler allowed.
- Engine must be as built by GM. NO MODIFICATIONS – NO EXCEPTIONS.
- Engines do not have to be sealed but have to have all GM specs (cam, bore, stroke, heads, rocker arms, etc)
- Protested engines will be impounded and teched using numerous resources.

Engine #4

- 2350 pounds.
- GM CT525.
- Factory sealed engines only.
- Protested engines will be impounded and teched using numerous resources.

Engine #5

- 2400 pounds
- TOPLESS OUTLAW SPEC / TRACK 1 MOTOR
- ALL ENGINES MUST HAVE STEEL BLOCK
- 365 Maximum cubic inches
- No aluminum raised runner heads
- No Mullin's aluminum outlaw heads
- Any cam
- Any lifters
- Any piston
- Only aluminum heads allowed will be Brodix Spec/Track 1
- NO titanium or aluminum Rods
- Any bore and stroke combination 365 cubic inches
- All heads can be ported

- All engines must be naturally aspirated
- Any oil system
- Any rocker arms
- All Chevy heads must be 23 degree based (angle mille allowed)
- Intake – any single four barrel intake permitted (may port and polish).
- 8” spoiler and sides.

Protest Fees and Procedures.

Limited Late Models (open/spec engines)

- Only Top 3 finishers in the feature event will be allowed to protest and must have finished on the lead lap.
- Protesting driver must lodge a protest before leaving the scale within 10 minutes of the end of the feature event. Money must be paid in cash at that time –No exception.
- Protesting driver must state on paper the exact part that is being protested.
- A protesting driver may counter protest.
- Any Driver that refuses to tear down will be deemed illegal and will forfeit all monies and points for that event. In addition, the driver refusing tear down will start at the rear of the field in the next event they compete in at I-75 Raceway.
- During a protest and/or teardown, all technical specifications will be inspected and enforced.
- Only two (2) representatives from each team involved will be allowed in the tech area only unless granted exception by the race director.
- Tear down will take place during the night of the event. All monies will be held until tear down is completed.
- Crate Motors must be SEALED. GM, Durrence Layne or Fastrak. Any other seals, call the track in advance for specification. All crate motors will be teched by the GM Tech Manual.

- Protest Fees.
 - \$1,000 Complete Teardown – Intake to Oil Pan – Built Motor
 - \$1,400 Complete Teardown – Crate
 - \$400.00 Remove 1 Head – Check Head, Bore, Stroke
 - \$150.00 Cubic Inch (P & G)
 - Track retains 30%

Track reserves the right to inspect tires, wheels, body, engine and anything deemed necessary to promote fairness.

Miscellaneous.

- Raceceivers are MANDATORY at ALL times a race car is on the track! Any driver without an operating raceceiver on their person will be sent to the pits. NO EXCEPTIONS.
- Transponders are MANDATORY during heat races, qualifying and/or features. Any car rolling onto the track without a transponder will be sent to the pits.
- The Race Direction Staff will maintain the scoring times from the tower. These times will be the official times.

Safety.

- All safety rules listed in the General Rules will apply here. NO EXCEPTIONS. It is your responsibility to comply with the Safety Rules found in the General Rules.