



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 FROM 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.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her 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.

The Management of **Tri-County Race Track**

CRATE LATE MODEL

NOTE: The Crate Late Models will run with the Limited Late models if there is less than TEN (10)

NOTE: When the Crates race with the Limited there will be NO 6800 rpm (chip) rule.

NOTE: There will be select special events during the year just for the Crate Late Model's (see schedule)

BODY:

A. Standard Dirt Style body required. A stock appearing nose is required.

B. Schaeffer Oil Southernnationals Body rules apply.

- C. See tech inspector if you have any questions.
- D. All B posts must match from one side to the other. (Solid or open has to be the same on both sides)
- E. Rear deck height is 38" at all times with a 1" tolerance. 39" max.
- F. Spoilers: 12" max. Spoiler height and 72" max. Spoiler width
- G. No more than 3 spoiler supports may be used.

CHASSIS / FRAME

- A. No aluminum frames or front clips. All frames must be of steel construction, and must be a minimum of 2" by 2" square with a minimum material thickness of .083 inch.
- B. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, with a minimum thickness of .083 inch.
- 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.

ROLL CAGE

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

DRIVER COMPARTMENT SAFETY

- A. Drivers seat must be a proper racing seat design, and securely attached to frame. (Full containment seats are recommended)
- B. A full racing seat belt harness must be used; harness must be secured to the frame, not seat.
- C. All cars must have a quick release type steering wheel.
- D. All cars must have a working fire extinguisher securely mounted within easy reach of the driver.
- E. All drivers must wear full fire resistant driving suits and gloves.

F. Hanz device or any type of approved head and neck restraint is MANDATORY. Anyone not having a restraint must start in the rear of the feature for safety and may not finish in the top 5 of the A Main feature.

G. No electronic or computer controlled devices or data acquisition systems allowed.

FUEL CELL / FUEL:

A. An approved fuel cell (32 gal max) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" inch by 1/8" inch steel straps.

B. All fuel cell must have a flap in top with a ball valve to keep fuel from running out if car is upside down.

C. Fuel cell must have the pickup line coming from the top half of the cell.

D. Gas only. NO alcohol- no nitrous oxide, nitro methane or other nitrate additives.

TRANSMISSION:

A. Drive train must have transmission, mounted on rear of engine – no direct drive or in-boxes.

B. Any transmission, with working forward and reverse gears permitted, and must lead to one drive shaft.

C. All drive shafts must be painted white or silver, and must be protected by a minimum of one (1) safety hoop or a sling. (Carbon Fiber Shafts are recommended for safety.)

REAREND:

A. Any type of rear end/differential permitted. No exotic materials allowed.

B. Any steel or alum tube permitted. No lead may be bolted to the rearend.

BRAKES:

A. All cars must have operational four wheel braking. NO CARBON FIBER Brakes allowed.

WHEELS:

A. Any brand or type of wheel allowed. Must be mounted with lug nuts. No knock-off or center locks wheels.

B. Maximum wheel width – 14" inches.

TIRES:

A. American Racer: PRO 2, Spec 48's RR 56 optional

B. Hoosier: Spec 1350, 21 or crate 21 RR 1600, or 55 optional Hoosier FT 200 and 400 allowed with no grooving or siping permitted.

C. All 48's and 1350's must punch 45 and 56's and 1600 must punch 58 with our durometer.

D. Tires must have all numbers and names on the tire. No grinding off of numbers or names.

E. Tires may and will be confiscated at any time the officials deem necessary for samples or to check for tire prep in or outside the tire. TCR has a no tolerance rule for tire treatment or prep to these tires. If TCR takes a sample from you, your money will be held until the results have been returned to TCR. TCR tech official's decision will be final and there will be NO resending of the samples.

EXHAUST/MUFFLERS:

A. Collector type headers required.

B. Mufflers are mandatory

C. Any car that is judged to be too loud, by the track officials, under race conditions, may be black flagged.

ENGINES: APPROVED SEALED CRATE ENGINES:

A. GM 602 or 604

B. Ford 347SR

C. 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. Seals may be from any certified/bonded rebuilder.

D. 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.)

WATER PUMP: Cast or aluminum permitted. NO electric water pumps.

FUEL PUMP: Mechanical pump only. NO electric pump.

DISTRIBUTOR:

A. Any ignition. Must have a 6800 Chip in the ignition box. NO magnetos allowed.

B. When Crates race against the Limited Late Model the 6800-chip rule is voided.

C. NO TRACTION CONTROL (\$400 CLAIM RULE ON EACH IGNITION BOX)

CARBURETOR:

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

B. Engine must be naturally aspirated.

C. May use one carburetor spacer

(602 may use a 2 inch total thickness + .040 tolerance)

(604 may use a 1 inch total thickness + .040 tolerance)

(No part of spacer may enter intake plenum) and two standard one-piece paper gaskets (maximum 0.070 inch thick), one gasket between intake to spacer and one gasket between spacer to carburetor.

ENGINE SETBACK:

A. Engine setback will be 6" inches from center of top ball joint to the most forward spark plug. 1 inch tolerance on engine setback.

B. Engines may be crossed from one manufacturer's line to another Example: Chevy, Ford, Dodge, etc

WEIGHT:

A. Engine # 602 2100lb.

B. Engine # 604 2200lb.

C. All crate engines may run a 12" spoiler

D. No weight allowance after time trials.

E. One pound per lap weight allowance plus 5 after race.

F. All cars must have specified weight posted on top left side of car.

CRATE LATE MODEL ENGINE PROTEST FEES:

\$1000.00 PLUS THE PRICE OF TECH INSPECTOR

\$ 50.00 Engine set back fee.

NOTE: The engine will be impounded at the official's discretion until the protest is complete. The seals that are on the engine being protested will be the rules for the tear down. (Example: Fastrack seals = Fastrack rules and etc). Any engine without seals will be automatically be disqualified.

Any item not listed in protest fees is considered a visual protest item and must be protested before race.

NOTE: Track reserves the right to delete, change or amend rules in the interest of competition.