

2024 Halifax Late Models

Engine:

1- 365 C.I. Max. May run steel raised runner heads.No aluminum raised runner heads.

Steel/Aluminum head standard runner.

Any cam, Any lifters, Any Pistons No Titanium or Aluminum rods.

Any bore and stroke combination. All heads can be ported. All engines must be naturally aspirated. Any oil system. Any rocker arms.

All Chevy heads must be 23.0 degree based (Angle mill allowed) +/- 3 degrees

Ford heads must be 20.0 degree based (Angle mill allowed) +/- 3 degrees, Ford Motorsports N head allowed.

Aluminum head option any aluminum factory angle head may angle mill +/- 3 degrees.

May run any single four barrel intake permitted. Port and Polishing allowed on intake.

Engine setback will be 6" from center of top ball joint to the #1 spark plug (1.5" tolerance on engine set back)

A SPEC head engine that has been ported and polished must weigh 2400 lbs.

Carburetor. Only one four barrel is allowed.

1- Built Engine with steel heads 365 C.I. Maximum-
2350 lbs with the driver after the race.

2- Built engine with Aluminum heads 365 C.I. Maximum-
2400 lbs with the driver after the race.

3- G.M. 602 Sealed Crate Engine-----2150 lbs with driver after the race.

4- G.M. 604 Sealed Crate Engine-----2250 lbs with driver after the race.

5- G.M. 525 Sealed Crate Engine-----2350 lbs with driver after the race.

6- Engine must be 26.75 inches max from engine plate to left front ball joint.

For Bodies/Interior/Spoiler:

Must follow Carolina Clash Super Late Model Series.

Transmission – Suspension - Drivetrain - Rear End - Brake System:

Direct/Straight drives NOT permitted. Cars must be self-starting, bolted to the engine, and able to shift FWD/REV Only one drive shaft is permitted.

Drive shaft must be a minimum of 2 inches diameter and must be painted white

Driveshaft must be protected with a minimum of one secure driveshaft hoop or sling (2 hoops recommended). Most rear end differentials permitted (NO "live axle" rear ends/suspension permitted – floater wide five permitted) All cars must be equipped with a four wheel disc braking system.

Shocks:

Springs All Shocks, including lift bar and torque arm shocks, must be magnetic steel or aluminum. "Thru Rod" style shocks are NOT allowed. Remote reservoir shocks permitted. Shocks must have no more than 2 external adjusters. Remote reservoirs may only have 1 external adjuster. Adjuster mechanisms must not be hidden by rod end. Adjuster mechanisms must be on the shock body, the shock rod, or on the remote reservoir. Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in anyway are NOT allowed. Cartridge style shocks, mass inverter style shocks, or dampers NOT allowed. Shock rods must not exceed 3/4" in diameter and not surpass 250 pounds of pressure while extended at room temperature. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed (1 in front of rear end and 1 behind). Shocks must be mounted vertical to the axle tube. No horizontal shocks! Items deemed suspicious are subject to inspection or removal unless approved by officials. No Spring Rods, Spring-Like Rods, or items/devices designed to function as Spring Rods! Coil springs must be steel. Leaf springs may be composite or steel. ALL 4 Link Rods must be

composed of steel or aluminum. With the exception of the Left Rear bottom rod, all 4 Link Rods must be straight

Electronic Devices, Traction Control Devices, & Radios:

All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel prohibited. All devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are prohibited. Adjustable ping, dial a chip, timing, automated throttle, adjustable restrictors and remote controlled components prohibited. No Radios or devices for transmitting voice or data. Data acquisition systems prohibited. RaceCeiver Type Devices Only!

Exhaust:

All headers must end with a collector. Exhaust extensions attached to the collector not approved for competition. Tri-Y headers approved and though mufflers are not required...some events will occur at tracks requiring mufflers.

Fuel System:

Cars must have fuel cells to FT3 specs (35 gallon max). Fuel cell must be in a completely enclosed minimum 20 gauge steel or 0.060" aluminum container. Fuel pick up must be on top or right side of cell, constructed of steel and have a check valve. Gasoline Based Fuels must have a specific gravity of less than .745. Any gasoline based fuel with a specific gravity greater than .745 will be disqualified.

FT3 fuel cell must be securely mounted behind rear axle between rear tires, a minimum of 4 inches ahead of the rear bumper, no lower than quick-change housing. It must be mounted with a minimum of two .125 inch thick steel straps 2 inches wide around the entire cell. Cells mounted in a square tubing frame OK but must be mounted to frame with bolts (minimum 7/16") No fuel injection system, electrical fuel pumps, or

pressurized fuel systems -Only mechanical or belt driven pump METHANOL, ALCOHOL, NITROUS OXIDE, PROPYLENE OXIDE, OTHER ADDITIVES NOT ALLOWED.

Safety

1- Cars must have metal racing seats with 5 point harnesses with headrests on both sides.

2- No spotter radios or mirrors allowed. Must use race receivers and transponders. Transponders must be mounted to the right rear axle. Transponder found at any other location will result in a DQ.

- **Wheel - Tires:**

Steel or aluminum wheels permitted (must be mounted with lug nuts).

Maximum wheel width allowed is 14" Wheel spacers are allowed.

Hoosier LMT3 or Harder or American Racer Pro 3 or harder on all four corners. 28.5 x 11.0 x 15 or 29.0 x 11.0 x 15

No defacing, rebranding, softening, conditioning, or chemical alteration! Grooving & Siping is allowed. Track may take a sample of tires to send to tire-testing lab to ensure it adheres to manufacturer's benchmark and hold drivers' money until results are finalized. If the tire fails testing, the driver forfeits points, event money.

Division Protested Car / Protester:

\$450.00/ \$1000.00

Visual Protest \$25.00

Visual Protest must be done within 15 mins after qualifying or heat races.

After the race 1st place car will come on scale and stay until 2nd and 3rd place car arrives. If 2nd place or 3rd place wants to do a protest let techman know before 1st place car leaves the scale. Only the top 3 cars can issue a protest. If a protested car leaves tech area and goes back to their pits during a protest they will be Disqualified. For example, protest would go as follows: If the protested car is found to be illegal, he loses his \$450.00 fee (which the track retains), and the protester is refunded his \$1000.00 If the protested car is found to be legal he is refunded his \$450.00 and the protester loses his \$1000.00. The track will retain \$500.00 and protested will get \$500.00. Techman makes all decisions. Only one crew member in tech area with their driver. If more than 1 crew member is in tech area they will be disqualified. Money must be given to tech man with in 5 minutes of agreement to protest.