

Mid Atlantic Crates

Engine- Factory GM sealed 604 Crate engines only. Must have valid crate seals by and accredited series and certified engine rebuilder. The sealed engines must remain intact and not be tampered with; any seals that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory, seals must be in all the appropriate places for engine to be considered as legal.

All factory parts and part numbers must remain. Valve spring shimming will be allowed to appropriate shim heights according to fellow sanction body rules such as RUSH, Fastrak ect.

CARBURETOR: 1. One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum. 2. All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi. 3. All carburetors must have conventional Holley-style straight or down leg boosters; no exceptions. 4. Holley 26-342 or Holley 26-343 float bowl vent tube check valve is highly recommended. 5. Engine must be naturally aspirated. 6. 604 - May use one carburetor spacer (1" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick). One gasket between intake to spacer and one gasket between spacer and carburetor. Carburetor spacer may not protrude down into intake manifold.

DISTRIBUTOR/IGNITION: 1. Any electronic distributor-type ignition system. NO crank trigger, distributor less multi-coil, or magneto ignition system. No programmable ignition box. Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.

EXHAUST: 1. Collector-type headers required. Must have four (4) tubes into one (1) collector of a consistent diameter. 2. NO tri-y headers, merged headers, or square-tube headers allowed.

BRAKES, BRAKE COMPONENTS, WHEEL HUB: 1. Brake calipers must be manufactured of aluminum. 2. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer. 3. Brake rotors must be manufactured of magnetic or stainless steel. 4. Brake rotors must be used as produced by the brake rotor manufacturer. 5. Wheel hubs must be manufactured of aluminum or magnesium; "wide 5" wheel bolt pattern must be used. 6. Wheel hubs must be used as produced by the wheel hub manufacturer. 7. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds. 8. No brake floaters permitted.

Weight: 2350lbs with driver after racing event

STANDARD LATE MODEL SUSPENSION: 1. Standard Late Model suspensions only. No spring loaded or shock-type 4-bar rods. Only standard solid 4-bar rods allowed. No torsion bar front or rear suspension. Sway bar ok. No brake floaters permitted. 2. Standard Late Model suspension equals one (1) shock per wheel except on left rear. Left rear is allowed two (2) shocks; one in front of rear end, and one behind rear end. Shocks must be mounted vertical to axle tube, not horizontal. 3. No shock to be utilized as a droop limiter; chains only; under slung bar type permitted. Droop limiting chain may have between the links a device using urethane or rubber biscuits as long as biscuits are visible and not contained inside a

housing device. 4. One mechanical traction device allowed, either a lift bar or a pull bar. Only one (1) "wrap-up" shock, defined as a shock that damps axle wrap, is allowed with a pull bar. If a lift bar device is used instead of a pull bar, a "wrap-up" shock may NOT be used in addition to the lift bar's coil over shock. 17

Springs: 1. ONLY coil springs or leaf springs will be permitted. No pneumatic springs, hydraulic springs, "air" springs, or "air" shocks permitted. A shock that produces in excess of 275 pounds of rod force, measured by compressing the shock to 2" on a spring smasher/rater, is considered an "air spring" and is illegal. Shock shaft shall be no larger than 5/8". 2. Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material. 3. A progressive rated spring will be permitted. 4. Only solid material bump stops permitted; rubber, urethane, and plastic. No coil spring or valve spring-type bump springs permitted. No convex disc bump spring permitted. No pneumatic or hydraulic bump stops permitted. 5. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body. 6. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount. 7. Other than spring damping by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted; "air dump" devices are not permitted. Shocks: 1. Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. "Thru rod" style shocks are NOT permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment are NOT permitted. 2. NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "jdumper" are not permitted anywhere on the car. 3. Shock absorbers may not contain any "internal" spring that functions as a load bearing suspension spring, "internal" coil bump spring above or below the working piston nor "internal" bump stop of any kind. 4. No pneumatic springs, "air" springs, or "air" shocks permitted. 5. Shock covers permitted but must be removed for all technical inspections.

Exotic Materials: NOTE: All exotic materials are illegal, which includes titanium, tungsten and/or carbon fiber. EXCEPTION: carbon fiber driveshafts will be permitted for safety purposes as well carbon fiber fan blades and carbon fiber seats provided they meet the 39.2 specifications. Magnesium rear end center section, bells, and rear cover will be permitted. No other magnesium parts will be permitted.

Body: See WOO or Lucas for body specifications, standard late model bodies

Tire Rule: American Racer 44,48, Pro 2 or 3, Hoosier NLMT 2,2.25,3 or 4 and RUSH Tires allowed