

TRI COUNTY RACETRACK 2025

LATE MODEL RULES

All Cars are subject to inspection by Tri County Racetrack (TCR) at any time during the event

ATTENTION CAR OWNERS AND DRIVERS:

Please remember that we are here and can race because of the fans, promoters, and sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior which would tend to bring the series, tracks, or sponsors into disrepute.

PLEASE NOTE: By entering, qualifying, and/or competing in a TCR event, you are accepting these rules and regulations as being those under which you are prepared to race.

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 conditions of all events and by participants in these events. All participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATION. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is Final.

NO TRACTION CONTROL DEVICES OF ANY KIND!

NO BLUETOOTH IGNITION SYSTEMS

Anyone caught will be suspended for the remainder of the year. A second offense will equal a lifetime ban.

TECHNICAL INSPECTION

•Winner from the feature MUST report for post-race inspection and engine P&G immediately. Failure to do so before going to your pit will result in disqualification with loss of pay and points

BODY

2025 Lucas body rules apply

- Rear Deck Height maximum 39 inches from top of tee bar measured BEFORE QUALIFYING or ANY ON TRACK COMPETITION. Series officials may and will check measurement at any point through the event before any car goes on the track
- Spoilers: Maximum 8 inches of height and 72 inches of width
- No more than 3 spoiler supports may be used
- Wheelbase 103 inches minimum

You can CHOOSE to run with or without a roof.

WEIGHT (NO BURN OFF)

- 2300 lbs - 604/602 crate
 - 2350 lbs - Modified 604
 - 2350 lbs - Sportsman type engine
 - 2400 lbs - Standard runner aluminum or cast iron heads
 - 2450 lbs - Raised runner cast iron heads
 - 2400 lbs - CT 525 - MUST have 50lbs minimum in front of mid plate. If you finish in top 3 you will be asked to remove weight for verification in post race tech
- TCR reserves the right to adjust weights in the interest of competition should it deem necessary
- ALL weights are after the race with NO BURN-OFF

BLOCKS

- ALL ENGINES MUST HAVE CAST IRON BLOCK WITH EXCEPTION OF CT525

ENGINE – ALUMINUM / CAST IRON HEADS - 365" max cid

- All heads may be fully ported
- *Chevy heads 23 degree based design and Ford heads 20 degree based design. Ford N heads allowed
- Angle milling allowed
 - No aluminum raised runner heads
 - Aluminum or cast iron head standard runner
- from deck to floor of intake runner can't be more than .300"

- Any cam
- Any lifters
- Any piston
- NO titanium or aluminum rods
- Any bore and stroke combination
- All engines must be naturally aspirated
- Any oil system
- Any rocker arms
- Any single four barrel cast intake permitted
- Maximum engine set back no more than six (6) inches from center of top ball joint to number 1 spark plug

ENGINE- GM CRATE

- 602/604 - GM specs sealed or unsealed

ENGINE - 604 MODIFIED - 365" max cid

- Block must be GM 880 casting. Head castings and intake must be GM CT604
- ??Can port heads and intake
- Any steel rods, any steel crank, any flat top piston, any cam
- Wet sump oil system only. No external pumps
- NO shaft mount rocker arms

ENGINE- SPORTSMAN TYPE ENGINE - 365" max cid

- 4.070" max bore
- Flat top pistons only
- UNPORTED standard runner cast iron heads or unported Brodix SPEC aluminum heads only...may angle cut
- Chevy heads 23 degree based and Ford heads 20 degree based. Ford N heads allowed.
- Any cast aluminum intake
- Any cam
- Chevy .842" and Ford .874" max lifter size
- Wet sump oil system only. NO external pumps
- NO shaft mount rocker arms

ENGINE - CT525 - 378" max cid

- 50 lbs of bolt on lead MUST be mounted in front of the rear motor plate. Lead and bolts will be only pieces allowed in making of the 50 lbs. Collars not included
- GM Part Number 19271821 (CT525)
- These engines are sealed at Chevrolet Performance. Chevrolet Performance GM factory seal bolts and DIRTcar DC18 seals. GM SEALS (DON BLACKSHEAR SEALS) (BROLM)
- The sealed engines must remain intact and not be tampered with. ANY seals that have been REMOVED or TAMPERED with will make the engine NOT ELIGIBLE for competition
- CT525 must run MSD 6014CT or MSD LSX ignition controller. MSD ignition controller must be mounted with easy access for tech inspectors. MSD ignition controller is subject to CONFISCATION by Topless Outlaws officials to be tested for any type of modifications including factory pre-set timing curve and RPM limits
- The GM/CT525 will be the only engine allowed to use a coil pack distributorless ignition system

CARBURETOR

- Any 4150 series based carburetor
- No injection

FUEL

- Racing gasoline and E-85 ONLY
- NO Alcohol, NO Nitrous Oxide, or other fuel additives
- 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
- All fuel cell must have a flap on top with a ball valve to keep fuel from running out if the car is upside down
- Fuel cell must have the pick-up line coming from the top half of the cell

TRANSMISSION

- Drive train must have transmission, mounted on the rear of the engine
- NO direct drive or in-boxes
- Any transmission with working forward and reverse gears permitted, and must lead to one driveshaft

DRIVESHAFTS

- All drive shafts must be painted white or silver, and must be protected by a minimum of one safety hoop or a sling. (Carbon fiber shafts are recommended)
- Driveshaft must be a minimum of 2 inches diameter

REAR END

- Any type of quick-change rear end, No exotic materials allowed
- Any steel or aluminum tube permitted. NO lead may be bolted to the rear end

SHOCKS

- Thru-rod shocks are NOT permitted. Shock shaft can't exit both sides of the oil volume. Any shock with the dampening piston mounted more than one and one-half inch (1.5") beyond the end of shock shaft, allowing the shaft to pass thru the main body on both ends simultaneously will be classified as thru-rod or thru-shaft
- No Bluetooth or computerized components
- Standard late model shocks. Limit one per wheel except left rear may have one in front and one in back
- NO shocks may be adjustable from the cockpit area
- NO shock arms on the rear
- NO spring rods in place of 4-bar rods

WHEELS

- Any Aluminum wheel that is mounted by lug nuts, NO carbon fiber
- Maximum wheel width 14 inches

TIRES

Only Hoosier or American Racer tires allowed

LF/RF/LR/RR

Hoosier Crate 21/55 & 2.5 and NLMT 3's and 4's, American Racer 48, 56 and Pro 2's, 3's, and 4's

All tires are subject to be checked with a durometer. Anyone in violation of tire rules will be Disqualified from the event and will have to pay a \$200 fine before being allowed to race at TCR again. All classes will adhere to Tire Testing policy as stated in TCR General Rules.

MUFFLERS MANDATORY

DRIVER PERSONAL PROTECTION EQUIPMENT

Helmets

- A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015, or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

Head and Neck Restraints

- At all times during an event, drivers must connect their helmet to a head and neck restraint device system certified to SFI Spec 38.1. The head and neck restraint device/ system when connected must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions

Fire Suits

- A driver suit certified to SFI Spec 3.2A/5 is required to be always worn during competition or on the racing surface

Gloves

- Gloves certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface

Socks

- Socks certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface

Shoes

- Shoes certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface

SEATS

- Car should be equipped with SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of belt expiration
- Seat belt restraint system shall be installed in accordance with the directions of system supplier

or manufacturer

- It is the responsibility of the driver to ensure his/her seat belt restraint system and all components are SFI approved and correctly installed and maintained
- High-back full containment seat should be securely mounted to frame as recommended by the manufacturer
- Suitable FIA manufacturer-approved Full containment seats are permitted
- Cars must have a full-containment racing seat utilizing the left and right halo protecting drivers side-to-side head and shoulder movement
- A Marked electrical Kill Switch and a marked fuel shut off valve in reach of the driver
- An easily accessible fire extinguisher of at least 2.5 gals FFF or equivalent required or fire suppression system is required

ANY DRIVER WHO GETS OUT OF THEIR CAR ON THE RACING SURFACE EXCEPT IN THE EVENT OF A FIRE OR AT THE DIRECTION OF TRACK SAFETY OFFICIALS WILL BE DISQUALIFIED FROM THE EVENT AND WILL NOT BE AWARDED PRIZE MONEY OR SERIES POINTS. NO EXCEPTIONS

PROTEST RULES

The protest for the dyno is \$1000 NON-REFUNDABLE protest ON SEALED ENGINES.

The engine will be pulled out at Tri County Racetrack and a TCR Official will impound the engine and meet both parties at Pro Built Race Engines at a respectable time.

*When an engine is being protested and being sent to Probuilt Race Engines, a representative from Tri County Racetrack and a representative from each party is allowed to be present for the procedure.

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 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.

A. \$500 TOP END ENGINE TECH (VALVE SPRINGS, P&G) \$250 GOES TO TRACK TECH REMAINDER TO WINNER OF PROTEST B. \$200 TO P&G ANY ENGINE ALL PROTEST MONEY IS NON-REFUNDABLE

TIRE PROTEST: TIRE PROTEST IS A \$250 NON-REFUNDABLE FEE. IF THE TIRE IS FOUND TO BE ILLEGAL THE DRIVER MUST PAY A \$200 FINE TO THE TRACK BEFORE BEING ALLOWED TO RACE AGAIN. (PRIZE MONEY WILL BE HELD DURING ALL PROTEST) ANYONE FOUND ILLEGAL WILL BE DISQUALIFIED FROM THE EVENT AND RECEIVE NO PRIZE MONEY OR POINTS
FOR ANY PROTEST, THE CAR BEING PROTESTED AND DRIVER PROTESTING MUST FINISH IN THE TOP 5. ALL PROTEST MONEY FOR TIRES OR ENGINES PROTEST IS NON REFUNDABLE. *The protested driver has the right to counter protest the driver protesting them. Protesting must finish in top 5 & can only protest the car finishing directly in front of their placement , within 10 min after the checkered flag

SEALED Crate motors refer to DYNO RULES \$1000

Any item not found listed is considered a visual protest item and must be protested before race and not after. Visual Protest is \$50 NON REFUNDABLE (TCR reserves the right to delta, change or amend rules in the interest of competition)