

2018 CRATE LATE MODEL DIVISION

Double file re-starts for the 2018 season

RaceCeiver Required, NO other radios or communication equipment or mirrors allowed at any time.

A. BODY RULE: Same as super late model.

1. May run 12 in. spoiler and braces.
2. Weight. 2200 LBS. at all times.

B. ENGINE

RULE:

1. GM CIRCLE TRACK CRATE ENGINE, OR PROMAXX PERFORMANCE 351W FORD CRATE ENGINE PERMITTED.

2. ALL STEEL ENGINE.

3. P/N 88958602 "602"

Factory Engine Specifications - NEW

Horsepower	350@ 5000 rpm
Torque rpm	390@ 4000
Bore	3.998"(±.001")
Compression Ratio	9.1:1
Block Type	Cast Iron
Casting Number	See Note Below
Deck Height	9.025(±.001")
Crankshaft Type	Cast Iron
Crankshaft Casting Number	14082586
Crankshaft Seal Type	1 piece
Crankshaft Weight	55.3 lbs.
Piston Type	Cast Aluminum

Diameter	3.996”
Valve Relief Type	4Reliefs
Piston Crown	Dished
Piston Weight	594 grams
Connecting Rod Length	5.7”
Connecting Rod Weight	604.15 grams (+/-10.0 grams)
Camshaft Type	Hydraulic
Camshaft lift (int/exh@ value)	.435”/.460”
Camshaft Lobe Lift (int/exh)	.290/.306
Duration @ .050” (int/exh)	212/222
Cam Lobe Centerline	112.5 degrees
Rocker Arm Type	Stamped Steel
Rocker Arm Ratio	1.5
Head Gasket Type	Composite/Steel
Thickness	0.028
Cylinder Head Type	Iron Vortex
Casting Number	12558062
Valve Size int/exh	1.94”/1.50”
Combustion CC’s (+/-1-2 cc)	64
Intake port CC’s (+/-1-2 cc)	170
Exhaust Port CC’s (+/- 1-2 cc)	60
Normal Oil Pressures	40 psi. @ 2000 rpm

NOTE: 602 Engines have casting #'s10243880 OR 14093638

FACTORY ENGINE SPECIFICATION P/N 88958604

New Honeycomb Valve Springs permitted Factory

TOTAL LIMIT AMOUNT WEIGHT BREAK FOR ALL SAFETY AND EXHAUST IS 50 LBS MAX

WEIGHT 2300 LBS. AT ALL TIMES (604)

1. HORSEPOWER	400 @ 5500 RPM
2. Torque	400 @ 5500 rpm
3. Bore	3.991" – 4.001" (+/- .008)
4. Compression Ratio	9.6:1
5. Block Type	Cast Iron
6. Casting Number	102433880
7. Deck Height	9.025" (+/- .001")
8. Crankshaft Type	Forged Steel
9. Crankshaft Casting Number	10243880
10. Crankshaft Seal Type	One Piece
11. Crankshaft Weight	55 lbs.
12. Piston Type	Hi-Silicon Aluminum
13. Diameter	3.996"-3.999"
14. Valve Relief Type	4 Reliefs
15. Piston Crown	Flat
16. Piston Weight	533 Grams
17. Connecting Rod Length	5.7"
18. Connecting Rod Weight(+/-10.0 grams)	604.15 Grams
19. Camshaft Type	Hydraulic Roller
20. Camshaft Lift int/ext measured@value	.474"/.510"
21. Camshaft Lobe Lift (int/exh)	.316"/.340"
22. Duration @.050" (int/exh)	.208/221
23. Camshaft Center Line	112 degrees
24. Rocker Arm Type	ALUM.ROLLER Rocker
25. Rocker Arm Ratio	1.5
26. Head Gasket Type	Composite
27. Thickness	0.051
28. Cylinder Head Type	Aluminum

29. Casting Number	12367712
30. Valve Size	2.00"/1.55"
31. Combustion Chamber CCs(+/-1-2 cc)	62
32. Intake Port CCs (+/-1-2cc)	205
33. Exhaust Port CCs (+/- 1-2cc)	77

ALL OTHER ENGINE SPECIFICATIONS REFER TO GM MANUAL

OPTIONAL GM

ENGINE 2400 lbs. 8" SPOILER

BLOCK:

- A. OEM Cast iron V-8 block only.
- B. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060.
- C. After-market steel splayed main caps permitted.
- D. Main cap studs and straps permitted.
- E. Deburring block and plugging deck to strengthen block permitted.
- F. Plug or vent and screen oil drain holes in lifter valley permitted.
- G. May surface block.
- H. Lifter bore must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901.

CRANK:

- A. Any steel crank with the exception of (NO Pendulum Undercut counterweights and titanium or other Exotic materials.)(NO KNIFE EDGING OR LIGHTENING OF CRANKSHAFTS!)
- B. Must be standard stroke for engine, Chevrolet 3.480, Chrysler 3.580, Ford 3.500
- C. NO stroking or de-stroking of crank.
- D. May balance engine.
- E. 50 lb minimum weight on crankshaft.

RODS:

- A. Steel rods only.

B. NO titanium or aluminum rods.

PISTONS:

A. Any flat top pistons and pins.

B. NO dome pistons.

CAM:

A. Flat Tappet Cam ONLY.

LIFTERS:

A. Lifter retaining tray permitted.

B. Lifter must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901

HEADS:

A. These are the only heads permitted.

B. OEM cast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Dart Iron Eagle cast iron SR heads.

C. All heads must remain AS-CAST.

D. 60 cc limit.

E. Valve angle and spacing must remain original production specs. For heads being used.

F. Steel valves only. (NO titanium valves)

G. Valve size maximum for (B) engine, Intake - 2.020, Exhaust - 1.600.

H. Valve stem diameter 11/32 minimum for all engines.

I. Under cut stems permitted, any type guides.

J. Any valve springs, retainers and keepers.

K. Guide plates, screw in studs and stud girdles permitted.

- L. **Roller rocker arms, no shaft mount rocker arms**
- M. **NO porting or polishing all heads must remain AS-CAST.**
- N. **NO port matching intake or exhaust runners.**
- O. **Racing valve job permitted Machine cuts only.**
- P. **NO blending valve job to casting.**
- Q. **NO deburring intake or exhaust runners.**

TIMING CHAIN:

- A. **Any chain and gears, NO gear or belt drives.**

WATER PUMP:

- A. **Cast or aluminum permitted.**
- B. **NO electric water pump.**

OIL SYSTEM:

- A. **Wet sump systems, internal pump only!**

FUEL PUMP:

- A. **NO ELECTRIC FUEL PUMPS**

OPTIONAL FORD AND DODGE CRATE ENGINE: WEIGHT 2350 LBS. 12" SPOILER APPROVED. FORD AND DODGE CRATE ENGINE WILL BE ALLOWED TO PARTICIPATE IN THE CRATE CLASS BUT MUST BE SEALED WITH FACTORY SEALING BOLTS AND HAVE SPEC SHEET AVAILABLE FROM FORD OR DODGE MANUFACTURER ADDRESSED TO THE RACETRACK! MUST BE APPROVED BY TECH INSPECTOR AT RACETRACK!

CARBURETOR:

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

- B. NO turbo-chargers, blowers or fuel injections.**
- C. All engines must be naturally aspirated.**
- D. One inch carburetor spacer allowed. One Piece Spacer .040" Tolerance Two Paper Gasket .070" Thick each. (604 Engine)**
- E. Two inch carburetor spacer on 602 engine.**

WATER PUMP:

- A. No electric water pump.**

FUEL PUMP:

- A. NO electric fuel pump.**

DISTRIBUTOR:

- A. Any HEI factory distributor OR MSD Type Only.**

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: Chevrolet in a Ford, Pontiac, etc.**

FRAME:

- A. All frames must be of steel construction.**
- B. Square or rectangular frame must have a minimum of 2" by 2" material, .083-wall thickness.**
- C. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, .083 wall thickness.**
- D. Aluminum body or canister shocks allowed.**

WHEEL BASE:

- A. Minimum wheelbase will be 103” inches.**

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. A minimum of three (3) bars must be used on the left side.**
- C. Each bar must be at least 1- ½” in diameter, with a minimum material thickness .083”.**
- D. Roll cages must be welded to frame.**

BODY:

- A. Same as Super Late Model specs.**
- B. NO mirrors, radios or communication equipment allowed in car at any time.**

SAFETY:

- A. All cars must have 3” inch seat belts with shoulder harness and must be attached to roll cage. And must be worn at ALL times.**
- B. We strongly recommend that all cars have an approved fire extinguisher system, securely mounted, within easy reach of the driver.**
- C. A 5 lb. Halon System is recommended.**
- D. All drivers must wear a complete fire suit.**

NUMBER:

- A. Number must be at least 18” inches high and on both sides and top of car.**
- B. All cars must have a number.**

EXHAUST/MUFFLERS:

MUFFLERS 25 LBS WIEGHT BRAKE

- A. Dirt Pro Muffler or Borla Muffler.**
- B. NO modifications and/or alterations to mufflers will be allowed.**
- C. Collector type headers required.**
- D. All cars must register under 100 decibels.**
- E. NO deliberate air leaks, vents, holes, etc.**
- F. Any car that loses a muffler will automatically be disqualified.**

BRAKES:

- A. Four-wheel disc brakes permitted.**
- B. NO carbon fiber brake parts permitted.**

FUEL CELL / FUEL:

- A. An approved fuel cell (32 gallon maximum) 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 cells must be completely visible from rear of car.**
- C. Fuel cell must not be mounted lower than bottom of quick-change rear end.**
- D. Gas only - NO alcohol - NO nitrous oxide, nitro methane or other nitrate additives.**
- E. NO propylene oxide.**
- F. Gas must not check above + 5 or - 5 on electronic fuel checker when calibrated with tracks racing gas.**
- G. Gas must pass acid test.**

TRANSMISSION:

- A. Must have at least one forward and one reverse gear in working order.**
- B. NO straight drives or in and out boxes.**

WHEELS:

- A. Any brand or type of wheel allowed must be mounted with lug nuts.**
- B. NO knock-off or center locks wheels.**
- C. Maximum wheel width - 14" inches.**

TIRES:

- A. Hoosier – SPEC. 21, SPEC. 55 CRATE 21, CRATE 55 D21, D55 and Hoosier 1350, 1450 Right Rear Only, 1600 or American Racer MD-48-MD/MD56.**

53 Right Rear Only

- B. Tires must have all numbers and name on the tire No grinding off of numbers or names, any tire that has been altered will be illegal.**
- C. No tire softener, tires will be randomly checked before and/or after race and must punch minimum of 48 (hot or cold) on track durometer.**
- D. Tires available at the Track (256) 623-RACE (7223).**

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

Any crate engine protested must be reassembled and resealed by one of the Authorized Repair/Rebuild Centers.

PENALTIES FOR CRATE ENGINE INFRACTION

1ST Infraction

Disqualification of race, = 0 points, \$0.00 in prize money won during the race, 30-day suspension from Fort Payne Motor Speedway and a \$300.00 fine.

The \$300.00 fine must be paid before you can return to competition.

2nd Infraction

Disqualification of race, = 0 points, \$0.00 in prize money won during the race and suspension from Fort Payne Motor Speedway for the remainder of the current season.

For questions contact Fort Payne Motor Speedway at: (253) 623-RACE 7223

Or Tim (256) 398-6847, Marvin (706) 346-3385

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

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