

2025 Lavonia Limited Late Model

Weight Must be Posted on Driver Side A-Post.

1. Weight – Engine #1 (steel head) 2350 lbs with roof (no burn off) 2325lbs Without roof
2. -Spec head Engine 2350lbs with roof (No burn off) 2325lbs without roof
3. Engine Limited Late Model Engine 2250lbs with roof (No Burn off) 2225 without Roof
- 4 - CT525 (GM sealed GM or Series rebuilders seals) 2250lbs with roof (No burn off) 2225 without roof (CT 525) (seals allowed GM,blue ridge outlaws,Dirt car) No others allowed....
- 5 Engines built using GM and ford crate engine heads (built under spec engine rules & weight) 602 or 604 styles (not LS style...)
6. GM 602-604, and Ford 347 sealed crate engines=no weight rule .
- 7 .GM or ford (UNSEALED) crate engines will fall under (SPEC) engine rules!!!! Weight-and tires. 602 or 604 (Not ct525)GM or ford (UNSEALED) crate engines will fall under (SPEC) engine rules!!!! Weight-and tires.
- 8 . Mighty mouse (LS engine) weight and tires same rules as spec and Steelhead.
9. FORD RACING 374 CUBIC INCH 540HP SEALED RACING ENGINE -- M-6007-S374W 2250lbs with roof (No burn off) 2225lbs without roof - 1lb per lap burn off
10. (I95/Bandits) 2400lbs with roof (No Burn off) 2375lbs without Roof -1lb per lap burn off
- 10.5. same as (i95 /bandit) but flat top pistons no dome or pop ups 2400lbs with roof 2375 without roof
11. Lancaster,Carolina,East Lincoln limited engines will be under same weight ,and tire rules as SPEC engines

Chassis and Suspension

- 1.Engine setback – 6" maximum, measured #1 spark plug to top of center ball joint.
- 2.Rear of car may be opened.
3. 72in maximum width on body 1" tolerance at spoiler
4. 101" minimum wheel base
- 5.Rear bumper may not extend over ½ width of rear tire on each side. May be curved inside rear quarter panels at 90 degree angle.
- 6.Front push bars allowed, (can not come threw bumper cover)may not exceed width of front chassis rail

Shocks

- No Bluetooth or computerized components) •
- Late Model Shock, 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 thru shaft style shocks of any kind allowed

2025 body rules

- 1-PRE RACE Body height rule between deck height no lower then 37inches (No Exceptions)
2. 8" rear spoiler 52"maximum height from ground, 72" wide.
 - ALL CARS with SEALED CRATE MOTORS MAY RUN 12" SPOILER and 12" left side spoiler side board. Side board must end at the back of the drivers seat. 4in spoiler allowed on left nose filler (mounted at nose ear SAME length)
 - ALL CARS with engines other than SEALED CRATE ENGINES – Small Left Side Board permitted – 10 inches tall by 30 inches long maximum.

Body dimension measurements

should follow (Carolina clash,SAS,Ultimate)

- Topless is permitted for all cars.

Certified engine builders for the Blue Ridge Outlaw Late Model series

Race city performance (Don Blackshear), Hendrens race engines, Earl Ramey race engines Mark shirey race engines, Gerald mintz race. All others at the Discretion of the Tech Official.

Engines.

- Engine #1 Crate Engine. Sealed Engines must be 100% as came from GM(no protest on 525 control box) ** Ct 525 with Rebuilder series seals must match series rules sealed under BROLM. ---Fuel Seals Not Allowed--- *****602& 604 gm crate latemodels same as (SECA ,Nesmith ,Fastrak,crate all stars)
- Engine #2 (Steel Head)

1.Cubic inch 365 cubic inch max. NO TOLERANCE.

2.Block – ANY CAST IRON

3.Crankshaft – ANY

4.Rods – any steel

5.Pistons – flat top only

6.Camshaft – any

7.Heads – any cast iron or OEM Iron Eagle not to exceed 215 runner (number must be molded on head) ----- Bow Tie – allowed Dart II Sportsman, Part #1112, 1122, 1212, 1222, 1115, 1125, 1215, 1225

- Ford - -6049-N351

8.1 ½"1.500) Blend from the m of the valve seat- 3/4in blend allowed to match intake and head to gasket...(Not port and polished)

9.Valves – any

10.Lube systems – any

11.Intake – any

12.Exhaust system – any

13. Engine protest will be accepted on block, rods, pistons, cubic inch, and heads only.

- **Engine #3**

Spec Engine: ATTENTION Now these heads will be on the same intake and valve rules as the Brodix (spec) heads are now in the rules.... Here is the comparison of the Brodix spec vs. the Dart. Chevrolet Brodix = 215 cc Intake port with 2.08" Int/1.600" exh with 64 cc combustion chambers Dart = 215 cc Intake port with 2.05" Int/1.600" exh with 64 cc combustion chamber (p/n = 11520020P straight plug, 11510020P angle plug Ford Brodix = 195 cc Intake port with 2.08" Int/1.600" exh with 58 cc combustion chamber Dart = 195 cc Intake port with 2.02" Int/1.600" exh with 58 cc combustion chamber (p/n = 13200010) This engine uses Brodix SUPR "Spec" heads.

1. Cubic Inch – 365 inch max. NO TOLERANCE.
2. Block – any cast iron
3. Crankshaft – any
4. Rods – any steel
5. Pistons – flat top only
6. Camshaft – any
7. Brodix SUPR "Spec" heads (55cc minimum combustion chambers) with Titanium Valves. Brodix SUPR "Spec" heads (60cc minimum combustion chambers) with stainless valves.
8. Any valve. 11/32 valve stem size
9. Lube systems – any
10. Intake – Chevrolet engines must have a Brodix HV1000 or GM 604 intake...series intake with no modifications except for port matching ¾" to Felpro 1206. Ford engines must have an Edelbrock Victor Jr. intake with no modifications except for port matching ¾" Felpro 1262.
11. Exhaust system – any
12. Engine protest will be accepted on block, rods, pistons, cubic inch, and heads only Addition to SUPR "Spec" Engine Paragraph: SUPR "Spec" heads with SUPR cast logos.
 - Chevrolet SUPR "spec" head with SUPR cast logos.---- ***If ported and polished & Ford SUPR "spec" head with SUPR logo on the outside and SPEC logo on intake and exhaust ports.*** must weight 2400lbs with roof or 2375lbs without roof.
1. Intake port opening NO larger than original opening and may be port matched. Chevrolet may use FelPro 1206 gasket and FORD may use a FelPro 1262.
2. Chevrolet intake opening may be ground or polished ¾" or NO farther into port than the closest edge or the closest letter or the SUPR logo. Ford intake opening may be ground or polished 3/8".

Intake port polishing will be allowed NO more than 1 ½" below the bottom of the original seat ring on the back side of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.

3. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.

4. Polishing will be allowed in exhaust ports as long as the original SUPR logo is NOT affected or port shape is not altered.

5. NO intake or exhaust port relocation, raising, enlargement, or reshaping of any type.

6. Valve angle and placement may NOT be altered in any way on the SUPR "spec" head. NOTE: SUPR has and will be using, Brodix supplied checking templates and tools on the SUPR head. DON'T GO past three points or templates and tools will disqualify you.

7. In the rules above, if it doesn't say you can, then don't. NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal. SUPR logo must remain, with NO changes, in all locations. Flat top pistons ONLY. No titanium valves, crankshafts or connection

- Engine # 4

Ct.525 Ct525 Sealed Engines must be 100% as came from GM(no protest on 525 control box) ** Ct 525 with Rebuilder series seals must match series rules sealed under. .Must match Gm 525 book-series upgrades. Only seals allowed at GM ,DIRT CAR , and our own Blue ridge outlaw latemodel series seals...

- Engine # 5

Late Model Engine Rules for Limited Late Model Engine 1. 365 C.I. max. with clearance and wear. 2. No roller cams. 3. Flat top pistons only. 4. Roller Rocker arms OK. 5. Only cast iron GM or ford cylinder heads or World Products Torker. 6. No porting or polishing of heads. No modifications of intake or exhaust runners at all. 1 1/2" Bowl Blend Max. 7. No aluminum blocks or heads. 8. Engine location 6" max. Setback from center of ball joint to first spark plug hole. 9. One four barrel carburetor. 10. One Adapter only 1" max. 2 gaskets. Fuel System 1. Fuel gasoline ONLY. 2. Carburetor – any 4 barrel. 3. Fuel Pump – any mechanical. NO ELECTRIC. 4. Fuel cells MANDATORY

- Engine #8

Might mouse engine (Mighty Mouse specs)The 5.3 engine comes from factory at 325 cubic inch. We are allowing .60 over bore. Maximum cubic inch is 335 Block: Cast iron 5.3 only Heads: Factory GM casting numbers 706 and 862. Valve sizes intake 2.000. Exhaust valve 1.551 Maximum. Intake valve part numbers V3452 or V3466. Exhaust valve part number V4371. No porting or polishing of any kind to ports or combustion chamber. 68 cc minimum. Rods: Must be factory stock rods only. Part

numbers 143 or 3847. No lightning. You may balance new rod bolts, resize, and float the wrist pins. Stock length only. Piston: Part number P5036 silvolite. You may zero deck the block, no tolerance. **Camshaft** - Any brand hydraulic roller camshaft with a maximum lift of .530 at the valve on the intake and exhaust. Rocker arms - GM LS stock 1.7 ratio only Lifters - Stock type hydraulic roller lifters only **Crankshaft**: Part number 216. This is a stock production crankshaft. No lightning or cutting. Balance ok. Intake: Part number 300-132 Holly Intake. No porting or polishing of any kind. MSD Ignition Box: Part number 6014 Carburetor: ANY. The motor mounts, coupler, headers and all the accessories will be available at Race city performance in Mooresville nc .

- Engine #10

(I95 / bandit)

1. Maximum 365 C.I. Any bore and stroke combination.
2. Any cast iron block, no aluminum block. Any steel crankshaft and rods, no titanium or other exotic materials
3. Any pistons, oiling system, camshaft, rockers, lifters, and valves.
4. Any cast-iron or aluminum heads with factory valve to piston angle. Example: (23 degree heads on GM products); (20 degree heads on Ford products, except for Ford Racing – Sportsman # M-6049-N-351). May use standard or raised runner heads(NO RAISED RUNNER allowed with ALUMINUM HEADS) .May angle mill the heads, must be with-in 3 degrees of factory stock. Any intake. May port and polish the heads and intake. ****If engine has flat top pistons you can run pro 3 American racer tire , if it's full I95 / bandit engine with pop up / dome pistons

Tires

1-American racer. ..Pro 2 and Pro 3.

(A) Grooving and siping allowed on all four corners Except i95/Bandit engines Right rear must be untouched... Chemical alterations of any tires are strictly prohibited. No tire softeners or conditioners which alter the chemical compound of the tire will be permitted. This includes, but is not limited to, tire soaking, internal applications or the use of tread softeners. This will be strictly enforced. (((((Must meet benchmark no exceptions)))))) 1st offense (\$1000) fine loss of points and money from the event and loss of 200 points 2nd offense (\$5000) fine suspended for 365 days
>>>Always 1lb per lap burn off in mains and heats...

series has right to alter tire rules any given time to even up competition as needed .

Protest Rules

1. After protest has been filed and money has been put up, it will not be returned for any reason. Protest cannot be taken down once it is filed; this is to avoid swapping money, which is unfair to rest of field.

2. Protests or questions will be made by driver or car owner only.
3. To protest any car in the top 5 , you must finish in the TOP 5 ,
4. All protests must be submitted to the Tech man within five (5) minutes after the first 3 cars has crossed the scales.
5. Driver or Car owner filing protest is all that will be allowed in protest area other than security and series officials.
6. Protested cars have (5) minutes to accept or refuse protest. After acceptance, protested car has 5 mins. to back pull protesting car. If they accepts the protest.
7. As of Jan 1st 2024 all engines protested will be disabled and checked at engine builders location which will be determined once protest is finalized. Engine protest as listed below.
 1. Complete engine teardown: Engine protest tear down guidelines Remove one cylinder head, oil pan, one rod and piston and camshaft for technical inspection. \$1200.00 (\$200 acceptance fee) - Engine will be impounded and checked by certified builder. \$200.00 to the builder, \$200 to the series \$1000.00 to the winner of the protest.
 2. Top End Protest . Remove one cylinder head for inspection ,and check Cubic inches. \$800 with (\$200 acceptance fee) - Engine will be impounded and checked by certified builder. \$200.00 to the builder, \$200.00 to the series \$600.00 to the winner of the protest.
 3. Any driver found to be illegal will forfeit all points from day of the event ,and 250 of the drivers points from points standings prior.
 4. Tire Chemical Protest: \$150.00 per tire to protest.
 5. Series has the right to take any protested engines to a engine builder to be checked...
 6. No TRACTION CONTROL DEVICES ALLOWED (series has the right to check at anytime).