



Crate Late Model Rules

RULE BOOK 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 condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of 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 minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

BODIES

1. Nosepiece and roof must match body style of car.
2. All cars must have a minimum of one half inch (1/2") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
3. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
4. Driver's seat must remain on the left side of the driveline.
5. Front window bars are mandatory.
6. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
7. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
8. Bodyline must be a smooth even line from front to rear.
9. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to template.
10. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
11. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. Can run from rear of motor mount to in front of the forebar brackets not to cover bracket. Not to be above the top frame rail. Not to exceed below the bottom frame rail.
12. All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted.
13. All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.
14. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
15. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with

fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.

16. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES

1. All stock nosepieces must be approved.
2. Nosepieces must be made of molded type material.
3. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.
4. The nosepiece must be mounted so as not to alter its original shape. Nose piece will be checked with a template. Nose will be pushed against mounting supports to gauge its profile against template.
5. Adding to the bottom of the OEM valance to achieve lower ground clearance is not permitted.
6. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. (1" Tolerance)
7. Front fender flares must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flares cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
8. Front fender flares must have collapsible support.
9. Front fender flares can extend a maximum of three inches (3") above the fender tops and hood.
10. Front fender flares can extend a maximum of four inches (4") above where the filler panel meets the hood.
11. The nosepiece must have a headlight decal package attached. One warning will be permitted and then the car must run contrasting color tape in the shape of a headlight.

ROOF AND ROOF SUPPORTS

1. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
2. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
3. Roof must be stock appearing and mounted directly to roll cage with no spacers.
4. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.
5. The roof must be mounted parallel to body and near center of the car.
6. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).
7. No flat or odd shaped roofs permitted.
8. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must maintain a border frame of 2-3" at the top and sides and 3" at the bottom. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.

9. Sail Panel Windows Openings must be a border frame of 2-3" at the top and sides and 3" at the bottom with no tolerance.
10. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.
11. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.
12. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

1. Must be level and flat from left to right side of car. Fenders may not exceed more than 2" drop at firewall from left side to right side.
2. Fenders are not permitted to gain height from rear to front of car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat (1" tolerance)
3. No part of fender or hood can be outside of the bodyline.
4. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

1. Door to door cannot exceed seventy-seven inches (76") in width at the top of the doors. (1" tolerance)
2. Door to door cannot exceed eighty- two inches (86") in width at the bottom in the center of the car.
3. Doors cannot exceed thirty-six inches (36") in height measured from the ground.
4. At no point can the door sides break in towards the center of the car between the top and bottom measurements.
5. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

1. No offset quarter panels permitted. Must be equally tapered towards the center of the car.
2. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
3. At no point can quarter panel sides break in towards center of the car.
4. Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1').
5. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. Measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. Measured at the front and rear of the quarter panel. One inch (1") tolerance.

FRAMES

1. No aluminum frames or bumpers permitted in construction of car.
2. Minimum 103" – Maximum 105" wheelbase.
3. Rectangle or Square Tubing:
 1. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
4. Round Tube Frame:
 1. The frame of all cars must be constructed of a minimum of one and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.

5. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
6. It is recommended that all cars be equipped with a tow hook or strap.
7. All battery supports must be braced in two axis – two horizontal and one vertical.
8. All frame and chassis components must be welded or bolted together. No sleeves, slip couplings. etc.

ROLL CAGES

1. Cars must have a suitable steel roll cage in drivers' compartment including headrest.
2. Side roll bars are mandatory and must extend into the door panels.
3. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
4. Roll cage must be welded to the frame.
5. Roll cage must be above the drivers' helmet. 8" minimum between floor pan and the bottom of the roll cage
6. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
7. Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

INTERIORS

1. Interior is permitted to be dropped to the middle of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
2. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
3. Interior must run in a straight line from behind the driver's seat to the rear spoiler.
4. Interior (deck) must run in a straight line across the back of car at the spoiler.
5. All interiors must be made of aluminum.
6. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
7. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
8. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.

SPOILER

1. Rear spoiler must be manufactured of material of adequate strength such as Lexan, Aluminum, or Carbon Fiber.
2. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
3. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
4. Rear spoiler must begin where quarter panels end. No extended decks permitted.
5. Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
6. Spoiler supports cannot be mounted wider than the top of the quarter panel.
7. Spoiler must be straight (vertical and horizontal) where it mounts to interior (deck) panels.

ENGINES

1. GM part number 88958602 & GM part number 88958604.
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from GM. No RM Bolts. For any other sealing system contact The Dirt Track at Edgewater for approval. Crate engines must not be altered, modified or changed from factory specs.
3. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition.
4. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from factory specs. No changes are allowed to the engine – intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part / or parts on / or in engine.
5. Officials may test any engine at any point to verify that the engine meets the GM factory specs. Testing can include compression checks, valve spring checks, rocker arm checks, and any other tests officials deem necessary. Officials may also confiscate any engine at the completion of any event to perform a complete tear down of the engine.
6. Any driver finishing a feature event may protest any other driver finishing in the top 5 in that same feature event. The driver must make protest to speedway officials immediately after feature event and must pay official \$1,500 cash at that time. \$500 will go to the speedway designated inspector. \$1000 will go to the winner of the protest.
7. A driver and/or car owner refusing to allow his engine to be tested or confiscated for official teardown or protest will be penalized the same as those found to be cheating within the sealing system.
8. Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event, and suspended from racing for one year and be fined an amount to be determined. Any illegal parts will be confiscated for destruction and/or further inspection. After that period, the driver and/or car owner can only compete in events with an engine equipped with original factory GM sealing bolts.
9. Any violation of the engine rules and/or factory specs outside the sealing bolts of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended and fined at official's discretion.
10. Engine's GM serial number and any seal certification number must be clearly visible.
11. No vacuum pumps.
12. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
13. Engine must have an operating self-starter.
14. The engine may be set back a maximum of six inches (6") from the center of ball joint to front spark plug hole.
15. Carburetor is limited to one four barrel. 604 may use one 1" inch maximum carb spacer. 602 may use one 2" inch maximum carb spacer. One gasket per surface .070" maximum.
16. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributorless engines allowed. No crank trigger or magneto ignition system.
17. No dry sump oil system. No external oil pumps.

FUEL SYSTEMS

1. 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 two (2) 1/8 x 2" steel straps.
2. The following fuel cell rules are Highly Recommended and will be mandatory no later than the start of the 2018 season.

1. The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications.
2. Fuel cells must be used in accordance with the FIA / FT3 or SFI 28.3 specifications. Alterations of any kind will not be permitted. (Example: alterations to top plate, alterations or removal of foam, etc.)
3. Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.
4. Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.
3. A firewall must be installed between the fuel tank and drivers' compartment.
4. Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted.
5. Willy's Carburetor roll over plate part # WCD4000 is approved for competition.

CHASSIS

1. No titanium chassis or suspension components.
2. No titanium fasteners.

TRANSMISSION, CLUTCH AND REAR END

1. Any transmission with working reverse and working forward gears is permitted.
2. Manual transmission must be equipped with an operational clutch.
3. Automatic transmissions are permitted.
4. The transmission must be mounted to the rear of the engine and lead to one drive shaft.
5. No "live-axle" rear-ends are permitted.
6. No independent rear suspensions are permitted.
7. All axle housings using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.
8. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
9. The center section of the axle housing must be manufactured of either aluminum or magnesium.
10. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic heavy materials (ex: tungsten) will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

DRIVE SHAFTS

1. All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be painted silver or white.
2. Only one drive shaft is permitted.
3. The drive shaft must be protected with a secure drive shaft hoop or sling.

TIRES

1. Tire Rule
 1. ONLY the following tires will be allowed:
 1. 28.5/11.0 – 15 Rib 1350
 2. 90.0/11.0 – 15 LSB SPEC D21 – Hoosier Item Number 36620
 3. 90.0/11.0 – 15 LSB SPEC D55 – Hoosier Item Number 36620

4. LM90/11 – 15 LCB M40 – (Note: this is the standard LM 40)
2. The Right Rear tire must be one of the following AT ALL TIMES.
 1. LM90 or 92/11 – 15 LCB M40 – (Note: this is the standard LM 40)
 2. 90 or 92.0/11.0 – 15 LSB SPEC D55 – Hoosier Item Number 36630
2. Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15").
3. Maximum circumference permitted is ninety-three inches (93").
4. Maximum cross section width permitted is sixteen and three-quarters inches (16 $\frac{3}{4}$ ").
5. Hoops for inspection must pass over tire freely.
6. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or non-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.
7. All sidewall markings must visible at all times. No buffing or removing of the compound designations.
8. Any chemical treatment of tires is illegal.
 1. Officials reserve the right to check and or confiscate any tire used in competition at any time. A driver is fully responsible for any tire used in competition regardless of the source of the tire and/or when the tire was put on the car.
 2. Officials can take tire samples using two methods.
 1. Officials can remove samples using destructive methods. In this case, no tires will be returned regardless of results. Drivers with treated tires will receive no compensation. Drivers with untreated tires will have the tire replaced.
 2. Officials can remove sample grooves from the tread of the tire. No compensation will be given to the driver for tires.
 3. Any tire used in competition may be protested for chemical treating by any driver competing in that same individual event(same feature, heat, qualifications, etc). Protest must be made to track officials prior to when the protested car returns to pit area. Protester must present \$500 cash to official at time of protest.
 1. If tire is found to not have been treated, the protested driver will receive \$150 for tire replacement even if destructive methods are not used.
 2. If tire is found to be treated, protester will receive \$400 of their fee back with \$100 being held for processing fees.
 4. All prize monies of drivers with tires taken for testing will be held until lab tests are received. If tire samples do not match the factory benchmark for that compound, the driver forfeits all monies won that night, not only those from the specific race where the driver was protested. (ie – A driver using a tire during qualifying that is found to be illegal will forfeit any monies won in heats, consis, or features that night.)
 5. Drivers with tires that do not match the factory benchmark will be disqualified for the event the samples were taken, be suspended 5 races, lose all championship points earned up to that point, be disqualified from any contingency programs for that season, and be subject to a \$1,000 fine. These penalties are for a driver's first offense. Further offenses will be handled on a case by base basis.
 6. Any driver refusing to submit tires for any testing or intentionally avoiding officials attempts to secure tires will be subject to the same penalties as those found using chemically altered tires.
 7. Any driver making a protest then backing out of protest may be subject to fines, suspensions, and/or other penalties.

WHEELS

1. Only Aluminum wheels will be permitted.
2. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.

3. Maximum wheel width is fourteen inches (14”).
4. Maximum width outside of front tires is ninety inches (90”).
5. Maximum width outside of rear tires is eighty-eight inches (88”).
6. Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16 inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
7. Only aluminum wheel spacers will be permitted.
8. The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.

BRAKES, BRAKE COMPONENTS, WHEEL HUB

1. Must be equipped with sufficient four (4) wheel braking system.
2. On track three wheel braking is allowed.
3. Brake rotors must be manufactured of magnetic or stainless steel. No titanium or carbon fiber brake rotors are permitted.
4. Brake rotors must be used as produced by the brake rotor manufacturer.
5. Brake calipers must be manufactured of aluminum.
6. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
7. Wheel hubs must be manufactured of aluminum or magnesium.
8. Wheel hubs must be used as produced by the wheel hub manufacturer.
9. 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.

SHOCKS & SPRINGS

1. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
 1. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
2. Anyone using only non-adjustable shocks will receive a 100 lb weight break.
3. No cross connected shocks are allowed.
 1. The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
4. No “RodThrough” designs are allowed.
 1. “RodThrough” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
5. No Inverters are allowed
 1. No rotating parts inside the damper.
 2. No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
6. No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever

including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.

7. Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be approved before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
8. Springs must be made of steel. Torsion bars are not allowed in rear.
9. Coil springs must be steel. Leaf springs may be composite or steel.
10. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
11. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
12. Other than spring dampening 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.
13. Shock Locations
 1. Only one shock per wheel is permitted at the left front, right front, right rear corners.
 2. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
 3. One 5th Coil Shock permitted.
 4. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.
14. Drop Chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.
15. Bump stops and/or bump springs are permitted.
16. Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
17. A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS

1. Any new chassis design or component design and or technology pertaining to and/or containing suspension must be approved before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.
2. Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
3. Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
4. Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch
5. Rear Suspension Mounts.
 1. Single shear mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
 2. Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
 3. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
 4. Double shear mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.

6. Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
7. Lift Arm & Pull Bar
 1. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
 2. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock spring coilover combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
 3. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
 4. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
8. Radius Rods
 1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock type radius rods are permitted
 2. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.
 3. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875)
 4. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped
 5. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
 6. Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
 7. ONLY Two (2) radius rods per side.
 1. Radius rods must be spaced on the frame a minimum of 6"
 2. Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
 3. Measurements will be made from center of each radius rod bolt.
9. Birdcages
 1. Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
 2. Limited one birdcage (1) per side.
 3. Shock(s) and radius rods must mount to the birdcage.
 4. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
 5. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
 6. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.
10. Jack Bolts are permitted.

REMOTE CONTROL SUSPENSION DEVICES

1. NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

EXHAUST AND MUFFLERS

1. Mufflers are MANDATORY.
2. Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.
3. Collector type headers required. Must have four (4) tubes into one (1) collector of a consistent diameter.
4. No tri-y headers, merged headers, or square-tube headers allowed.

TRACTION CONTROL DEVICES

1. All Traction Control Devices are strictly prohibited during any form or portion of an event, race or practice/test session.
2. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
3. At NO time will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.
4. A competitor found with any of the above mentioned will lose the complete device permanently and *will* lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.
5. GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

WEIGHT LIMIT

1. Weight Limits:
 1. GM crate engine #88958602 (602 engine) – 2250 lbs.
 2. GM crate engine #88958604 (604 engine) – 2350 lbs.
 3. No burnoff allowance will be given.
2. Any attached weights must be securely attached to the frame, painted white or bright silver and have the car number clearly displayed on them. Weights of up to fifty (50) pounds must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.
3. No weights may be attached to rear bumper.
4. No driver-operated weight adjustment devices are permitted.

SAFETY EQUIPMENT

Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is

the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

1. Batteries:

1. NO batteries to be located in the drivers' compartment/cockpit.
2. The battery must be securely mounted with positive fasteners and brackets.
3. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
4. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used

2. Seats:

1. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
2. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
3. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
4. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

3. Restraints:

1. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

4. Window Nets:

1. Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacture's instructions and technical director's satisfaction.

5. Driver Worn Equipment:

1. A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.
2. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

3. Gloves certified to SFI Spec 3.3/5 are REQUIRED.
4. Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.
5. Head and Neck Restraint Devices/Systems are Highly Recommended
6. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. 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
6. Drive Line:
 1. A driveline "sling" is REQUIRED.
7. Cockpit Tubs:
 1. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
8. Fire Suppression:
 1. An in-car Fire Suppression system is Highly Recommended.
 2. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
 3. All systems must meet or exceed SFI 17.1 specifications.
 4. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
 5. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
 6. The cylinder must be connected to the nozzles with steel or steel reinforced lines.
 7. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
 8. An optional manual override cable may be added to the system.
9. Drivers under the age of 18 are REQUIRED to have a HEAD SOCK, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

CAR CONSTRUCTION INFRACTION PENALTIES

1. You may be given a simple warning.
2. You may be asked to correct the infraction.
3. You may be assessed a weight penalty.
4. You may be disqualified when found and/or noticed with an infraction.
5. You may choose to leave.

MISCELLANEOUS

1. NO two-way radios. No crew to driver radio or transmitted communications of any kind.
2. NO "in-cockpit driver controlled" electronic devices of any kind permitted.

3. NO computer controlled devices of any kind permitted
4. NO rearview mirrors of any kind permitted.





