Unified Motorsports Association of Asphalt Racing
UMA-Late Model 2026 Rules 10.2

General: *These rules and regulations are designed to govern driver and crew member conduct during racing events. By participating in these events, all drivers are required to comply with these rules. While tracks or series makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. This is in the entertainment business. Drivers, Owners, Crew and Track Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. Officials may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.*

Procedural Rules: *It is the goal of track management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.*

Rules Infraction Policy: *Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.*

2026 Late Model Specifications

1. SAFETY EQUIPMENT

1A. *SEATS –* Approved aluminum driver's seat required. Seats may also be Carbon Fiber or Carbon Composite or others. This should not be used as a weight saving measure. Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats are recommended. The Lajoie seat where construction is such that rib supports are not required .Seat may not protrude outside 4 point upright or top cage halo. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. The area behind the driver's seat and in front of left rear trailing arm mount is strongly recommended to be plated with a minimum .090" thickness steel plate, measuring a minimum 10" inch tall by 12" inch wide. Plate must be securely welded or bolted into place to frame / roll cage. SFI 39.2 rated seats like to be required in future years.

1B. SAFETY BELTS-Belts must be dated within 3 years of event date or newer. All seat belt and shoulder harness systems must be SFI specification 16.1, type Y-type shoulder belts are not approved for use. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame. Grade "5" bolts ½" min diameter required. Six-point belts (double crotch strap) are recommended.

1C. FIRE SUPPRESSION SYSTEM-A minimum five-pound (5) on-board fire suppression system is required.10# fire suppression with multiple discharge points is highly recommended. Cold Fire systems recommended for cockpit usage. Must have gauge in view and must be fully charged. Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding.

1D. LEFT SIDE WINDOW NET-Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "a" pillar end of the bar. Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member. Window nets must drop down. Must latch on top. Ribbon style net highly recommended with a minimum size of 16"x18"

1E. DRIVER'S ATTIRE- Complete approved fire retardant driving suit designed for racing along with fire retardant gloves, and shoes required. Eye protection and a Snell SA-2015 (SFI 38.1) or newer helmet required. (Starting in 2026 the recommended helmet minimum rating will be a Snell SA-2020 rating) Snell "M" or D.O.T helmets not allowed. Use of head and neck restraint devices is highly recommended. Approved head and neck devices are the HANS device, LFT Technologies R3, Simpson and the Hutchens ii device. Officials will inspect items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

1F. CARBON FIBER USEAGE-Carbon fiber for safety use only in Seats, Helmets & Hans Devices. Carbon Fiber is not allowed for dash, panels, duct work, bolts, brake ducks, brackets, or braces made out of this material

2. BODY-*Measurments taken with tire air pressure 20psi left & 30 psi right.*

2A. Five Star Next Gen, AR bodies Revolution, and all first generation ABC-approved bodies are approved and must be mounted in accordance with the original published manufacturer body guidelines. For the purposes of body tech inspection the minimum nose, body and frame height is 4" with a maximum of 8" as the car rolls thru tech. In the case of body compliance disputes the car may be raised to sit on 4" blocks placed under the frame and then must comply with the standards set forth by the official Five Star Referee. All cars will be measured to determine conformity with manufacturer supplied templates. Original ABC body configuration rules apply, unless otherwise stated. The Referee will be the official method of body measurements including tread width. Refer to rulebook body guidelines posted at http:// www.fivestarbodies.com No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. are not allowed. Five Star molded 12-inch side vent windows required for left & right side. Three window braces front and rear required. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. No panels allowed to extend tops of doors, add to The Five Star Rules measurement "A" Must be a minimum of 11.5 inches and nose measurement must be 20 inches minimum from hood to bottom of the nose at all times. Right side door inner panel must drop down from the door and must be official approved. Rub rail are discouraged and may only be used if they are polycarbonate. Window tint of any kind will not be allowed on windows or spoilers. Titanium bolts, brackets, braces, are not allowed. 1" square tube rub rails allowed, mounting must be within 3" of ends & ends must be tapered and capped, Five Star Lexan rub rails allowed. Maximum width of body braces is 1"-inch. All existing non-conforming ABC bodies are subject to a 25# weight penalty. All bodies will be under review to ensure conformity to the "Spirit of the Rule".

2B. BODY-PANNING: Panning of nose, sides, windows, tail panels, etc. is not allowed. No louvers or vents in the fenders, doors, or quarter panels. No fins, vortex generators, vertical lips, wicker bills, or wings will be allowed. Panning under car in the form of weight trays will be allowed. Weight tray panning may start at foot box and only run to back of driver's area (cockpit) and must remain inside frame rails.

2C.NUMBERS: Numbers at least 18-inches high required on both sides and on the roof. Roof numbers to be readable from the left side of car. Six inch high numbers in top right corner of windshield also required. ***2D.BUMPERS-***No Aluminum bumpers front or rear, must be minimum 1-1/4 in OD, 0.065 in Wall, Steel. Front and rear bumpers are required at all times for on track event competition.

2E.RIGHT SIDE DOOR BAR-Right Side Door Bar Assembly must be minimum 1 1/4" O.D. x .065 Wall Steel only. No Aluminum door bar allowed.

2F.SPOILER-All spoilers will have a minimum 3/16" thick clear polycarbonate blade with no lettering. No taping of rear spoiler at any time. All spoiler bracing must be round or hex 5/8" max diameter.

2G.SPOILER ORIGINAL ABC BODY- A maximum width of 60" measured across back of spoiler and maximum blade height of 5". Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4"with a minimum 1/2 inch to maximum 5/8 inch split in the center to accommodate the template. Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8" max at base of spoiler on centerline; max spoiler height is 40"on 4" blocks. Rudders or forward mounted brackets will not be permitted.

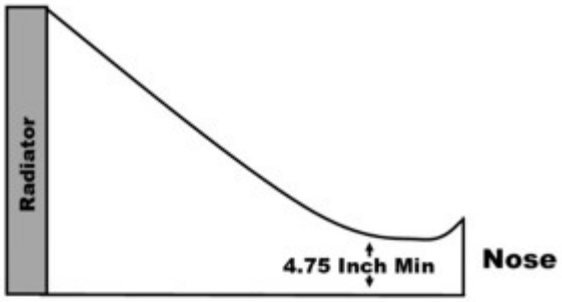
2H. SPOILER ABC FIVE STAR NEXT GEN BODY- A maximum width of 64.5"measured across back of spoiler and maximum blade height of 5". **90° SPOILER 11002-47379 70° SPOILER 11002-47377.** Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8" max at base of spoiler on centerline; max spoiler height is 40"on 4" blocks. Rudders or forward mounted brackets will not be permitted.

2I. Cars will be placed on 4" blocks to confirm correct height of body components and fuel cell height.
2J. Standard opening for the grill screen area only as approved for ABC manufacturers' production, must be maintained at all times. Only ABC approved manufacturers' mesh screen may be used for the radiator opening in the nose with a minimum of 3/16" stainless mesh.
2K. Taping of hood seams is allowed, No taping of rear spoiler at any time. Tape on the nose piece grill screen and brake ducts is allowed for qualifying only.
2L. Air intake boxes are permitted for the carburetor with cowl inlet only. The back of the cowl induction box must be flat or must be stock Five Star or AR part. No additions to or devices for directing the flow of the air into the air cleaner or air cowl intake box are permitted. You may not grab or funnel air into air intake box in any fashion. No type of forward air intake allowed. Air cleaner is mandatory to act as a flame arrestor. No additives allowed in air filter.
2M. Duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat or curved bottom panel and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 ¾" in height and the narrowest across dimension of the top panel is 20". The interior of air box between nose and radiator shall be clear of any added devises or obstructions that interrupt deflect or obstruct incoming air to the radiator. Openings for brake cooling ducts are permitted off of the sides of air box but may not extend into interior of duct work. A Five Star C-5 air flow plastic duct or Bump-N-Run bag product or AR Body EZ Max plastic duct system may be substituted in lieu of conventional aluminum duct work. No Carbon fiber allowed in this process. No types of under-body air deflectors allowed. Bottom air box panel for radiator duct work must attach to the bottom front edge of radiator area and not contain any air scooping design as to direct air into radiator bottom area. Approval of any design of air box duct work shall be the decision of tech officials and/or competition director. No Carbon Fiber; radiator ductwork.
2N. In order to allow 102-102.99" wheelbase cars to achieve body measurement compliance, the "top rearward edge of windshield to center of rear axle measurement" will be allowed a +2" extension to 59 ½". Minimum length will defer to the original 57½" measurement. Rear deck measurement from centerline of rear axle to leading edge of spoiler will remain at 47" MAX.

See Illustrations Next Page

APPROVED SIZING FOR NOSE TO RADIATOR AIR DUCT BOX

SIDE VIEW



TOP FRONT VIEW

APPROVED FIVE STAR & AR AIR DUCT MANAGEMENT PRODUCTS

3. *TRACK WIDTH / WHEELBASE*

3A. Maximum tread width front and rear is 65" measured center to center of tires. For the purposes of tech inspection maximum nose height will be no more than 8" and the lowest minimum frame height point is 4" as the car rolls thru tech.
3B. Minimum 103" wheelbase required on both sides, Under 103" cars add 25#'s 101" cars not allowed.
3C. The wheelbase difference from left to right may not exceed ½ inch.
3D. The Five Star Referee is the official device of measurement

4. *CHASSIS*

4A.Tube or stock stub allowed.
4B. Chassis must have driver's foot protection bar (Martin bar) and left side foot protection plate minimum sized of 9 inches high by 12 inches long and be no less than .090 inch thick minimum. Left side martin bar must curve into and connect to the left front sub frame upright behind left front tire area.
Absolutely no straight blunt ended martin bars are allowed.
4C. Tow hooks on front and rear required.
4D. Weight tray panning may start at foot box and only run to back of driver's area (cockpit) and must remain inside frame rails.
4E. Chassis/frame construction must be approved for competition use. Any non-conforming or unapproved construction will require changes that are acceptable to meet safety standards**.**
4F. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted.

5. *ROLL CAGE CONSTRUCTION*

5A.-The following is the minimum specification requirements for roll cage construction for competition. Officials reserve the right to sonic test any or all, structural chassis members at any time during an event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch (1-3/4"x.090") diameter DOM. Steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and a minimum of three (3) right side diagonal bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. Main frame rails and side rails must be located within the normal tread width of the car and must be a minimum outside to outside width of 50 inches. A minimum of 2" x 3" x .083" wall steel tubing of solid continuous metal for front clip rails. Rear clip and kick-up rails need to be a minimum of 2"x2" square x.083" wall steel tubing of solid continuous metal**.** Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.250-inch x .063- inch OD steel tube. No material substitution permitted, no aluminum allowed on the structure of the chassis. The dash bar running between the 2 front roll bar legs must be one continuous bar,1 ¾ OD. X .090 wall thickness minimum with no bends and have a minimum height of 16 ½ inch above frame rail tops. The roll cage halo must be made from DOM tubing 1-¾ by .090 wall thickness minimum, must be minimum height of 38 inches off frame top, have an outside to outside minimum length of 28 inches front to rear and an outside to outside minimum width of 25 inches from side to side. Halo must remain parallel within 1 inch of main frame rails. Floor pan under driver must be heavy-gauge steel. 1/8" protector plate in front of left rear trailing arm required (or may be boxed).

5B. DRIVER SIDE DOOR PLATES

1. Left side driver support bars and plates are mandatory, no drilling for lightning allowed
2. No material substitution is permitted.
3. All support bars and plate installation is subject to approval. Solid filled from A-B post.
4. **All plates must be minimum .090 Steel or add 10#'s for non-compliance, sonic testing used**

See options listed below Plan A or Plan B

Plan A – minimum .090 solid steel plate bolted or welded securely to the left side door portion of the roll cage. Doorplate shall be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is allowed.

Plan B – minimum .090 thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.

Illustration pictured below.

6. *SUSPENSION*

6A. Coil over type or conventionally mounted 5" spring type suspension only.
6B. No computer or hand operated controlled suspension.
6C. No titanium**,** Inconel**,** exotic materials, parts, or components allowed anywhere on racecar,
6D. No hollowed-out bolts of any kind on suspension components.
6E. Front suspension adjustment must be done from under the car or by lifting the hood.
No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s)
6F. No suspension adjustment devices are permitted in the driver's compartment area or in reach of driver at any time in car. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited.
6G. Rear suspension must be Non-independent, live axle type only.
6H. Remote rear suspension adjusters are permitted when accessible through the rear window. A Maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area.
6I. Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 or 4 link only. No 5th Coil Suspensions, No birdcage set-ups or spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions. Senneker Type T-arm assemblies or bridge kits are not allowed. Trailing arms must mount to rear end in a solid fashion, No part of the trailing arm mounting may freely rotate around the rear end, must be welded or bolted in place. Trailing arms mounting behind the driver must have a 1/8" steel protection plate protecting driver. No cantilever, wishbone, or torsion type suspensions maybe used.

7. SPRINGS & SHOCKS

7A. Springs must be magnetic steel, with a minimum 2.5"diameter, a minimum 8" height, No Progressive springs, with maximum retail price of $150.
7B. One (1) shock and one (1) spring per corner only of the car is permitted.
7C. Shocks must be steel or aluminum bodied, non- adjustable shocks.
7D. Manufacturer's components for shock brand, model & series must be used, valving optional.

Approved Shock List for Competition

AFCO Series 13T, R, S, 21
ARS Series 2000 Genesis, Series GSO
BILSTEIN Series SZ, SN,
INTEGRA Series 431
PRO Series A, AC, ACX, TA Steel, PG
QA1 Series 16, 21, 26, 5Q, 50, 51, 6Q, 62, 63, 67
KONI 30-SERIES 7325, 7436, 7499, 7647, 9325, 9436. (adjustable, non- rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in KONI package will NOT be allowed.
7E. All shocks must have a minimum of 2" inches of travel (compression and rebound) in mounted position at all times.
7F. Post-race shock disassembly is the responsibility of the owner/crew chief. Bring tools or make arrangements.
7G. No Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. No chains, bolts, straps, etc.
7H. No electricity to the shock, and no shock may be adjusted by driver within driver's compartment.
7I. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the driver's compartment.
7J. Heating pads, cover and/or blankets will not be permitted over the shock absorbers.

8. SPINDLES & HUBS

8A. Steel spindle only allowed. Aluminum steering arm and ball joint mounts allowed.

8B. Aftermarket hubs required, no oil filled or oil filled style hubs allowed, maximum MSRP $325. Wheel studs, 5/8" minimum diameter, must be long enough for threads to show on outside of lug nuts, lug nuts must be steel. No gun-drilled studs permitted.

9. STEERING

9A. Rack and pinion or steering box with center link style

9B. Quick release steering wheel required.

9C. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.

9D. Collapsible steering shaft recommended.

9E. No electric power steering units. No titanium steering components or hardware allowed.

10. REAR END

10A. Rear ends may be stock or rear spur type quick-change units with minimum 10 inch ring & pinion

10B. No open tube rear ends permitted.

10C. No Aluminum tubes allowed. Steel tubes only.

10D. Material used for rear end section is at the discretion of the team, hub pins must be steel.

10E. Maximum camber ½ degrees and measured w/the rear axle level.

10F. One-piece straight spline drive plates only.

10G. No titanium axle shafts, left side & right side axles must have the same I.D. and O.D. with a minimum of 1.125 O.D. Magnetic Steel only, gun drilled axles allowed.

10H. Spool Type or Detroit Locker (ratchet type) allowed. Add 25# weight penalty for ratchet. Max MSRP $819.95.

10I. Torque Sensing Gleason Torsen type differential are NOT Allowed

10J. All plugs (drain, inspection, etc.), must be safety wired, a $100 fine will be assessed.

11. BRAKES/ROTORS

11A. Cars must be equipped with functioning four-wheel hydraulic brakes. All brake lines must be fully visible for inspection at any time and must not be run thru the inside of any part of frame.

11B. Maximum 4 piston brake calipers. Steel or aluminum. Maximum MSRP $265

11C. Titanium brake components and or brake hardware is not allowed.

11D. No Thermal Lock Pistons allowed.

11E. No ABS units or brake recirculation systems, or floating caliper brackets.

11F. Brake wheel fans that fit between the hub and wheel are allowed, one per hub only.

11G. Electric blower motor fans or devices are not allowed.

11H. All air for brake ducting for front wheels must be taken from nose or radiator air box only, may not pull air from under car at any time, one duct allowed per front wheel. Air may only be directed to the brake rotors. Air may not be blown or forced onto the tire or bead.

11I. No hoses or holes through the interior sheet metal for drawing air to the rear brakes. Ducts to the rear brakes will not be permitted.

11J. One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, will be permitted. Electronic or remote-control devices will not be permitted.

11K. Fixed mounted Steel rotors only maximum diameter 12¼" rotors, no drilling permitted. No floating or self-centering rotors No carbon fiber rotors. Only steel rotors are allowed (no titanium).

11L. Electronic wheel speed sensors, power assisted braking systems or brake actuators will not be permitted.

11M. Liquid or gas cooling of the brakes will not be permitted.

12. *TIRES*

12A. TIRES-Approved Tire is Hoosier D810. Tire bank system will be utilized; Teams may enter a maximum of 4 tires into their initial tire bank, and can purchase one new tire per week of competition completed. After every four events drivers with 100% competition attendance for the year will earn one extra tire allotment for the next event. New competitors coming in after the first event of the season may only purchase 4 tires to start their tire bank and must start behind the invert if using all 4 new tires or if you only use two new on the first night of competition and two used with 4/32" wear on them you can start where you qualify. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination of tires from your bank. Tire bank follows the driver. Used tires entered into tire bank will be counted as new tires. (Flat tires will be handled on a case by case basis, any replacement tires will be based on usage/age of the flat tire) Tires are available for purchase at the track (Special Events Subject to additional Tire allotment) A run off period for D-800 tires will be allowed for 2026, any D-800 tires entered into tire bank for use will count as new tires towards the season allotment.

12B. Chemical Treatment of Tires: Tire softening is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires may also be suspended for up to one year from date of infraction.

12C. TIRE BAR CODES AND MARKINGS: Removing, replacing or tampering of the original Hoosier Tire bar code or any tech official markings of the tire is a violation of the rules and takes the tire out of compliance with tire bank standards and is not permitted. If found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering or replacing tags or markings of tires may also be suspended for up to one year from date of infraction.

13. *WHEELS*

13A.Aftermarket made for racing, steel wheels required, and 15"x 8"inch size maximum.

13B. Wheel must be 5x5 or wide 5 pattern only.

13C. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted.

13D. Bleeder and/or pop-off valve devices are not permitted, wheels will be inspected for hidden bleeders including the valve stems.

13E. Wheel Studs and Spacers: A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") 15f. Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

14. *CLUTCH*

14A. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch min.

14B. No carbon fiber or poly clutches allowed.

14C. Bell housing must have an opening at bottom (to allow a clear view of clutch).

14D. Standard material clutches only. No Slipper or Centrifugal clutches allowed.

15. *TRANSMISSIONS*

15A. Standard type transmission with full OEM style case and 7, 8 or 9 bolt side cover.

15B. No Top Shifted Transmissions

15C. Transmission must have two forward and one reverse working gear plus a neutral position minimum.

15D. Internal clutch transmission (*Bert, Brinn, and Falcon*) allowed with a 25# weight penalty.

15E. Scatter shield or steel bellhousing is required.

15F. No bottom load or quick change transmissions allowed. No Automatic transmissions will not be permitted.

15G. No 5-speed or more transmissions, No 'in and 'out boxes allowed. Must be self-starting

15H.All plugs (drain, inspection, etc.), must be safety wired, a $100 fine will be assessed.

16. ***DRIVESHAFT***

16A.The drive shaft shall be made of steel or aluminum only with a minimum diameter of 2.5". Carbon-fiber not permitted.

16B.Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and the forward hoop Must be 4-5 inches minimum behind front yoke.

16C. Steel Drive shafts must be painted white.

17. ***WEIGHT/ENGINE PACKAGE COMBINATIONS***.

17A. All cars will be allowed up to a maximum left side weight percentage up to 58.0% & 51.0% rear

17B. Weight Measured with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head.

17D.All weights are Pre-Race with a fuel allowance of 1/2# per lap **except for qualifying no allowance. For post-race total weight rules, if requested by officials, teams may be required to refuel.**

17E. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened with grade five ½ bolts minimum with washers and lock nuts. Any loss of weight from any car will result in a $100 fine. No Tungsten or similar weight allowed! All weight must be in solid blocks.

LATE MODEL Fuel allowance is one ½# per lap & caution lap provision if necessary of ¼#

BASE WEIGHT	ENGINE	CARB	Notes	%
2675	GM 602 Crate #19258602 W/HEI Dist	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1,80541-2, 80541-3	6400 RPM Chip	58%Left Max 51%Rear Max
2725	GM Certified 604 Crate # 88958604 or 19318604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1,80541-2, 80541-3	6700 RPM Chip	58%Left Max 51%Rear Max
2800	Concept 10:8 to 1 Engine Iron Block & Heads Only	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58%Left Max 51%Rear Max
2800	Non-GM certified or Updated Crate 602 or 604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1,80541-2, 80541-3	6400/6700 RPM Chip	58%Left Max 51%Rear Max
2800	Wegner 5.3L sealed engine Must have 20lb weight plates on each side of the block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58%Left Max 51%Rear Max
2800	5.3 Cast Iron Block LSW	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58%Left Max 51%Rear Max
2800	Ford 302 Block See Note Below	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58%Left Max 51%Rear Max
2825	AFR Alum Head 10:8-1 SS-1096-716/1095-716	Holley-4412 500 cfm 2bbl	7400 RPM Chip	58%Left Max 51%Rear Max
2850	Chrysler over 362 CID	Holley-4412 500 cfm 2bbl	7400 RPM Chip	58%Left Max 51%Rear Max

Unlisted engine packages will be handled on a case by case basis call ahead

Weight Penalties	Weight
Ford 302 Block with 4" set-back	Add 25#'s
Detroit Locker Ratchet style Rear End	Add 25#'s
Internal clutch transmission	Add 25#'s
602/604 Crate 1-5/8 Carb Spacer	Add 75#'s
Torque Sensing Gleason/Torsen style	NOT ALLOWED

18. ***COOLING SYSTEM***

18A. Radiator mounted in front of engine, between frame horns.

18B. Fan protection required and overflow tank recommended.

18C. Water pump must be stock type in stock location. Electric water pumps are NOT allowed.

18D. Antifreeze is strictly prohibited and carries a $100 fine if found.

18E. Cooling system shall consist of any conventional system that employs the use of a standard radiator cap or caps. The use of any manual high pressurized cooling systems with or without expansion surge tank is strictly prohibited.

19. IGNITION SYSTEMS-All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, batteries must be securely mounted outside of driver's compartment. All cars must have battery disconnect switch located within reach when standing outside the car. No magnetos. All ignition systems must have an operational rev limiter system. Only one ignition box allowed in car at any time. Car may be wired for dual boxes but must have only one box in car while on track. Box must be in clear view, mounted on right side of dash with dials to right window opening. Crane/Fast Ignition and JMS-Daytona sensors CD1 units must be kept complete with plate, coil, and box as a unit. Ignition boxes may be switched by officials from car to car or swapped with house ignition boxes at any time, Must be able to remove in five minutes. Approved Ignition boxes; Crane/Fast Ignition Hi-6rc p/n 6000-6700, 6000-6701, JMS-Daytona sensors CD1 p/n 6000-6701K MSD 6,6A,6T,6AL,6ALN,6CT-6427 or MSD 50-213-6CT Ignition box/coil/plate kit are allowed provided they are wired correctly for the use of a CRANE/JMS Ignition Tester. MSD 6014CT must only be used with the cast iron block coil pack engine package. Crane/Fast ignition box must use PS92N coil only. Any unlisted ignition systems may be approved for competition following inspection by technical officials. Ignition must not be mounted within the reach of the driver. All wiring inside driver's compartment must stay out of reach from driver. Adjustment tabs may be sealed by Officials. Car side harness must match all factory connections per diagram below with no modifications to allow tech officials to test system. Teams will have 20 minutes to correct the wiring harness or face disqualification and/or fines. If you believe you have a problem please ask. Owner/driver must provide tools to remove part. Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector. Wiring of the system with a six pin weather pack approved style plug in.

a– Ignition switch 12v (small red)
b –Points pick-up (small white) brown gm boxes
c –Coil negative (small black)
d –Coil positive (small orange)
e –Green Wire to distributor
f – Purple Wire to distributor

19A. MSD Box #6428 6CT-PRO is NOT approved for competition because tech officials require a high RPM recall reading. On this unit High RPM recording can be quickly reset with a "customer supplied" momentary switch, not approved.

19B. ***BATTERY:*** All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, Battery must be securely mounted ahead of rear axle and outside of driver's compartment away from fuel cell and lines. Battery disconnect switch required & must be located in center of driver compartment accessible to the safety team from the passenger side window.

20. ENGINE SECTION: Officials retain the right to adjust weight rules to promote competition among motor combinations. All part numbers must remain on all engine parts & No engine parts may be composite.

20A. *ENGINE LOCATION*: GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back except Ford 302 block allowed 4" set back with 25lb weight penalty or no penalty for 2" set back. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" set back. ALL Engines: Oil pan must not be lower than bottom of cross-member. Options to correct are add to bottom of cross-member or raise motor.

20B. *LIMITED CONCEPT ENGINE*: Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: OEM or listed replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, LAX heads allowed. Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02" intake and 1.6" exhaust valves both with minimum stem diameter of 5/16". Flat top pistons required. A minimum of zero deck height required. 10:8 to 1 maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. No solid roller cam/lifters. Flat tappet Maximum valve lift - .600" (measured at retainer). Hydraulic roller cam/lifters allowed Maximum lift of .575" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.

20C. *INTAKE MANIFOLD*: Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced from the factory with no alterations. No adapters/ spacers between intake and heads.

20D. *EXHAUST SYSTEM (Non-Crate)* Mufflers are Mandatory and are not to be tampered with or hollowed out. Exhaust must exit behind driver and meet Sound level must be less than 100 db. Must meet local & county ordinance requirements where measured. Headers allowed on all engines; No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. No one off or custom high dollar headers, No stainless, lightweight, Iconel or titanium allowed. All headers are subject to approval by tech officials. Exhaust that exits from door must be flush and must have door flange and mounted flush to door. Rear exiting exhaust approved; if using rear exiting exhaust a single plain flat L-shaped heat shield / support(s) must be used made of minimum .065 thickness metal steel only and exhaust must terminate at the ASA fuel cell bar.

20E. *GM 602 CRATE ENGINE*: (P/N #19258602) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) One .070 single paper gasket allowed. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with No stepped, 180 degree or Tri-Y headers. Crate engine must run stock style HEI distributor with coil in cap. MSD Soft Touch Rev Control Part #018-8728 or 8727CT with a maximum 6400 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.25:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. 602 Crate engine may use 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only. Tapered or Beveled Adapters allowed with 75# weight penalty. No Ford or Chrysler crate engines allowed.

20F. *GM 604 CRATE ENGINE*: (P/N# 88958604 or 19318604) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1, #80541-2, or #80541-3 (with no modifications) One .070 single paper gasket allowed. All crate engines may not be altered from factory specs and must use a 6700 RPM chip; maximum compression can never be greater than 9.75:1. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. 604 Crate engine may use 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only. Tapered or Beveled Adapters allowed with 75# weight penalty. No Ford or Chrysler crate engines allowed.

20G.*UPDATED GM CRATE ENGINE*: Crate engine with any or all of the following updates or any non-certified/approved rebuilt crate engine will have a base weight of 2800lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer, 1-5/8" tall carb spacer w/gaskets. Maximum compression can never be greater than 9.7:1. And must use a 6700 rpm chip.

20H.*CRATE HEADERS*: GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; GM 604 Crate cross over header Schoenfeld 135CM Part #: 007135CM are recommended for competition; with a maximum collector size of 3". No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. Exhaust must exit behind driver and meet 100 decibels. Mufflers are mandatory are not to be tampered with or hollowed out. No one off custom header allowed. Exhaust that exits from door must be flush and must have door flange and mounted flush to door. Any car without mufflers will not race. Max MSRP of header $499.00 Rear exiting exhaust approved; if using rear exiting exhaust a single plain flat L-shaped heat shield / support(s) must be used made of minimum .065 thickness metal steel only and exhaust must terminate at the ASA fuel cell bar.

20I. *REV LIMITING CHIP CRATE ENGINE*:
The use of a Rev Limiting Chips will be used; GM 602 Crate will be limited to 6400 RPM's and GM 604 Crate engine will be 6700 RPM's. Officials may change chips at random and may check chips at any time. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver and all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.

20J. ***LS 5.3L SPEC ENGINE (WEGNER)***- All LS 5.3 engines must add 40lbs of weight to engine block area; 20lbs of weight on each side of the block either bolted to the block or the inside or outside of the front stub in line with the center of the block. All LS 5.3 spec engines must be rev-limited to 7600rpm with a MSD/Crane type ignition box. Engine is subject to same inspection procedures as other engines. LS Spec Engines must use Holley 4412 500 cfm 2 bbl carb with 1" spec carb adapter plate manufactured by Wegner Automotive P/N#WA0349

20K. LS 5.3L CAST IRON BLOCK SPEC ENGINE
CAST IRON GM 5.3L BLOCK
BORE SIZE 3.810 MAXIMUM
STROKE 3.622
COMP RATIO 11:1
GM CATHEDRAL PORT HEADS 60CC (Casting #'s 241,243,317,706,799,852,853,862,873 allowed)
(PORTING ALLOWED ON CLYINDER HEADS)
VALVE SIZE 2.02 IN / 1.60 EX (NO TITANIUM VALVES)
VALVE SPRING 1.32 MAX DIAMETER (Titanium Retainers ok)
CAMSHAFT HYDRAULIC ROLLER CAM /LIFTERS .637 MAX LIFT (measured at retainer).
ROCKER ARM RATIO 1.7
CRANKSHAFT GM CORVETTE OR EQUALIVANT 50LBS MINIMUM
CONNECTING RODS 6.125 STEEL 600 GRAMS MINIMUM
PISTONS FLAT TOP ONLY
INTAKE MANIFOLD HOLLEY #300-132, ELDELBROCK #2908, OR GM #88958675
CHAMP OIL PAN LS1100
MSD 6014 CT IGNITION (TIMING MUST BE THE SAME FROM 3500-7400 RPM)
RPM LIMIT 7600 (ALTERNATOR ALLOWED)
HEADERS SCHOENFELD 36VYLS1-3
CARBURATOR HOLLEY 4412 2-BBL (SEE CARB SPECS RULES)
1-5/8" CARB SPACER MAX WITH GASKETS, STRAIGHT OR TAPERED BORE. MUST NOT EXTEND DOWN INTO INTAKE PLENUM**.** SPACER GASKET MAX THICKNESS .070
FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE)
MUST USE WATER PUMP AND PULLEYS, & SERPENTINE BELT FROM FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) ATI BALANCER #917000 & HUB #916039

21. CARBURETOR**: The Holley Ultra Series is Not Allowed.**
21A. All Non-GM Crate Motors will use **Holley 4412 style 2bbl** approved carburetor.
21B. The Holley Aluminum (Part#0-4412CT) 500 cfm carburetor is now approved for competition.
21C. All GM 602/604 Crate Motors use Holley 650cfm 4bbl 4150 HP carburetor, part # 80541-1, #80541-2, or #80541-3. All 4 barrels of Holly 650cfm must be fully operational at all times, no secondary's disconnected. One .070 paper gasket allowed. A 1 5/8" max thickness with gaskets carb adapter may be used with a 75# weight penalty. Original orientation of carb to engine required. Adaptor must be one piece. Tapered or beveled adaptors permitted. No part of carb adapter may protrude into the intake
21D. All carbs must pass all gauges and specs.
21E. Double throttle return springs mandatory.
21F.Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.

Boosters may not be changed including no additional holes. Height, size, and shape must remain standard to 4412 and unaltered. Venturi area must not be altered in any manner. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shafts must remain standard and must not be thinned or cut in any manner. Carburetors metering block must be stock or HP style only. No aftermarket metering blocks permitted. Only (3) three open emulsion holes per side permitted. Any additional emulsion holes must be plugged and nonfunctional. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. EXCEPTION: epoxy allowed on boosters of 4412-2 bbl. at main body. Air boxes allowed with cowl inlet only.
21G. No fuel injection systems of any kind allowed.

22. CARB SPACER RULES:
22A. ***LIMITED CONCEPT ENGINE*:** 1-5/8" max thick w/gaskets. Original orientation required, adaptor may not protrude into plenum of Intake Manifold. Adaptors are one piece only. Straight bore Tapered or Beveled Adapters Allowed.
22B. LS 5.3L WEGNER SPEC ENGINE: Must use 1" spec adapter plate by Wegner #WA0349 Maximum Gasket thickness .070
22C. LS 5.3L CAST IRON SPEC ENGINE: 1-5/8" max thick w/gaskets. Original orientation required, adaptor may not protrude into plenum of Intake Manifold. Adaptors are one piece only. Straight bore, Tapered or Beveled Adapters Allowed.
22D. 602/604 CRATE ENGINE: 602/604 Crate engine may use 1-5/8" max thick w/gaskets. Original orientation required, adaptor may not protrude into plenum of Intake Manifold. Adaptors are one piece only. Straight bore, Tapered or Beveled Adapters allowed with 75# weight penalty.

23. AIR FILTER
23A. Air filter is mandatory to act as a flame arrestor.
23B. No additives allowed in air filter.
23C. Maximum diameter for air filter is 14" x 4" tall

24. FUEL CELL, FUEL PUMP, FUEL
24A. FUEL CELL: A Fuel Cell is mandatory with a 22-gallon (U.S.) maximum capacity complete with a rubber style interior bladder recommended, full foam baffling inside and must have a functional roll over check valve ball and or safety flap system. Teams are responsible to verify that fuel cells and bladders are up to date and in good condition. An in-line fuel safety shut off valve (SRI #FPF-FSV or OBERG #SV0828) at the point the fuel line exits the cell and before fuel filter are highly recommended. The use of "U" style fuel cells or non-standard-shaped fuel cells are prohibited.

24B. FUEL CELL MOUNTING: Fuel cell must be behind rear axle and between frame rails with a minimum of ten inches (10") ground clearance, For the purposes of tech inspection maximum nose height will be no more than 8" and the lowest minimum frame height point is 4" as the car rolls thru tech. Fuel cell can is to be no closer than 2" to the back of the rear end. Fuel cell must be mounted utilizing a front and rear cross member configuration with a minimum 1" x 1" 0.095 wall thickness square steel tubing. Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross member mounting bolts minimum of 3/8" and will be inspected for quality. All fuel cells must be protected with top and bottom frame support bars and the lower rear protection bar extending below fuel cell.

24C. ***Fuel Cell Can Containers made of 1/8 inch sheet steel are strongly recommended.*** All fuel cell cans must be magnetic steel with one-inch lip being a one piece design. Top cover must be made of magnetic sheet steel not less than 22 gauge (0.031" thick) and bolted to the bottom container with a minimum quantity of 14, grade 5, 1/4 inch bolts, with flat washers on top and lock nuts or lock washers and nuts on the bottom, cell must be banded on top both ways with two steel (1" x 1/8") straps in each direction. (No aluminum fuel cell top covers allowed period)

24D. ***Fuel Cell Protection Plates:*** Cars without a 1/8" thick steel fuel cell container are to be incased in a container not less than 22 gauge .031 thickness magnetic sheet steel and required to have full steel protection plates no less than 13 gauge (0.090 thick) mounted securely thru welding or bolting to the outside of frame rails on sides and rear in an approved manner to cover the entire height and width of fuel cell container used. Also required is a front protection plate between the fuel cell container front side and the rear end cover. This said plate must be full width and height of fuel cell container, no less than 0.090" thick magnetic steel or 0.125" thick aluminum and securely fastened in an approved manner to the front fuel cell container mounting cross member, cell must be fully banded the entire height and width of container and attached to the mounting plate. All fuel cell mounting and banding subject to Tech Inspector approval. **Add 25#'s for non-approved 1/8" steel**.

24E. Fuel Lines must be Aeroquip type or equivalent; routing must be outside of cockpit and protected from damage.

24F. **Fuel Filler** must be accessed through deck lid; filler spout may be extended, but not connected to bodywork.

24G. Fuel: 110 Octane maximum allowable race fuel, Fuel samples may be taken at any time and tested. No Fuel additives of any kind are allowed. Ethanol (E-85) is not allowed.

25. ILLEGAL EQUIPMENT: No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed. No Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; dry-sump systems; external oil pumps; on board data gathering or timing devices, ABS units, traction control devices, of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No electronic monitoring computer devices capable of storing on transmitting information except memory recall tach. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time. All wiring must be visible for inspection. No Speed Sensor allowed.

***26. RADIOS*:** All drivers must have a spotter in the designated spotter area during all racing events if utilizing radios. Spotter required identification of car number on back of his/her shirt.
***27.* RACEceivers:** Raceceivers are mandatory for Race Director Communications frequency is 454.000
28. TRANSPONDERS: Transponders are Mandatory, and located 8" forward from center of rear axle. Transponder are available for rent at the track pit gate.
29. CAMERAS: Only one camera max allowed must point out front window. **EFRC** "except for rare cases" example *Track/ tech approved for media use.*
30. TEAM DRIVING: Not Allowed
31. CHAMPIONSHIP POINTS - will be awarded per your finishing position.
32. FEATURE INVERT: Season point night feature events will be inverted 65% of top 16 in qualifying or 65% of field if less than 16 cars. Discrepancies of .5 and up will round up .4 and below will round down.
33. CONE RESTARTS: The cone will not be in play until half the feature event laps have been completed, all cautions prior to halfway will be lined up in a single file restart. Once halfway in a weekly racing division A or B Main the field will get two attempts. Once two double file re- starts have been exhausted; if another caution would be needed before the finish of the event, the field will once again align in a single file re-start manner for the remainder of the event.
34. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks/series that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars may be granted temporary eligibility status for one week at the discretion of officials on a case-by-case basis for eligibility and rule book conformity.
35. TECH INSPECTION: All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, or impound illegal parts. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools for inspection.

***36.* PENALITIES: See Below Late Models**

PENALITIES*:* The chart below will be applied for violations as shown.

Late Models

WEIGHT	*OFFENCE*	*POINTS*	*FINE*
1-5LBS LITE	*ANY OFFENCE*	*-10 POINTS*	*-$75.00*
6-10LBS LITE	*ANY OFFENCE*	*-25 POINTS*	*-$100.00*
11LBS & OVER LITE	*ANY OFFENCE*	*DQ*	*DQ*
LEFT SIDE %58.0			
Up to 0.2%	*ANY OFFENCE*	*-10POINTS*	*-$100.00*
Over 0.3%	*ANY OFFENCE*	*DQ*	*DQ*
TRACK WIDTH			
Up to 1/8" WIDE	*ANY OFFENCE*	*-10POINTS*	*-$100.00*
OVER 1/8" WIDE	*ANY OFFENCE*	*DQ*	*DQ*