



## 2022 XR SUPER LATE MODEL

Revised April 13, 2022

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**1: SAFETY:** Competitors are solely responsible for the proper usage and installation of all safety equipment. Each car must be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system. The restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. All

drivers will be required to wear fire-resistant suits meeting the minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform. Drivers must wear gloves at all times they are on track, must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label. Drivers must wear shoes that meet the minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell EA 2016, Snell SA 2015, Snell SA 2020, a valid SFI 31.1/2015 label, and/or a valid SFI 31.1/2020 label. Drivers, at all times they are on the track, must have their helmets correctly connected to an approved SFI 38.1 head and neck restraint. Window nets certified to SFI Spec 27.1 or safety nets certified to SFI Spec 37.1 are strongly recommended. A drive line sling is required. Cockpit tubs constructed of 18 gauge steel to protect the front, sides and rear of the driver are highly recommended.

All race cars must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system must consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of 10lbs. of fire extinguishing agent, steel or steel reinforced lines, and 2 thermally activated discharge nozzles. All systems must meet or exceed SFI 17.1 specifications. Systems must be fully charged with 10lbs. of DuPont FE-36, 3M NOVEC 1230, FireBull, 4Fire, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders must be securely mounted to the frame/roll cage assembly forward of the fuel cell. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete. The cylinder must be connected to the nozzles with steel or steel reinforced lines. Two thermally activated nozzles must be used. One 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. An optional engine bay nozzle may be added. It is recommended that a manual override cable is added to the system. All teams should have an easily accessible fire extinguisher or its equivalent in the team's pit area.

**2: BODY:** The car must be neat in appearance and must display the car number on the front nose and the rear fuel cell. The minimum height for the number will be 6". Legible numbers, at least 18" high are required on both sides of the car and the roof. The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar). All cars must have a minimum 1/2" and a maximum of 2" radius at the top of fenders, doors, and quarter panels. Sharp edges will not be permitted. The floorboards and firewall must completely cover the driver's area with no openings. Wedge shape cars and/or body styles will not be permitted. Fins, lips, wings, tunnels, and any type of air deflection device will not be permitted anywhere on the entire length of the car. Belly pans or any type of enclosure on the bottom of the car will not be permitted. A maximum 1/8" skid plate to protect the oil pan is permitted. A maximum of 1 stone deflector made of steel or aluminum, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18" x18" and only mounted from the upper right frame rail to the lower right frame rail. Any style air cleaner scoop used must be positioned in front of or around the air cleaner and must not exceed 1" above any part of the air cleaner. Any

type of flange, fin, or air deflection device that is designed to direct airflow will not be permitted. The top edge, measured from the ground, of the rear quarter, door, and front fender to the point where the fender flare attaches must be a straight line, within one inch on both sides of the car.

The only approved nosepieces allowed are as follows; ARP Air Speed nose, Five-Star MD3 type, Performance Bodies/Five Star MD3 2015, Performance Bodies / Five Star 2016 Evolution, Performance Bodies / Five Star 2019 Evolution 2, or the Dominator, MD3 – Performance Bodies. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacturers appearance, and not be altered. All nosepieces must be made of molded type material. Nose filler panels shall be flat across the entire surface, dishing or raising is prohibited. The nosepiece must be mounted in a manner that does not alter its original shape. A maximum of three two-inch holes may be drilled into the nose for the sole purpose of airflow for engine cooling purposes. No other alterations and or additions will be permitted. The nosepiece may extend a maximum of 53" from the center of the front hub to the farthest point extending forward. The maximum height from the ground to the top of the nose splitter shall be 15 inches. Front nose must be mounted in the center of the car.

The roof length must be a minimum of 44" to a maximum of 54". The roof width must be a minimum of 48" to a maximum of 52". The roof must be mounted level to the body, near the center of the car, and be mounted directly to the roll cage without spacers. The minimum height of the roof will be 45" with a maximum height of 48". A maximum 1.5" roll, turned downward, is permitted along the front edge of the roof. A maximum 1" bend is permitted along the rear edge of the roof turned down 90 degrees. No odd shaped roofs permitted. A maximum of 2 roof edge bead rolls with a maximum height of 1/2" the full length of the roof will be permitted. All roof sail panels must extend to the edge of the body. Maximum sail panel size is 17" at the top and 43" at the bottom and minimum 15" at the top and 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. A maximum bow of up to 2" outward on the window side panels as viewed from behind will be permitted and must match side to side. All cars must have a maximum of 4" and a minimum of 3" between the sail panel and spoiler side where they meet the deck. Front posts must be flat, left and right sides must match in size, and be maximum 4" in width. The front post must extend forward to the rear of the hood. Sun shields are allowed with a maximum of 4" and must be able to hinge for easy exiting the car.

The hood must be level and flat from the left to the right side of the car. Hood can drop a maximum of 2" measured at the back edge of the hood. The front fenders can be a maximum of 2" from left to right. The outside edges of the hood and fender must remain inside the overall bodyline. Fender tops must have a 10" minimum width. Fenders are not permitted to gain height from rear to front of the car more than 1". 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. The front fender may be a maximum of 37" in height, measured vertically from the ground to the top of the fender behind the front tires and at the right front fender and

door "T-bar" location. The front fender flares must be made of plastic, must not alter the original shape of the nose piece, and must not extend beyond the front tires more than 1" per side. The front fender flares must be flat across the entire width of the car. Front fender flares must not extend, bubble, or rise more than 4" at any point of the front fenders or hood. The front fender flares must have collapsible supports. All cars must have full fender tops.

The door-to-door measurement must not exceed 77" in width at the top of the doors and must not exceed 90" in width when measured at the bottom of the doors in the center of the car. The doors must not exceed 37" in height when measured from the ground to the top of the door. At no point can the door sides break in towards the center of the car between the top and bottom more than a maximum of 1". The door sides may not break inward from the top 77" and bottom 90" measurements. The minimum ground clearance will be 3".

Quarter panels can be a maximum of 50" from the center of the rear hub to the rear edge measured horizontally. Quarter panel can be a maximum of 54" from center of hub to rear t-bar at spoiler. The quarter panels must not exceed 77" in width at any point as measured at the top of the panels. The rear deck must taper in a symmetrical manner from the 77" maximum width above the rear hubs to the rear spoiler with a maximum width of 72". The maximum width for the quarter panels measured from outside-to-outside measured 19" from the ground and/or at the bottom of the quarter panel will be 82". Any breaks or bends formed in the sides of the quarter panel that moves the panel toward the center of the car will not be permitted. A minimum of 2" of tire clearance between the tire and the body will be required. Skirting that extends behind the rear quarter panel will not be permitted. Left rear quarter panels must extend downward from the deck a minimum of 33" and a maximum of 36" including plastic when measured at the front and rear of the quarter panel. The right rear quarter panel must extend downward from the deck 27" without plastic or 31" with plastic when measured front to rear. At no point can the quarter panels break in towards the center of the car between the top and bottom more than a maximum of 1".

Deck height will be measured with the nose piece splitter at a maximum height of 15" from the ground to the top. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panels is 39".

Spoilers may be constructed of aluminum, Lexan, or carbon fiber with a maximum overall height of the rear spoiler being 8". The maximum width of the rear spoiler, including braces and supports is 72". The rear spoiler must begin at the deck and extend 8-1/4" maximum from that point, including all mounting hardware, hinges, etc. The rear spoiler must begin where the rear quarter panels end. Only three spoiler braces will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler. The outside spoiler supports must not be mounted any wider than the top of the quarter panels and must be centered on the rear deck. In the event that an aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height or length of the spoiler in any way.

Interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of 5" below the top of doors and a minimum of 12" below the roll cage. Roof

rolls are not part of the measurement. The side window openings must be 15" from the top of the door to the bottom of the roof. Support bars that block the right window from the driver exiting the cockpit will not be permitted. A rock guard (Lexan screen) can be no higher than 4" and no farther back than the front edge of the right-side headrest. If the interior deck drops, the drop must begin at the rear of the engine plate with a maximum of 4" and must not drop below 4" at the rear of the hood. The start of the dropped interior must remain closed as a part of the firewall. The entire width must be closed off with sheet metal. The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20" from the rear of the quarter panel and deck. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car. Interior deck must run in a straight line both vertical and horizontal across the back of the car at the spoiler. All interiors must be made of aluminum. If the interior is flat through the car, it must maintain a 12" clearance from the roll cage for easy exiting from either side of the car. Cowl panels in front of the driver may have a maximum of 3" in height. The cowl panel must taper to the deck or end in line with the steering wheel. Interior may be dropped a maximum of 2" from the top of the hood.

Body Skew measurement will be as follows. The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel should not exceed 54". Measuring 72" from the left rear quarter panel to the right rear quarter panel, then 96" forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel is a 117" minimum.

**3: ROLL CAGES:** All cars must be equipped with a tow hook or strap for the purpose of towing. All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065" thick seamless magnetic steel tubing. Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1" above the driver's helmet. The side roll bars and/or door bars must extend into the door panels. A minimum of three 1-1/2" outside diameter bars .065" in thickness must be utilized on the left side of the car in the door area. A minimum 16" x 26" and 1/8" thick magnetic steel intrusion plate on the driver's side door bars is mandatory. Must be welded or bolted to the door bars of the roll cage. 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. All cars must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place and contain a manufacturer's serial number up to 8 characters that is readable.

**4: FRAME:** No aluminum frames or bumpers permitted in construction of car. Minimum 103" and maximum 105" wheelbase. Rectangle or Square Tubing: The frame of all cars must be constructed of 2" by 2" minimum rectangular or square tubing with a minimum of 8" circumference and a minimum of .083" wall thickness. Round Tube Frame: The frame of all cars must be constructed of a minimum 1.75" round tubing and a minimum of .083" wall thickness. If the rear bumper is stubbed, it may only extend a

maximum of 8" beyond the frame. It is recommended that all cars be equipped with a tow hook or strap. No titanium chassis or suspension components including no titanium fasteners.

Frames fabricated using square tubing must be a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.

Frames fabricated using round tubing must be a minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083".

Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8" must be formed and directed 8" toward the front of the car.

**5: COCKPIT & SEAT:** A full metal firewall fabricated from magnetic steel and/or aluminum must enclose the driver's compartment from front to rear, on both sides, and floorboards. All cars must be equipped with a quick-release type steering wheel that is a full circle. Sharp and protruding edges will not be permitted.

A rock guard with a minimum of three additional roll bars must be mounted in front of the driver. The rock guard must be made from a wire screen. Windshield screens must be a minimum of .090" and must be securely fastened. The ONLY Cockpit adjustable component allowed is a brake bias adjuster. No rear-view mirrors of any kind permitted.

All seats must be full containment type constructed of aluminum or carbon fiber and be SFI 39.2 certified. Design should include a head surround, shoulder and torso support system, and energy impact foam. Must be installed in accordance with the seat manufacturer's instructions. Seats must be used as supplied and installed as instructed by the seat manufacturer. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Seat mounting brackets must use properly sized bolts and washers for the hole in the bracket. No oversized holes or slotted holes in the bracket.

If the left-side head surround is 7" or less when measured from the back of the headrest, then a left-side window net meeting the SFI 37.1 must be installed with a quick-release latch. A minimum left side head surround of 4" is required.

**6: STEERING:** Only one mechanical power steering pump shall be permitted. Any type of electronic steering or their components are not permitted. Spindles must be fabricated or forged using magnetic mild steel. If separate, spindle steering arms must be welded to the spindle. Steering arms must remain below the spindle pin. Spindles must connect to the upper and the lower control arms by utilizing ball joints, mono-balls, or spherical rod ends.

**7: SUSPENSION:** In-cockpit driver controlled suspension devices of any kind are strictly prohibited.

- **FRONT SUSPENSION:** All cars must utilize independent front coil spring suspension consisting of 1 right and 1 left lower control arm, 1 right and 1 left

upper control arm, 1 right and 1 left spindle, and 1 right and 1 left spring / spring stack. Lower control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing. Lower control arms may be of the "A" frame design with 2 inner pivots or the Ford design with 1 inner pivot and a strut rod to secure the control arm movement. The strut rod may be mounted either forward or rearward of the control arm. All lower control arm frame mounts must be securely welded to the frame rail. The right lower control arm mounts must be welded to the right side frame rail and the left lower control arm mounts must be welded to the left side frame rail. This procedure applies to the Ford style including the strut rod as well. Lower control arm mounts must remain to the outside of the front frame centerline for the respective side. The frame mounts for the lower control arm inner pivots may be adjustable by 2 methods; a series of single round holes or a machined slot that will accept a steel "slug" with a single round mounting hole. Both methods of mounting must produce a secure non-moveable mount when assembled and tightened. Upper control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing. Upper control arms may be either the "A" frame type design with or without a shaft or the individual tube type with individual inner pivot mounts. All upper control arm frame mounts must be welded to the frame rail. The right upper control arm mounts must be welded to the right side frame rail and the left upper control arm mounts must be welded to the left side frame rail. The frame mounts for the upper control arm inner pivots may be adjustable by optional methods including but not limited to either a series of single round holes, a machined slot that will accept a steel "slug" with a single round mounting hole, or a machined slot with a cam type adjuster. All methods of mounting must produce a secure non-moveable mount when assembled and tightened.

- **REAR SUSPENSION:** 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 and rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted. Frame and suspension mounts must be welded or bolted solid to the frame and not move. Floating, sliding, flexible, pivoting, and rotating mounts and brackets of any type are not allowed. Bolted components must match the correct bolt size with the hole (for instance a  $\frac{3}{8}$ " bolts in a  $\frac{1}{2}$ " hole will be deemed illegal) and be torqued to the correct specs for the fastener. All mounts must be double shear. Double shear mounts must be  $\frac{1}{8}$ " minimum steel or  $\frac{1}{4}$ " minimum aluminum. Sheer mounts must use minimum  $\frac{5}{8}$ " rod ends with minimum  $\frac{1}{2}$ " grade eight bolts only. The bolt must be bolted through both sheer mounts. Double shear mount must be no wider than 4" with steel or aluminum spacers only. Only 1 mechanical traction device is permitted, either a single pull bar or a single lift arm. No other options are allowed. Covers of any type in any relation to the lift arm or pull bar are not allowed. Pivoting and/or rotating mounts or brackets of any type connected to or associated with the pull bar or lift arm are not allowed. One stabilizer bar is permitted to locate the front of the lift arm from

left to right in the car. 6th coil or braking spring assemblies are permitted, and must be in front of the 5th coil shock. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition. 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. The only materials used to fabricate attaching radius rods that will be permitted are magnetic 31 steel or aluminum. 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". Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness. Heim joints must be a minimum 5/8", and a maximum 3/4" steel heim. No rubber bushings. ONLY 2 radius rods per side. Radius rods must be spaced on the frame a minimum of 6". Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12". Measurements will be made from the center of each radius rod bolt. All radius rods must be straight with the exception of the lower left, which can have a bend for axle housing mount clearance. Axle Housing Mounts (Birdcages) may consist of multiple barrels but must bolt or weld together to work as a single barrel birdcage. Limited 1 Axle Housing Mount per side. Shocks and radius rods must be mounted to the Axle Housing Mount. Floating, pivoting, and rotating mounts and brackets of any sort are not allowed. All brackets or mounts attached to the Axle Housing Mount must be bolted or welded solid. The only materials used to fabricate axle housing mounts that will be permitted are aluminum or magnetic mild steel. Jack Bolts are permitted. Bump sticks are not allowed anywhere on the car.

- **Rear Travel Limiter (Droop Rule):** A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taut they are as close to vertical as possible. One compliance device made of rubber or similar material may be used; must not be more than 1" thick without a load applied and remain completely open and visible for inspection. No tapered, beveled, or roller skate type of compliance rubber will be permitted. Compliance devices must be solid material, same diameter top to bottom, not hollowed or drilled to soften the material. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly has no slack. **If slack is found in the travel limiting chain a 2 position dock will be enforced for that race.** Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the Panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked up on the left rear frame rail closest to the Panhard bar mount. Cars will be jacked up until a .040" shim will slide between the left rear tire and the ground. The right rear tire must also be off the ground. Once the car



is jacked up as described, a vertical measurement will be taken from the ground to the top trailing edge of the rear deck bar, 6" inboard of the left rear quarter panel outer edge. The measurement must not exceed a MAXIMUM of 51". Cars without a left rear underslung must not exceed 50". **Failing to meet this rule will result in a 2 position dock of the finishing position of that race and 2 additional positions for every ¼" over 51 ¼".**

## 8: SHOCKS & SPRINGS:

- **SHOCKS:** Mono-tube, single-piston, and nitrogen gas-charged shocks will be permitted. All shocks must utilize mechanical oil controls, such as spring shims, drums and discs, check ball and spring, needle, and seat for internal and external shock adjustments. Magnetic and electro-magnetic controls are not permitted. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjuster. The adjustments described above are the only shock adjustments that will be permitted. Anything that could cause shock adjustments while the vehicle is in motion will not be permitted. Shocks and shock components may only be manufactured from steel or aluminum. Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro-style shocks are not permitted. Thru-rod shocks will not be permitted. Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.

Approved shock locations are as follows:

1 shock will be permitted at each front wheel.

1 shock will be permitted at the right rear wheel.

2 shocks will be permitted at the left rear wheel. When using only 1 shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When 2 shocks are used at the left rear wheel, 1 shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.

1 shock will be permitted mid-ship at the front of the lift arm assembly.

1 braking shock will be permitted. The shock must be mounted within 3" of the centerline of the rear axle center section. This shock must be mounted horizontally.

Maximum shock body outside diameter is 2.50". Maximum front shock length is 21" and Maximum rear shock length is 27" measured center to center of the shock eyes. No cross connected shocks are allowed. No "Rod-Through" designs are allowed.

- **SPRINGS:** Coil springs must be made of magnetic steel. Leaf springs may be composite or steel. Torsion bars are not allowed. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.

Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount. Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices that affect spring preload or race car heights will not be permitted.

## **9: ELECTRICAL SYSTEM:**

- **GAUGES/ELECTRICAL:** Only one distributor or magneto will be permitted. Cylinder designated individual coil systems will not be permitted. The following ignition boxes will not be permitted for use: MSD 6530, MSD 65303, MSD Digital Programmable 6AL-2, Fast Ignition 307222. Gauges to monitor engine conditions are permitted but will be limited to the following; Oil Pressure, Oil Temperature, Engine Coolant Pressure, Engine Coolant Temperature, Fuel Pressure, Battery Voltage, and Engine RPM. All electronic gauges whether analog or digital, except tachometers, will only be permitted to have one input from the respective gauge sensor. Output from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall and playback. When an electronic dash module is used in lieu of individual gauges, only the inputs as described above for individual gauges will be permitted. All other input channels must be disabled and blocked off from usage. Only engine RPM may be recorded. Wiring to the electronic dash module must be accessible and removable for ease of inspection. Data acquisition systems of any kind or wiring for them will not be permitted.

All traction control devices, whether electronically controlled in the ignition system, wheel sensors, brakes, or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited. Adjustable ping control devices, dial a chip controls, timing controls, and/or automated throttle controls will not be permitted. Remote control components of any type will not be permitted. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car. No computer controlled devices of any kind permitted. GPS or any other type of electronic tracking or locating device will not be permitted for any reason.

All drivers are required to have a one-way radio. This one way radio shall be the only means of communication to the drivers. The one-way radio must be working and active prior to any 'on-track' activity. All other communication to or from the driver shall be strictly prohibited.

No cameras of any type permitted below the interior deck of the car.

Cellular, satellite, and wi-fi devices in and/or attached to the race vehicle or on the driver's person will not be permitted, including cell phones and smart watches.

Only approved transponders used for lap timing devices will be permitted.

- **BATTERY/STARTER:** The battery must be securely mounted and braced in two horizontal positions and one vertical position with positive fasteners and brackets. The battery terminals must be insulated to prevent arcing in the event of damage to the car. One 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 in line with the negative battery cable and capable of disconnecting the negative/ground from the battery to the car and must be clearly labeled with off/on direction.

**10: FUEL SYSTEM:** An approved fuel cell maximum of 32 gallon that meets or exceeds FIA/FT3 or SFI 28.3 specifications. Alterations of any kind will be strictly forbidden. Fuel Cell Can must be .060" aluminum or twenty gauge steel Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell. Fuel cells that are not contained within a welded steel tubing "rack" must have two equally spaced steel straps that measure 2" wide by 1/8" in thickness that completely surround the fuel cell. The straps must be bolted to the frame. A firewall must be installed between the fuel tank and driver's compartment. The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4" ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick-change housing. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of six Grade 8 bolts must be used to mount the fuel cell to the frame. The entire container must be visible for ease of inspection. Willy's Carburetor roll over plate part # WCD4000 and WCD4002 are approved for competition. Mechanical fuel pumps must be used. Fuel pumps must be engine mounted and must be camshaft or belt driven. Electric pumps, primary and/or secondary, pressure systems, and additional reservoirs will not be permitted. Adjustable restrictor plates will not be permitted. No fuel injection devices or electric fuel pumps allowed.

- **FUEL:** Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane, and/or propylene oxide will not be permitted.

**11: TIRES & WHEELS:** Only aluminum wheels will be permitted for competition. The wheels must be mounted to the hubs utilizing lug nuts; single type wheel mounting systems will not be permitted. The maximum wheel width that will be permitted is 14". The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40lbs. The maximum front track width will be 90" and the maximum rear track width will be 88", measured from the outside edge of the tire to the outside edge of the tire. Only approved mud covers will be permitted and must be fastened to the wheel using a minimum of three, 1/4" or larger diameter magnetic steel hex head bolts. Only aluminum wheel spacers will be permitted. Air bleeder valves of any kind are not allowed.

The maximum size for any tire in competition is 11" x 29" x 15". The maximum outside circumference of the tire will be 93". The maximum width of the tires measured from the outside edges of the sidewalls across the face of the tire will be 16 3/4". Grooving and Siping are allowed. Only approved tires will be permitted for use in competition. Tire changes will not be permitted once a car has been presented to the starting grid/lineup area for the feature race. Any cars making a tire change will forfeit their assigned starting position for that particular race and start from the rear of the field. Chemical alterations, vulcanizing, tire softening, defacing, and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Tires may be inspected at any time.

Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points, and/or suspension.

**12: BRAKING SYSTEM:** Must be equipped with a four wheel braking system. While on the track three wheel braking is allowed. Brake rotors must be manufactured of magnetic or stainless steel and used as produced by the brake rotor manufacturer. No titanium or carbon fiber brake rotors are permitted. Brake calipers must be manufactured of aluminum and must be used as produced by the brake caliper manufacturer. Wheel hubs must be manufactured of aluminum or magnesium and must be used as produced by the wheel hub manufacturer. 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 27lbs.

**13: DRIVE SHAFT:** All drive shafts must be a minimum of 2" in diameter and must be painted white. The drive shaft must be protected with a secure drive shaft hoop or sling. Only one driveshaft connected from the transmission to the center section of the rear end will be permitted.

**14: TRANSMISSION:** Any transmission with working reverse and working forward gears that can be shifted with the engine running is permitted. Manual transmission must be equipped with an operational clutch; direct drive systems of any kind will not be allowed. Automatic transmissions are permitted. The transmission must be mounted to the rear of the engine and lead to one drive shaft. No overdrive or underdrive multiple speed transmissions will be permitted.

**15: REAR-END:** Any type of rear-end differential/center section will be permitted. Independent rear suspensions will not be permitted. The center section of the axle housing must be manufactured of either aluminum or magnesium. Axle tubes must be one piece and manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic heavy materials such as tungsten will not be permitted. The axle housing must be of the "closed-tube" design utilizing "full-floating" magnetic steel axle tubes. The outside diameter of the axle tubes must not exceed 3". Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast to the axle housing will not be permitted. Limited slip or locker style differentials will not be permitted. 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. Full-floating aluminum hubs with "wide 5" wheel bolt pattern must be used.

**16: ENGINE:** Conventional type V8 engines with a cam mounted block Only. All engines must be based on a manufactured factory design and must be naturally aspirated by a single conventional style four barrel carburetor. Aluminum or steel blocks permitted. Only 2 valves and 1 spark plug will be permitted per cylinder. The engine must have an operating self-starting mechanism. Engine must operate using a single

distributor. No distributor-less engines allowed. A harmonic balancer certified to SFI Spec 18.1 is required.

- **EXHAUST:** Mufflers are Mandatory. Exhaust must not be directed towards the ground. The exhaust flow must be parallel to the ground. All exhaust systems/headers must end with a collector.
- **ENGINE COMPARTMENT:** The engine may be set back a maximum of 25-1/2" from the center of the ball joint to the back of the block.

**17: WEIGHT:** The total weight of the car shall be measured after an event with the driver in the cockpit wearing complete racing apparel. The overall weight of the race car shall be a minimum of 2,350lbs. After each A-Main, an additional weight allowance will be given at the rate of 1lb per lap for fuel burn off, 10 laps = 10lbs. Ballast may not be mounted in the cockpit, outside of the body, or on any rotating or suspension parts. Must be securely mounted to the roll cage and/or frame, painted white, and clearly marked with the car number. Additional added weight up to 50lbs must be fastened by at least 2 1/2", minimum grade 5 bolts with a minimum of 2 weight clamps per each piece of ballast. Driver-operated weight adjustment devices will not be permitted. Any car that loses any weight/ballast during an event will be subject to disqualification. The scales used for the event either provided by the series or the track will be considered the official scales for the event. Scales will be available for all teams to verify their car weight and determine the scale weight.