



2024 Championship Auto Racing Series Rules

349 Cayuga Drive

Mooresville, NC 28117

www.carsracingtour.com

UPDATED 2/13/2024

RULE BOOK DISCLAIMER

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing Events and to establish minimum acceptable requirements for such Events. These rules shall govern the condition of all Events, and by participating in these Events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or Official.

By signing the liability waiver at the Event, the signee is stating that he/she understands the “risk” of entering the pit area, the limits of the Series insurance coverage, and that he/she agree to unconditionally abide by the rules and regulations as set forth in the CARS Tour Rules and Regulations.

CARS Tour shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further requirements.

Any interpretation or deviation of these rules is left to the discretion of the CARS Tour Officials. Their decision is final.

NOTICES

1. The CARS Tour Director shall be empowered to make changes to any specification contained within these rules and regulations. Furthermore, he/she may impose further restrictions that, in his/her opinion, do not alter the minimum accepted standards.
2. No expressed or implied warranty of safety shall result from such alteration of specifications. All such interpretations and deviations are at the sole discretion of CARS Tour Officials.
3. Regulations and specifications set forth herein may be automatically amended by, but not limited to, technical bulletins and Official entry blanks distributed by the CARS Tour.
4. Any specification and/or regulation contained herein are subject to immediate change as determined by the CARS Tour Director.
5. The intent of these Rules and Regulations is to provide for fair, competitive, and safe racing in all CARS Tour Events.
6. CARS Tour reserves the right to change Event schedules and Event purses.
7. All rules, contained herein, are subject to amendment as CARS Tour Officials deem necessary.

DEFINITION OF TERMS

Within these 2024 Rules and Regulations, the following terms are defined as:

1. "Office" shall mean the "operations center" for the Series, located at 349 Cayuga Dr, Mooresville, NC 28117. Telephone: 704-696-3570.
2. "CARS Tour Officials" shall be those persons who are employed, supervised, and compensated by Championship Auto Racing Series.
3. "Member" shall refer to any and all of those individuals who have signed the Liability Waiver at each Event to enter the "garage/pit/restricted area" at CARS Tour Events.
4. "Event" shall refer to the CARS Tour sanctioned Event, including, but not limited to, practice days and/or race days.
5. "Promoter" shall refer to such any individual, owner, president, manager, who represents the track at a CARS Tour sanctioned Event.

GENERAL RULES AND REGISTRATION

The rules listed herein are effective from January 1, 2024, until December 31, 2024. The following rules supersede all previously published rules for any CARS Tour class of racing.

REGISTRATION/LICENSE INFORMATION

1. The annual 2024 LMSC car registration will be \$250. The annual 2024 PLM car registration will be \$175. These fees are non-refundable.
2. The annual LMSC driver registration and license will be \$100 for 2024. The annual PLM driver registration and license will be \$75 for 2024. These fees are non-refundable.
3. Single Event LMSC Registration for 2024 is \$125 for the car and \$50 for the driver. Single Event PLM Registration for 2024 is \$75 for the car and \$50 driver. The single Event licenses are good for the registered Event only and the fese may NOT be applied to annual registration fees.
4. It is mandatory for all competing drivers and cars to be fully licensed with CARS Tour for the Event in which they participate. This may be through annual or Single-Event Licensing.
5. Each team assumes responsibility for notification to CARS Tour of any change to its' W-9 form on file or a change in address from the address on file with the teams' registration forms.
6. Each driver and team owner must complete all Tour registration forms prior to participation in any CARS Tour Event.

CARS TOUR MEMBERSHIP

General Rules

1. Owners assume full responsibility for actions of their crew members, driver, and any other persons for whom the owner paid admission to the Event.
2. No intoxicating beverages or controlled substances are to be consumed before, during or after race Events by anyone in the pit area.
3. When there is reasonable suspicion present, CARS Tour Officials reserves the right to require alcohol and/or drug test to any driver, crew member, or car owner at any time during the course of any Event
4. Physical or verbal abuse by a "Member" to any CARS Tour Official will not be tolerated and is subject to a fine and/or suspension to be determined by the CARS Tour Director.
5. Race vehicles may only be driven by individuals with a valid CARS Tour license. Licenses and hard cards are NOT TRANSFERABLE for use by any other team/individual other than the one for whom the license/hard card was issued.
6. Interpretation of rules, procedures or scoring positions by the CARS Tour shall be final, non-appealable, and not litigable.
7. Drivers, owners, and/or any other member of a crew shall have no claims against or cause of actions for damages, expenses, or otherwise against CARS Tour, its Officials or the promoter for an act of disqualification or damage to either car or driver, or both.
8. Race cars may be mechanically inspected by CARS Tour Officials at any time.
9. Entry fees and pit gate fees shall be non-refundable but, at the discretion of the CARS Tour Director, may be transferrable. Entry fees must be paid prior to pit gate entrance.
10. Purse and owner championship points fund money, if any, will be distributed to the designated payee of the team in accordance with the 2024 W-9 form completed by the owner. Any changes to the distribution of funds will be the owner's responsibility. Proper income tax information, including Federal ID numbers and/or social security numbers, must be on file before funds are distributed.
11. The decision on transporter parking -i.e. whether or not trucks will remain in the infield -will be determined on a race by race basis.
12. All rules and regulations in the CARS Tour Rule Book are subject to interpretations by CARS Tour Officials.
13. CARS Tour reserves the right to reject or revoke any entry application for any reason the CARS Tour Director deems for "just cause".

DRIVER LICENSE

1. **In the Late Model Stock division, all drivers must be at least 14 years of age. No exceptions.**
2. **In the Pro Late Model division, all drivers must be at least 12 years of age. No exceptions.**
3. All drivers must be physically fit for racing. The Tour Director reserves the right to request medical certification of fitness at his/her sole and absolute discretion.
4. All new drivers will be monitored by Officials and their ability will be continuously evaluated. Cars Tour reserves the right to approve/disapprove of any driver based on his/her ability to safely and competitively participate in the Series.

INSURANCE AND LIABILITY

Insurance

1. Insurance is made available to participants and/or persons entering the restricted area of a CARS Tour sanctioned Event for accidental death or hospital, and/or medical bills. Such insurance is for a period normally associated with the completion of an Event and for risks associated with participation in that Event. Insurance shall be applied as secondary coverage ONLY after participant's primary coverage reaches its limits of coverage.
2. Persons admitted to the pit area and other restricted areas of a CARS Tour race must obey all rules and regulations for that area as set forth by CARS Tour. Every individual admitted to any CARS Tour Event must sign all releases as determined and/or required by CARS.
3. Any injury involving any driver, crew member, or any other "Member" occurring on the track premises before, during, or after a CARS Tour Event, must be reported to the Series Director before leaving the premises on the day of the Event. If the injured party is unable to make the report, it is the responsibility of someone known to the injured party to complete an accident report along with the Series Director. The medical staff at the Event should also be involved in the completion of the documentation concerning the injury.

WAIVER

Performance, Advertising and Promotion

That CARS Tour and its assigns may use their name(s), picture (s), likeness(es) and performance(s) in any way, medium or material (including without limitation by and through television, radio, air wave, cable and satellite broadcasts, film productions, videotape and audiotape reproductions, transmission over the internet, video games or other CARS Tour licenses products and public and private online services authorized by CARS Tour and the like, before, during and after the Event, for promoting, advertising, recording or reporting the Event or any other CARS Tour sanctioned Event, and do hereby relinquish all rights thereto for these purposes, provided that the car owner and driver retain exclusive use of its name, picture and likeness in connections with product endorsements and the sale of products, services, concessions, and merchandise.

General Safety

1. All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions of the track on a continuing basis before and during each Event. Since the competitors are closer to the racing facilities, safety personnel and equipment, and conditions at the track on a continuous basis throughout the Event than CARS Tour Officials or the Promoter, it is their obligation to inspect, observe and promptly report to CARS Tour Officials any inadequacy in the facilities, personnel, equipment, or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize, to the lowest degree possible, the risk of injury to themselves and others. Neither the CARS Tour nor the Promoter can, or will, be responsible for the adequacy of a competitor's race car, racing equipment, or racing activity to accomplish this purpose. Additionally, neither the CARS Tour nor the Promoter shall be responsible for the security of the competitors race car(s) towing vehicle, trailer, tools, or pit equipment while such equipment is parked on the property owned/leased by the Promoter.

DRIVER PERSONAL SAFETY EQUIPMENT

IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE CARS TOUR, ITS' OFFICIALS, OR THE PROMOTER, TO ENSURE THAT HE/SHE MAINTAINS, WEARS, AND PROPERLY USES ALL OF THE PROTECTIVE GEAR AS DESCRIBED BELOW.

1, The following are items that are **REQUIRED** to be worn at **ALL** times while operating a car on the racing surface.

Helmet/ full face mask---Certification label visible for inspection. Recommended certification: Snell SA 2010, SA 2015, SA 2020/ SFI 31.1 and FIA 8860-2004, 8860-2010, 8860-2015 and 8860-2018.

Head and Neck Restraint---Hans, Safety Solutions, Simpson (formerly Hitchins) or Stand21 devices recommended. It is recommended that they be SFI 38.1 approved and within the date of expiration.as stated by the manufacturer.

Full-one piece fire resistant/retardant drivers' uniform---SFI rated with SFI label visible on the left sleeve. Recommended rating of 3.2A/5 –3.4

Gloves, Socks, and Shoes—Fire resistant/retardant. SFI rating label attached. Recommended SFI rating of 3.3. Rating label visible for inspection.

IDENTIFICATION AND SERIES SPONSORS

CARS Tour reserves the right to approve or disapprove any teams' advertising, sponsorship, or any signage promoting products and services at any Event. CARS Tour competitors agree to accept any CARS Tour decision in the event such judgment occurs.

CARS NUMBERS AND DRIVERS NAMES

1. All cars are to have the number clearly readable on both doors at least 21" in height and 3" wide, roof numbers must be at least 24" high by 3" wide. Roof numbers should be readable from the left side of the car. All numbers must be vinyl decals only. No duct tape numbers will be allowed. When "letters" are used as part of the car number, the material used to form the "letter" must also be of vinyl decal material.
2. Primary car base color must be in high contrast to the number color to maximize visibility as well as to assist scorers.
3. No aluminum foil or reflective type material permitted for use as car number.
4. Drivers' name must be in letters easily read and on the roof above both doors.

Series Sponsor Decals

The following areas on the race vehicles are reserved spaces for the CARS Tour series sponsors. The contributions of the series sponsors represent a very important revenue stream to enable the Series to pay the purses and offer the various incentive programs to its competitors.

Please refrain from using these areas for team sponsors. No competing series decals may be displayed on cars competing in the CARS Tour.

Top 5" of windshield---Full width of windshield
Side windows between B and C posts---both sides
From A post forward---both sides
B post on both sides
Rocker panel area---both sides
Lower rear bumper cover

RACE DAY PROCEDURES

Team Informational Meeting

1. CARS Tour will conduct an informational meeting after opening the pit gate at each Event. Team representatives will be advised of any abnormalities or peculiarities regarding the host track for the Event and/or any differences in scheduling from normal procedures.
2. All teams are required to be represented at this meeting. Any team who fails to be represented may lose practice time as determined by CARS Tour Officials
3. A random draw will determine the order of cars going through technical inspection, the qualifying order for the Event. This draw will also determine what group of tires each team has for the Event.

Crew Chief/Driver/Spotter Meeting

1. CARS Tour Officials will conduct a driver's meeting at each race. At this meeting all new or special information that may differ from the Rule Book will be announced and will be considered official. The following guidelines will apply to all driver meetings.
2. All drivers in attendance must sign an attendance register to prove their presence at the meeting.
3. In addition to the driver, the crew chief and spotter from each team are required to attend this meeting.

Qualifying Procedures

- A. All cars must clear tech before qualifying. Any car or driver not ready to qualify at the assigned time will be issued a qualifying penalty of one (1) lap.
 - B. Upon clearing tech, cars are considered impounded and no more work may be performed other than the adjustment of tire pressures. And the adding of tape to the grill area. Any car that is worked on after tech, without the approval of a CARS Tour Official, will serve a qualifying penalty of one (1) lap.
 - C. Competitors will "single car qualify" with either one (1) lap or two (2) lap time trial at the discretion of Series Director.
 - D. Pre-qualifying penalties will result in the competitor being a one (1) timed lap qualifier. All tires to be used in the race Event will be marked by a CARS Tour Official. Teams are required to start the race on the same tires on which they qualified. After qualifying, teams may not change a tire unless it is flat or has serious damage. Tire changes will be at the discretion of CARS Tour Officials. After qualifying, cars may not leave impounded area or have any work performed on them unless approved/ instructed by Technical Director or his designate. All cars will qualify race ready according to the rules herein unless otherwise discussed in the crew chief meeting. Only cars that have sustained damage during qualifying, have a serious safety issue, or have had a major mechanical failure (i.e.; blown engine) may be removed from the grid for repairs. These cars will forfeit their starting position and will start at the rear of the field.
 - E. Following qualifying, a team may request permission to make a change to their car. If the CARS Tour technical director grants the request, that car will be relegated to start at the rear of the field for the Event and pay a **FINE OF \$ 300. NO PARTS CAN BE EXCHANGED OR REMOVED FROM CAR---ADJUSTMENTS ONLY MAY BE MADE**
1. No driver may attempt to qualify more than one (1) car in time trials. A driver of a car that he/she has qualified may change to a nonqualified car and start the race from the rear. A substitute driver may drive a successfully qualified car if written permission is obtained from the CARS Tour Director prior to running of Event. Permission will only be granted on a per event basis and only if circumstances warrant such permission. If approved, the car will start from the rear.
 2. When two or more competitors have duplicate fast lap times the tie will be broken by the next fastest lap time (if both single lap qualification times are the same, then the tie will go to the car with the highest standing in owner points). If owner point standings do not prevail, then the driver setting the duplicate time first would start in front of the other.

3. Unless otherwise directed by CARS Tour, the fastest qualifier will be given the choice of starting on the inside or outside position in the front row. The fastest qualifier will be used as the control car for the start.
4. When a driver change is made after qualifying, the car will be relegated to start at the rear of the field.
5. If the qualifying session is unable to be completed **in its entirety**, the starting field will be determined by the CARS Tour owner point standings. The first three (3) Events of 2024 will be based on the final 2023 owners' point standings. In postponed Events where re-qualifying is specified, only the qualifying times established in re-qualifying will be certified as CARS Tour records.
6. The starting field for each Event will be determined via the entry form.

Race Procedures

1. All drivers must be on time to participate in the events for which they are scheduled. Any driver late for the drivers' meeting, the autograph session (Meet and Greet) and/or driver introductions, as determined by CARS Tour Officials, shall be relegated to the rear of the field prior to the start of the race. Drivers must be in uniform for all "Meet and Greet" events.
2. No changes of driver at any time will be made without advance notification to CARS Tour Officials. If a driver change is made after qualifying, the car will start the Event at the rear of the field. When the race is in progress, driver changes must be made in pits only.
3. Any qualified car may be driven in any Event by a registered CARS Tour licensed driver. The driver who starts the car in the race will be awarded driver points for the Event.
4. CARS Tour Officials will use flags, as set forth in this section, for the purpose of providing drivers with information. Officials may use light signals in addition to or in lieu of flags. The procedure for use of flags and/or lights by CARS Tour Officials may vary for individual series or races.
5. The initial start and all restarts will be double file. On the initial start, and all restarts, all cars must maintain their positions in the same lane until reaching the start/finish line. In the event of a caution on the first lap of the race, the field will be restarted as per the original line up with the exception of the cars that were involved in the caution---- they will restart at the rear of the field. On restarts, the race will resume immediately when the green flag is displayed. CARS Tour Officials may make a special ruling on starts or restarts for any race (i.e., following a red flag, the yellow flag will constitute an Official restart of the race).
6. All starts and restarts shall be made at a designated area on the track (restart zone) and made known to the drivers in the pre-race meeting.
7. The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must yield to overtaking traffic as directed by CARS Tour Officials.
8. The yellow flag signifies a caution period and will be displayed immediately following the occurrence of the cause for caution. All cars shall slow down to a cautious pace, hold their position, and form a single line behind the lead car. Pit road entry procedures may vary from track to track and will be discussed at the drivers' meeting prior to the Event. Any car entering the pits shall restart the race at the rear of the longest line of cars. Cars will restart in the order they were running at the completion of the last green flag lap.
9. Cars returning to the racetrack from the pits while the yellow flag is out must wait for the entire field to pass before joining at the rear.
10. The Race Director, at the drivers' meeting, shall announce the number of consecutive green flag laps to be completed prior to a competition caution. This number of consecutive laps may vary with each Event. If the race goes said amount of consecutive green flag laps without a natural occurring caution, a competition caution will occur. The only time this will not occur is if the "said consecutive green flag lap" falls inside fifteen (15) laps to go of the total race distance.
11. No car may pass the pace car unless directed to do so by Race Director. Any car passing the pace car, without approval to do so, will be assessed a one (1) lap penalty.
 - A. During a given caution period only one (1) car is eligible for the Free Pass per caution period. That car may be any number of laps down to the leader. but the Free Pass will go to the first eligible car. The Free Pass CAN pit during this caution period. This car may only

pass the pace car when directed to do so by the Race Director. If the first eligible car was part of the incident on the track which resulted in the current caution period, this car will forfeit their privilege and this privilege will not be passed on to any other car during the same caution period. Once the car passes the pace car, that car must restart at the tail end of the longest line.

- B. Vehicles on the rear of the lead lap, in front of the race leader, and immediately behind the pace car may be directed to pass the pace car and proceed to the rear of the longest line. These vehicles may not advance until directed by the race director. Additionally, these vehicles are **not** eligible to pit after advancing the pace car.
12. Pit attendants and crew members shall not go on the racing surface for ANY reason. The only time drivers or cars may receive service is when they are completely stopped in the pits. Any person entering onto the track **AT ANY TIME** during the race may be fined \$500 and face a possible suspension.
 13. The red/yellow combination of flag means racing must stop immediately regardless of the position of the cars on the track. Under red/yellow situation cars may enter pits, as safety allows, for crews to work on their cars, but only after the Race Director has given them permission to do so. All teams that work on their car under red/yellow situation must restart at the tail of the field regardless of their previous position.
 14. The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. The red flag shall be used if, in the opinion of CARS Tour Officials, the track is unsafe to continue to race or a prolonged caution period is anticipated. Cars should be brought to a stop in an area designated by CARS Tour Officials.
 - A. No repairs or service of any nature will be permitted when the race is halted due to a red flag. All work must stop on any car in the pits when the red flag is displayed and work cannot be resumed until the race is placed under the yellow caution flag. Teams that work on a race car while under red flag will be assessed a two (2) lap penalty.
 15. The black flag means for the competitor to go to the pits immediately and report to the CARS Official at the driver's pit. It does not mean automatic disqualification. At the discretion of CARS Tour Officials, if the driver does not obey the black flag directive, the driver will then be given the black flag with a white cross to inform the driver that scoring of his/ her car has been discontinued until further notice.
 16. In lieu of a black flag, CARS Tour Officials may use a blackboard or black flag number indicator in full view of the competitor on which the number of the car being black flagged will be shown.
 17. When the white flag is displayed, it means the leader has started his or her last lap. If the yellow flag is displayed during the white flag lap, all cars will cease racing and slow to a cautious speed. The race will not end under caution. The race will end with a green, white, checkered finish. The process will be repeated until the leader receives the checkered flag.
 18. A car may not receive any assistance after the white flag has been displayed except for a car making a pit stop. Violation will result in the car not being scored for that lap.
 19. When the checkered flag is displayed, it means the race is completed. When the required race distance has been completed by the lead car, the race will be declared "Official" regardless of any flag being displayed.
 20. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to most laps traveled in the least time, whether the car is still running or not.
 21. The winner of the Event will bring his/her car to the start/finish line (or victory circle) while the second and third place finishers will drive directly to the tech facility for post-race inspection, unless otherwise directed by either the Race Director or another CARS Tour Officials. All others will enter their pit area immediately after receiving the checkered flag.
 22. Special flags may be used at the discretion of CARS Tour Officials, but must be explained to all drivers before the race starts.
 23. If any work is performed on a car while on the racing surface, the car will be immediately disqualified from the Event.
 24. No car will be permitted to continue in competition if, in the opinion of the Race Director, the car is a hazard to the other cars in the Event.
 25. Cars must receive the checkered flag to win. Any race stopped because of curfew restrictions or inclement weather that has completed at least half of the race will be considered a completed race.

26. Any driver who does not obey the flag rules may receive a fine and/or lap(s) or time penalty.
27. Any competitor who causes or attempts to cause a yellow flag by stopping his/her car or throwing debris on the racing surface will be assessed a (1) lap penalty and restart the Event as the **very last car to cross the starting line**.
28. Each team is required to provide the Technical Director with their radio frequency.
29. Each CARS Tour team will be responsible for providing a spotter, in the designated area for spotters, for their vehicle at any time the vehicle is on the track either in practice, qualifying, or racing. This spotter **MUST** be capable of monitoring the CARS Tour Race Control frequency at all times (even when the team's primary frequency is in use) and be capable of communicating messages to his/her driver as directed by CARS Tour Race Control. All Spotters must attend the 'driver, crew chief, spotters' meetings. Failure to attend the meeting(s) will result in that car being a 1-lap qualifier.

"IN-RACE" Pit Stop Procedures

1. When following the pace car under a caution flag, all drivers must maintain their position in relation to other cars in the field or as otherwise directed by Race Director. Cars choosing to pit must **NOT pull up or advance position**. Cars intending to pit will drop down from their position to enter the pits at the entrance/apron of pit road. Pit procedures for each Event will be determined in CARS Tour driver/crew chief meeting prior to the Event.
2. Any competitor who goes behind the wall or to the infield for repairs during an Event will be deemed out of the Event and its scoring will be discontinued. Car will be officially scored as "DNF". (Did not finish)
3. Only one (1) jack and two (2) wrenches (air or manual) can be used for any pit stop involving tire changes. The same jack must be used when tires are changed on the left and right side during the same pit stop. In the event a car falls off a jack, a second jack can be used on the same side to facilitate use of the first jack.
4. Cars must be completely in their respective pit box or at least an area acceptable to the CARS Tour pit road Official.
5. Race cars exiting pit road under caution flag will not be allowed to blend into traffic but must fall into line behind the last car on the track. **DO NOT ADVANCE**. Cars which advance will be moved to the rear.
6. Cars entering pit road must not exceed pace car speed. The pace car will maintain "Pit Road Speed" during warm up laps. Drivers will note their gear and tachometer at this time and will not exceed this speed at any time while on pit road. Speeding on pit road will be enforced at all times. Cars speeding on pit road will be moved to the rear of the field.
7. CARS Tour reserves the right to alter pit stop rules at any Event. In the event rule changes are implemented at the racetrack, such changes will be discussed at the driver's meeting.
8. Pit assignments will be determined by CARS Tour Officials as early as possible and will be determined on a race-by-race basis as pit conditions dictate.
9. **MANDATORY:** Teams must have a minimum of 10# fully charged fire extinguisher in their pit area. Any team found in violation will be fined \$100 and will start in the rear. The fire extinguisher must have the car# on it.
10. No smoking within 15 feet of pit stalls. Failure to comply will incur a fine of \$200 per incident.

Timing and Scoring

1. The CARS Tour Director of Scoring for the Event is totally responsible for scoring the Event. The decisions of the Scoring Director, with respect to timing and scoring, are final unless the Scoring Director elects to request a re-check by the CARS Tour office or when the Scoring Director is asked by a competitor who has competed in the Event to submit a request for such recheck to tour office.
2. When possible, the UNOFFICIAL finish will be posted at the command center within one (1) hour of the checkered flag.
3. A scoring protest must be written and accompanied by a \$250 NON-REFUNDABLE service fee and be presented to the CARS Tour Director or Scoring Director within twenty (20) minutes of the posted finish. No protests will be accepted after that time.
4. If possible, scoring rechecks will be done at the track. If it is an extensive recheck, the office will have five (5) working days to recheck the scoring and post an Official finish. Until that time, the finish is not considered Official. Decisions of the CARS Tour office on a scoring recheck are final, non-appealable and non-litigable.

Rain Delay and Cancellation

1. In the event that weather, or any other unforeseen situation, prohibits the CARS Tour Event from being held on the advertised date, the Event will be scheduled for the next day, if possible. If the next day is not an option, the Event will be rescheduled to a later date or canceled altogether. This decision will be at the sole discretion of the Tour Director and Promoter.
2. There shall be no refunds for grandstand tickets, entry fees or pit passes for Events either postponed or canceled. Those grandstand tickets, entry fees and pit passes will be honored at the next scheduled CARS Tour Event ONLY.
- 3.

CONDUCT & PENALTIES

Conduct Violations

1. If a CARS Tour Official in his/her sole and absolute discretion determines an act of commission or omission by a CARS Tour member that constitutes a violation of the CARS Tour Rules or that is detrimental to auto racing or to the CARS Tour, and if the CARS Tour Official in his/her sole and absolute discretion determines that the act of commission or omission is sufficiently serious to warrant the imposition of a penalty, the Official shall report the violation in written detail to the CARS Tour Director as soon as practicable, and shall recommend an appropriate penalty. The CARS Tour Director shall consider the report and shall conduct whatever additional inquiry deemed appropriate under the circumstances. After concluding the inquiry, the CARS Tour Director shall determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken. The Member shall be informed of the determination, and if disciplinary action is imposed, the CARS Tour Director shall issue a penalty notice to the Member specifying the violation, a brief statement of the circumstances of the violation, and the penalty imposed.
2. If the act of commission/omission of a member is determined by a CARS Tour Official to constitute a threat to the orderly conduct of the race, that Official may take temporary emergency action against the Member. Such emergency action may include ejection from the racing premises, temporary or permanent suspension or any other action designed to remove the threat created by the Member. Examples of conduct warranting such emergency action include, but are not limited to, the consumption of alcoholic beverages or drugs before, during or after an Event, the use of illegal drugs at any time, fighting, reckless driving, and failure to obey the black flag or any other directive of an Official. The CARS Tour Official shall report the member's conduct to the CARS Tour Director as soon as practical, and thereafter the procedure set forth above shall apply. The emergency action shall remain in effect until the decision of the CARS Tour Director is made, which shall be final.
3. The CARS Tour Director shall notify the Member of any fine/suspension within three (3) working days of the Event.
4. All fines levied against a Member(s) will be collected by the Series by deducting the amount from the purse earnings of the Member, or if the Member is not an owner, from the purse earnings of the owner with whom the member was associated at the time of the conduct that gave rise to the penalty notice. All fines will be paid before entry for the next Event.
5. If the purse earnings are not sufficient enough to pay the levied fine(s), the balance owed must be paid before the member(s) are permitted entrance to another CARS Tour Event.

Penalties

1. Penalties for violation of CARS Tour Rules are determined by the gravity of the violation and its effects on fairness of competition, the orderly conduct of the Event, and the interests of stock car racing and the Series. Such penalties may include, but are not limited to, disqualification, suspension, fines and/or loss of points. A suspension may be permanent or for a specified or indefinite period of time. The CARS Tour Director may use the following as guidelines for the imposition of penalties in the situations described below, but these guidelines shall not limit the authority of the CARS Tour Director. Additionally, the CARS Tour Director may place a Member on probation for a length of time which the CARS Tour Director shall determine. The probation status shall be considered a “warning” to the Member.
 - A. Any Member who performs an act or participated in actions deemed by CARS Tour Officials as detrimental to automobile racing or to the CARS Tour, a fine of at least \$500.00, suspension of those persons involved in the act, and/or loss of championship points.
 - B. Any Owner whose car is found with a traction control device (working or not) will be suspended indefinitely.
 - C. Any Member who forges another person’s signature on the Waiver Release form: ---a fine of at least \$500.00 and suspension.
 - D. Any Member who assaults or threatens to do bodily harm to any CARS Tour Official or persons serving under their direction:---- minimum fine of \$ 1000.00, suspension, and/or loss of championship points.
 - E. Any Member who, while participating in a CARS Tour sanctioned Event, partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, will be suspended indefinitely.
 - F. Any Member (or Members) who enters another competitor’s pit area will be fined at least \$ 500 and face a possible suspension.
 - G. Any Member who commits an assault with a weapon of any description in the pits, on the track, or on any of the track premises:---- a minimum fine of \$5000.00, a suspension and/or loss of championship points.
 - H. Any Owner who permits a car to be driven in any CARS Tour sanctioned Event by an unlicensed person, or who fails to notify CARS Tour Officials of any change of driver during a race may be fined up to \$1000.00 and/or suspended.
 - I. In an event where the CARS Tour Officials mandate post-race inspection of a car that has competed in the Event and that car is taken from the racing premises without the permission of a CARS Tour Official, the car will be disqualified.
 - J. Any member who refuses to tear down a car for inspection, when requested to do so by the CARS Tour Official:--- a fine of not less than \$1,000.00, and/or disqualification, and/or loss of championship points, and/or definite or indefinite suspension from the Series.
 - K. Any determination by CARS Tour Officials that parts and/or equipment used in the Event do not conform to CARS Tour Rules or have not been approved by the CARS Tour Technical Director prior to the Event or which are not required for the normal functional operations of the race car or safety items which have been altered to detract from or compromise their integrity or effectiveness may result in the disallowance of qualifying times, withdrawal of the opportunity to qualify for the Event, and/or fine, and/or suspension from the CARS Tour.
 - L. For any member failing to surrender to CARS Tour any part and/or equipment found during an inspection:--- a fine and/or loss of finishing positions in the Event, and/or loss of championship points, and/or definite or indefinite suspension from the Series.
 - M. Any concealed pressure type containers: feed lines or actuating mechanism when found in the car or on the person of a competitor even if inoperable:--a fine of not less than \$1000.00, and/or loss of championship points, and/or definite or indefinite suspension from the CARS Tour.
 - N. Any modification that permits the lowering of a race car while in competition, including but not limited to the wedging of springs and shock absorbers or any modification that permits the lowering of a race car while in competition, or any car that is found to be under the specified height requirement after the completion of time trials or the race:---- disallowance of qualifying time, and/or loss of championship points, a fine, and/or lap (s) or time penalty.
 - O. Any violation of fuel cell or fuel cell container specification/capacity:---- a fine, and/or loss of championship points, and/or suspension from CARS Tour.
 - P. During Series sanctioned practice sessions, Event qualifying, and the Race Event ---the use of automated electronic recording devices,

onboard computers, and the like are prohibited: a fine or \$1000.00, and/or loss of championship points, and/or definite or indefinite suspension from the CARS Tour Series shall be levied for a violation of this rule.

- Q. Use of altered fuel will result in a fine, and/or loss of finishing position, championship points, and/or suspension from CARS Tour. Failure to cooperate with tour Officials in obtaining fuel samples at any time during an Event will subject the car to disqualification and will subject the crew chief and/or car owner to additional penalties deemed appropriate by CARS Tour Officials.
- R. Use of any tire or tires that have been altered by unauthorized treatment to the tread area or the placing of tire treatment inside the tire: disallowance of qualifying times, withdrawal of the opportunity to qualify for the Event, and/or minimum fine of \$500.00 per tire, and/or loss of finishing position in the Event, and/or suspension from the tour.
- S. Any car starting the race on tires other than its qualifying tires, without the approval of the CARS Tour Tech Director: a fine and/or loss of championship points, and/or suspension from CARS Tour.
- T. Any team found using any tire(s) that has not been impounded for that Event will be assessed a one (1) lap penalty at the conclusion of the Event.

Race & Pit Procedure Penalties

1. "To Rear of Longest Line"
 - A. Speeding on pit road
 - B. "advancing" position on pit entry
 - C. pitting outside of designated area
 - D. enter pits under "red" flag
 - E. "reckless" driving-----contact with another competitor causing a spin and caution flag.
2. "Pass-thru"---under green flag.
 - A. Speeding on pit road
 - B. Failure to line up in position as instructed by Race Control-----three (3) times max.
 - C. Failure to adhere to "stop" sign at pit exit.
3. "Lap/Laps Penalty"
 - A. Unauthorized pass of pace car
 - B. Causing an intentional yellow by stopping on the track
 - C. "Rough" driving/retaliation-----Causing contact with another competitor resulting in his/her contact with the wall or other cars
 - D. Working on car during red flag
4. "Black Flag/D.Q'/Other"
 - A. Working on car on racing surface on race surface
 - B. Not responding to the black flag for three (3) laps
 - C. Car aided on white flag lap
 - D. FLAGRANT "rough" driving. "Intentional" contact with another competitor.

TECHNICAL INSPECTIONS

1. Cars entered for a CARS Tour Event may be inspected three (3) times during the course of the race weekend.

Event Inspection---Cars may be inspected on the optional test day prior to race day and must be completed prior to the second practice on race day. An Event specific window sticker will be applied upon successful completion of Inspection.

Pre-Qualifying Inspection-----Done in order of random draw that corresponds with the qualifying order. Race tires to be installed as cars proceed to tech line. Once successfully passing tech, all cars are placed on pit road and are impounded. The only work that may be done is taping of grill and adjustment of tire pressure.

Post-Race Inspection-----The top three (3) finishers, plus any other cars as instructed by the CARS Tour Technical Director, shall report directly to the tech following any post- race celebrations. These cars can not go to their pit area for any reason. The inspection process will be directed by the CARS Tour Technical Director and it will his/her sole discretion as to what the inspection process will consist of.

2. There will be no tolerance as to the enforcement of the rules unless specified. Failure to comply with rules MAY result in disqualification from qualifying position, finishing position or disqualification from Event entirely.
3. Series' weighing, measuring and testing devices as well as procedures used by CARS Tour technical Officials are the standards which determine a vehicles' compliance with tour rules and regulations. No other equipment or device may be used unless approved by CARS Tour Technical Director.
4. The decision on rules infractions and the penalties associated with the infractions discovered during pre-qualifying and post -race inspections shall be at the sole discretion of the Series Tech Director and are final and non-appealable.

Non-Conforming Parts

1. CARS Tour reserve the right to confiscate any non-conforming and/or unapproved part (s).
2. Any use of components utilizing mercury for the enhancement of performance shall be deemed to render the vehicle ineligible to compete in the Series and such violation of law shall be reported to the appropriate authorities. Any clean-up and fines will be the car owner's responsibility.

APPEALS/APPEALS PROCEDURE

1. A car owner may file an appeal against a penalty imposed by the CARS Tour Director provided that the individual submits an "Intent to Appeal" letter to the Series Director within five (5) days of the penalty notice.
2. Appeals must be in writing and accompanied by the non-refundable appeal fee of \$500.00.
3. The CARS Tour Director shall be responsible for the orderly disposal of such appeals by appointing an Appeals Board. The Board shall be comprised of members or Officials at the discretion of the CARS Tour Director. The time and date of the hearing of the appeal will be as soon as possible at the Series Director's sole and absolute discretion.
4. Three (3) members shall constitute a quorum for the Appeals Board.
5. The Board shall establish procedures for hearing the appeal and shall not be bound by technical or formal rules of evidence or procedure. The hearing will be conducted in the manner best suited to the relevant facts.
6. The cost of the proceedings shall be at the expense of the CARS Tour. However, if the Board determines that the appeal may have been instituted without merit, the cost for such hearing will be the responsibility of the Member who instituted the charge.

7. The appellant may not file an appeal against the judgment issued by the Board of Appeals.
8. The CARS Tour Director shall have **final** authority for any and all decisions involving the CARS Tour
9. The CARS Tour Board of Appeals, the Director, nor any other body shall order an Event to be rerun.
10. CARS Tour shall have the right to publish the judgment of the tour Board of Appeals and to use the names involved. The persons or teams so named shall have no recourse to act against these parties or the publisher of the judgment.
11. Race procedure calls are considered judgment calls and shall be non-appealable and non-litigable.

Rookie of the Year Program

1. To be eligible for CARS Tour Rookie of the Year (ROTY) program a driver must have competed in no more than six (6) CARS Tour points races, won a major Late Model Stock or major PLM Event, won a NASCAR All-American Series national championship, and/or competed in a division higher than LMSC. Official eligibility will be determined by CARS Tour Officials.
2. ROTY winner will be determined by the highest finishing ROTY contender in the regular LMSC and PLM championship points standings. ROTY contenders must notify CARS Tour Officials prior to the third race of the 2024 season that they will compete for ROTY honors.
3. All ROTY contenders must run a ROTY sponsored decals.

Owner/Driver Championship Points System

1st	33	19 th	14
2nd	31	20 th	13
3rd	30	21 st	12
4th	29	22 nd	11
5th	28	23 rd	10
6th	27	24 th	9
7th	26	25 th	8
8th	25	26 th	7
9th	24	27 th	6
10 th	23	28 th	5
11 th	22	29 th	4
12 th	21	30 th	3
13 th	20		
14 th	19		
15 th	18		
16 th	17		
17 th	16		

*All cars that do not qualify for feature Event will receive two (2) championship points if a qualifying run was attempted.

Bonus Points Program

1. Lap leader one (1) point awarded to each driver who leads at least one lap.
2. Pole – Two (2) points awarded to the fastest qualifier at each Event. If qualifying is unable to be completed and the starting line-up is set based on practice times, the competitor with the fastest practice time (s) will receive two (2) bonus points. If the starting line-up is set based solely on 2024 owner's points standings, there will be no points awarded to any competitor.
3. Leader of most laps - one (1) point.

Year-End Series Point System

1. Car with the most 2024 wins will receive a two (2) point bonus at years' end.
2. Car with most 2024 poles will receive a one (1) point bonus in the final point standings.
3. The Drivers and Owners championship shall be determined by driver/owner earning most points in Events during the 2024 season plus any bonus points earned. In the event of a tie, the champion will be determined by most wins, most seconds, etc., until tie is broken.
4. Any other ties in the point standings shall be broken in the same manner as described in # 3 above.



LATE MODEL STOCK RULES

All rules and regulations stated herein are subject to the interpretation of the CARS Tour officials. The CARS Tour reserves the right to add, delete or modify any rule(s). The CARS Tour Director and/or Tech Director shall be empowered to permit minor deviations from any of the specifications or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

2024 LATE MODEL STOCK CAR TECHNICAL DATA

Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. **Spotter must have the capability to monitor series race control with a scanner.**
2. SFI rated seat belts and double shoulder harness will be required. SFI or FIA rating and expiration date label must be visible for inspection. Seat belts and harness must NOT be used after the date on the SFI/FIA label. A crotch strap will be required.
3. Driver seats and headrests/head surround assembly are recommended to have an SFI approved rating of 39.1. Seats must be mounted to the frame and roll cage of the vehicle.
4. It is highly recommended that all seats are equipped with padded leg extensions on both the right and left sides. These extensions should be securely mounted to the seat and the vehicle structure. These extensions, as well as any seat padding, seat inserts and seat upholstery should be constructed of flame-retardant material.
5. A left side intrusion plate for drivers door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval. The interior area of the vehicle must be completely enclosed. Any device or duct work that permits air to pass from one area of the interior to another, or to the outside of vehicle will not be permitted.
6. The Driver's window must be equipped with a safety net with a quick release latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
7. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. The steering wheel must be padded.
8. All competing teams **MUST** possess a minimum of 10 lb. aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
9. A working Fire Suppression system or driver accessible fire extinguisher is required. All cars must have a fuel quick disconnect or SRI Performance vacuum style fuel shut off placed at the point where the fuel exits the cell. No manual shutoffs

10. All windshields (front, side, and rear) of car must be made of Lexan and be clear in appearance all the way around the car and be flush with the mounting bed. NO tinted Lexan permitted.
11. The use of any part that is totally or partially made of tungsten is NOT permitted.

Eligible Cars and Body Guidelines

2007-2019 AR BODIES/FIVE STAR BODIES APPROVED MODELS

- a. All competing cars will be full-sized stock American manufactured passenger car composite bodies as approved by CARS and the NASCAR Late Model Stock guidelines as well as the approved suppliers' specifications manual (AR Bodies/Five Star Bodies). Refer to Appendix #1 for diagram and body dimensions. No steel bodies allowed.
- b. All bodies, regardless of manufacturer, must be mounted on chassis as dictated by the centerline of the chassis. No twisting or skewing of the body will be permitted.
- c. All body/door panels must be mounted in a straight line with the front fenders and rear quarter panels within a tolerance of 2"
- d. Rocker panels must be mounted perpendicular to the ground. NO flaring.
- e. Under car panning is limited to a width of 34" and can only extend from the nose to the rear of the radiator. Rear spoiler must measure 54" wide by 5" tall and made of Lexan or aluminum and centered on chassis. No forward braces allowed. Must be between 50-60 degrees in angle.
- f. The air box between the radiator and the nose may not be any wider than 34". No air deflectors of any kind are permitted. All air for blowers or coolers must be pulled from nose. Air blown to brake rotors only---not tires or tire beads.
- g. Base weight will be a minimum of 3100#, with right side weight at a minimum of 1400# with driver, his/her safety and comfort gear, and full of fuel.
- h. Maximum tread width of 64 1/2" measured from outside to outside of wheels at spindle height. Use of magnetic steel or aluminum wheel spacers to gain proper tread width is permissible. The thickness of the wheel spacers must be the same, left and right, both on the front and rear wheels.
- i. 1/8" per side will be added for double lip wheels.

NEXT GEN FIVE STAR BODIES----2020 thru 2024

FIVE STAR LATE MODEL STOCK CAR BODY

1. All competing cars will be full-sized stock American manufactured passenger car composite bodies as approved by CARS and the NASCAR Late Model Stock guidelines as well as the Five Star Racecar Bodies specifications manual. Refer to Appendix #2 for diagram and body dimensions. No steel bodies allowed.
2. All bodies must be mounted on chassis as dictated by the centerline of the chassis and tread width. No twisting or skewing of the body will be permitted. All body panels must remain as manufactured. Streamlining of the contours of the vehicle to enhance the aerodynamic performance is prohibited.
3. All side/door panels must be mounted in a straight line with then front fenders and rear quarter panels within a 2" tolerance.
4. Rocker panels must be mounted and remain perpendicular to the ground. NO flaring
5. The interior side of the roof at the rear above the rear window mounting bed must be supported by a metal brace(s). The brace(s) may be adjustable but must be secured in place and prevent movement of the roof.
6. Under car panning is limited to a width of 34" and can only extend from the nose to the rear of the radiator.

7. "Skid" plates may be used to protect the oil pan. **These plates must be manufactured so that at least 50% of the surface is open. These plates can not contact the oil pan.**
8. **The air box between the nose and the radiator may not be any wider than 34". No air deflectors of any kind are permitted. All air for blowers and coolers must be pulled from the nose. Air blown to brake rotors only---not tires or tire**
9. Maximum tread width of 64 1/2" measured from outside to outside of front wheels at spindle height. Use of magnetic steel or aluminum spacers to gain proper tread width is permissible. The thickness of the wheel spacers must be the same on each side, left and right, both on the front and rear wheels.
10. 1/8" per side will be added for double lip wheels.
11. **Right side door brace must run at an angle from the top of the right side door sill down to the top of the top roll gage bar---no boxing.**
12. **Tape may be used ONLY on the front grill and rear spoiler only.**

OVERALL VEHICLE WEIGHT/HEIGHT

VEHICLE ENGINE	MINIMUM TOTAL VEHICLE WEIGHT	MINIMUM RIDE SIDE WEIGHT
Ford D347SR Crate engine	3100 lbs.	1375 lbs.
General Motors "Harrington Enforcer"	3100 lbs.	1375 lbs.
General Motors "Upgrade"	3150 lbs.	1450 lbs.
General Motors 88958604/19318604 Crate	3100 lbs.	1375 lbs.

1. The "official" scales for each Event are the scales designated by CARS Tour Officials. It is the responsibility of each race team to ensure that its' vehicle meets the minimum weight requirements per the Series- designated scales.
 - A. The use of non-magnetic and/or hollow fasteners and component mounting hardware with the intent of reducing weight will not be permitted.
 - B. All added weight must be of lead, securely held in place in the vehicle's chassis frame rails, be painted white, and have the car number plainly painted on it. **NO tungsten.** Additional weight may be added to the front sub-frame lower suspension mounting crossmember behind the front spindles and also to the rear suspension crossmember. This added weight must be contained in a 1/8" minimum thickness magnetic steel box securely bolted in place. **NO weight trays will be permitted.**
 - C. Any weight not secured and lost on the racing surface will result in a \$25/per pound fine to the race team.
 - D. Overall vehicle height shall be determined with the car's frame sitting on 4" blocks with the driver in car. The pushing down or lifting up of the vehicle to meet the body heights will not be permitted.

FRONT AIR DAM/REAR SPOILER

1. Front air dam must have a minimum of 4" ground clearance.
2. On all approved 2007-2019 models the leading edge of the air dam may not extend more than 3 inches forward of the bumper measured at the centerline of the front bumper cover. On all approved 2020-2024 models the leading edge of the air dam may not extend more than 4-3/4" forward of the bumper measured at the centerline of the front bumper cover.

3. On all 2007-2019 approved models the leading edge of the air dam may not exceed 46" when measured from the centerline of the right front spindle. For the 2020-2024 approved models, this measurement is 47".
3. Front air dam extensions are permissible providing that the extension is made of flexible plastic or a plastic -like material, be no more than 3/16" thick, be flush mounted with the air dam, and be mounted parallel to the bumper cover.
5. Rear spoiler must be made of aluminum with a minimum thickness of 1/8" or clear polycarbonate with a minimum thickness of 1/4". The rear spoiler shall be mounted in such a manner that the spoiler is centered on the rear of the vehicle.
6. On all 2020-2024 models the rear spoiler must be five (5) inches in height and must be 64 1/2" inches in width. On all 2007-2019 models the rear spoiler must be five (5) inches in height and must be 54" inches in width.
7. On all 2020-2024 models the rear spoiler the maximum height from the ground to the top of the spoiler shall be 39 7/8"
8. The angle of the rear spoiler shall be no less than 50 degrees and no more than 60 degrees. All spoiler heights and angles will be measured with the driver in the car.
9. The spoiler shall consist of two (2) identical blades, left and right, mounted with a 5/8" slot between them. The spoiler blades must be mounted so that the 5/8" slot is located in the center of the vehicle. (i.e. the distance from the end of the spoiler to the edge). Each blade must have three (3) mounting bolts attaching the blade to the deck lid and three (3) spoiler braces attached to the rear of the blade.

APPROVED ENGINES

A. CRATE ENGINES

1. Chevrolet Crate (#88958604 and #19318604)

Use of 1.6 aluminum self-aligning rocker with 3/8 stud approved on GM 604 crate

2. Ford Crate (#D347SR7)

The approved spec cams for the Ford Crate D347SR7 are the F303 and COMP FPC-D347SR.

Crate engines must be used as supplied by the manufacturer and/or per the specifications manual.

The use of a 1" (maximum) aluminum spacer plate placed under carburetor will be permitted. Must be four holed or open design. No tapered or bevel designs allowed. No adapters will be allowed.

B. SPEC ENGINES

1. HMS Enforcer

- A. HMS "Enforcer" engine must adhere to guidelines as outlined in HMS Enforcer Specification Handbook.
- B. NO unapproved modifications, lightening, or changes of any kind to the HMS/ENFORCER parts will be permitted.
- C. All engine parts laser labeled with HMS/ENFORCER along with "OR-CODE" labeling must not be disturbed and must be readable at all times

- D. The spec cam shaft as supplied as part of the HMS Enforcer package must measure as supplied by COMP Cams spec sheets supplied by COMP Cams.

2. CHEVROLET UPGRADE SPEC ENGINE

- A. All Chevrolet Upgrade Spec engines must follow the guidelines as defined in NASCAR Rule Book.
- B. Edelbrock #2975 Victor Jr. or the Edelbrock #2701 intake are the approved intakes. Maximum of 1.6 ratio rockers utilized.

Air Cleaner

Minimum of 12” and maximum of 14” (O.D.) air element and housing may be used. Element must be at least 1 ½” and no more than 4 inches in height. NO spraying or soaking of element. Dry element only.

Exhaust/Headers

Exhaust headers are permitted. The headers must be made of magnetic steel and have tubes with a maximum outside diameter of 1- 5/8” and a maximum of 30” in length. Maximum outside diameter of the collector tube is 3”. All four (4) header tubes must enter into one collector tube at the same point on each side. NO “merge” collectors or collector “spikes” allowed. “Tri-y” headers are NOT approved. Internal coating of the headers is not permitted.

Exhaust pipes must have an outside diameter of at least 3” and a maximum of 4”. The diameter of the pipe chosen must be the same for the entire length of the pipe.

Any device used to reduce or enlarge the inside diameter of the exhaust pipe not be permitted.

Carburetor

The only accepted carburetors for competition are as follows:

**Holley 650 CFM four (4) barrel, Part # 80541-1----“Enforcer”
Ford 347SR
GM “604” series**

**Holley 650 CFM four (4) barrel, Part # 80541-2-----“Enforcer”
Ford 347SR
GM “604” series**

**Holley 650 CFM four (4) barrel, Part # 80541-3----- “Enforcer”
Ford 347SR
GM “604” series**

The Chevrolet Upgrade Spec engine must use the following carburetors:

**Holley 500 CFM-HP, two (2) barrel, part #80583-1
Holley 500 CFM-ULTRA HP, 2 barrel, part #4412HB
Holley 500 CFM-ULTRA XP, 2 barrel, part #4412HBX
Holley 500 CFM-ULTRA HP, 2 barrel, part #4412BK
Holley 500 CFM-ULTRA XP, 2 barrel, Part #4412BKX**

Main body---No polishing, reshaping, grinding or plugging of any holes.

Choke plate---May be removed but screw holes must be permanently sealed. Choke horn may be removed but it must be flush cut with the air cleaner ring.

Boosters---May be changed must be the same type. Size and shape must not be altered. The height and location of the boosters must remain as manufactured. Booster casting must be visible and must remain as manufactured. Boosters must be wired together and held with a small amount of epoxy so as to prevent a drop of the booster into the throttle shaft and throttle plate areas.

Venturi---Must not be altered or reshaped. Must remain a circular (round) cross section. The casting ring must not be removed.

Base plate---Must be used as manufactured. The position of the throttle bores in the throttle plate must remain as manufactured. The throttle bores must be completely round and straight without taper from top to bottom. Base plate may not be altered in shape or size. All vacuum holes must be threaded and plugged or sealed.

Butterflies---May not be thinned or tapered. Idle holes may be drilled in butterflies.

Throttle shafts---Must remain stock and may not be thinned or cut in any manner.

Metering blocks---Only metering blocks specific to the carburetor being used is acceptable. Number of holes and passages, and their location, in the block must remain as manufactured. Adding or plugging of holes and passages will not be permitted.

Accelerator pump---Only Holley replacement parts specific to the carburetor in use will be permitted. Retaining screw may not be drilled for a discharge passage. The pump diaphragm must be 30cc and remain as manufactured. A hole no larger than .050 in diameter may be drilled in

accelerator pump fuel passage on float bowl side of metering block above fuel level to relieve siphoning through the nozzles.

NOTE: All cars must be equipped with a minimum of two (2) throttle return springs.

Carburetor Spacer/Gaskets

1. For the General Motors Harrington "Enforcer" engine and the GM crate "604" series engines—a one-piece, solid, open aluminum carburetor spacer 1" in thickness with a one-piece non-metallic gasket with a maximum thickness of .065 inches will be permitted.
2. For the GM "Upgrade" engine: --a one piece solid, aluminum two (2) hole tapered carburetor spacer with a maximum thickness of 1" with a two (2) hole non-metallic gasket with a maximum thickness of .065 inches is permitted.

Engine Location

1. Engines must be mounted so that the centerline of the crankshaft is in the centerline of the frame, front sub-frame and tread width of the car.
2. All approved engines must be located so that the center of the forward most spark plug hole on the right side is in line with or a MAXIMUM of 1" forward of the center of the right front upper ball joint .

Flywheel—Flexplate/Clutch/Transmission/Driveshaft/Rear Axle

1. **Only magnetic steel flywheel mounted to the crankshaft. Minimum outside diameter of the starter ring gears will be 12 7/8" for General Motors and 13 1/4 for the Ford engine**
2. **As an option, the following flywheels will be permitted:**

Tilton Engineering	51-052-5 (104T)	Early General Motor
Tilton Engineering	51-053-5 (104T)	Late General Motors (Neutral)
Tilton Engineering	51-054-5 (104T)	Late General Motors (Ext. Balance)
Tilton Engineering	51-055-5 (104T)	Ford (Small block)

3. Manual shift transmissions only with four (4) forward gears and a reverse gear--- all operable. Standard production OEM type Muncie or T-10 transmissions are approved as is the top-loader transmission.
4. 4th gear-----ratio of 1:00-1. No gear ratios between 1:00-1 and 1:23-1 will be permitted for the three remaining forward gears.
5. Only OEM steel, angle cut gears may be used. No straight cut gears.
6. One -piece, steel driveshaft required. Driveshaft must be painted white and be either 2 3/4 or 3" in diameter. Two (2) steel driveshaft safety loops required, minimum 2" x 1/4", completely around driveshaft and securely mounted.
7. The minimum clutch diameter is 5 1/2". Steel multi-disc clutches are permitted up to 3 discs. Only conventional clutches mounted to the flywheel are approved. No carbon fiber, "slipper" or "centrifugal" clutches are permitted.
8. Only one- piece steel axles will be permitted. No crown type axles. Quick change rear end center sections must be at least 12" in height at the center of the rear axle and have a side bell with a minimum diameter of 12". Only steel

9. Only metal drive plates are permitted. These plates must be the same thickness left and right. Drive plates must be one piece with a single internal spline.
10. The following differentials will be permitted for use:
 - Detroit locker ratchet type-----Locked rear drive axle assemblies
11. Rear axle housing support bars or alignment bars will not be permitted.
- 12.. Cambered rear axle housings or rear axle housings with “toe” will have a tolerance of 1 degree. This measurement will be taken with the car on 4” blocks.
13. Rear axle housing must be centered between main frame rails of chassis. Tolerance will be +/- 1/2”.

Cooling System

1. Radiator must be stock appearing and be mounted in standard location.. Installation of air directional devices, baffles, dividers and shields will not be permitted. All air that enters the grill area must flow through the radiator core.
2. Radiator must be mounted in the standard vertical position and be within 2” of being perfectly perpendicular to the ground.
3. **NO pressurized coolant system other than the radiator cap.** No Schrader valves or auxiliary access ports are permitted in the cooling system.
4. OEM type water pumps only, impeller may be modified. Shroud may be installed not wider than radiator and a maximum of 1" behind fan blades.
5. May use electric fan, crank driven fan or no fan.
6. ONLY water may be used in the cooling system. Any additive to the water (i.e. water wetter) must be approved by the CARS Tour Tech Director. **NO** anti-freeze may be added to the cooling system.
7. Portable cooling systems/devices are not permitted.

Ignition/Electrical

1. Electronic distributors are permitted and must mount in stock location, maintain stock firing order, be gear driven, and be equipped with magnetic pick-up. No crank trigger, adjustable timing mechanisms, magnetos or computerized systems. Single or dual point camshaft driven distributors are also permitted. No magnetos permitted.
2. Only one (1) ignition amplifier box will be permitted and must be mounted on the dash on the passenger side of car---out of drivers reach. Any wires from distributor to amplifier box must be run separately ---not part of a loom of wiring harness. NO modifications to the amplifier box will be permitted.
3. The mag positive and negative wiring shall be a maximum of 62” long. All wiring must be point to point and each wiring connection must be easily traceable and removable from the vehicle for inspection. All tachometer wires must be uninterrupted between the tachometer and the supply source. Any splices or bare/punctured wires will not be permitted in the ignition system. Terminated wiring must be sealed to prevent connection. Only **CLEAR** shrink wrap, tape, or bands are permitted in the wiring harness.
4. Only one (1) ignition coil is permitted and must be on the engine side of the firewall or inside the car on the ignition system mounting plate.
5. Only one battery may be installed and that battery may carry a MAXIMUM nominal voltage of 12 volts. Battery must be in an enclosed battery box located either behind the front spindle in front of the front firewall or in front of rear axle housing behind the rear firewall. Battery box must be mounted inside the outside edge of the frame rails.

6. All electrical wiring must be sealed and must be point to point and easily traceable. Splices, bare and punctured wires will not be permitted in the ignition system. All electrical switches must be mounted in plain sight and correctly labeled.
7. No electronic traction control devices allowed.
8. No onboard computer or automated electronic recording devices of any kind are permitted.
9. All electrical switches must be on dash within reach of the driver. Additionally, each switch must be operable and clearly marked. An “on-off” switch must be clearly marked and located in the center of the dash with the “on” being in the clockwise direction.
10. All vehicles must be capable of starting under their own power. Push starts are permitted by crew members or the track’s support vehicles.
.NO vehicle may be manually pushed on the racing surface during the Event.

Fuel System

1. Foam filled bladder type fuel cell with a 22 gauge steel container required. **MAXIMUM** fuel cell capacity is 22 U.S. gallons. Fuel cell must be mounted with minimum 8" ground clearance. A 1" x 1" steel square tubing cradle, two lengthwise and two crosswise are required completely around the fuel cell. Fuel cradle must be enclosed on four sides and bottom with 24-gauge steel sheet metal. Rear trunk interior area must be fully floored and sealed off to rear firewall and quarter panels forward of leading edge of fuel cell in such a manner that fuel spill in trunk area cannot come in contact with brake rotors.
2. No electric fuel pumps or pressurized systems. One mechanical fuel pump in stock location is allowed.
 3. Any fuel line running through the drivers compartment must be painted red and clearly marked “FUEL”.
4. Fuel cells older than five (5) years should not be used.
5. Both the fuel filler and the fuel vent tubes must be equipped with check valves to prevent loss/spillage of fuel.. The two (2) types of check valves, steel ball type OR flap type, are equally acceptable.
6. Overflow/vent tube cannot exceed 55" in length and 1 1/4 "inside diameter, measured from the outside end of the vent mechanism to the fuel cell
7. All cars must have a minimum 1/8” thick intrusion plate of steel or aluminum located between the fuel cell container and the rear end. The plate must be the same length and width of the fuel cell container. A similar plate on the rear of the container is highly recommended.

Fuel

1. The official fuel of the CARS Tour is VP-110. All fuel used in competition must maintain identical manufacturers characteristics and specifications. The tour reserves the right to conduct fuel tests at any time at their discretion. Approved fuel will be available at each CARS Tour Event. Each LMSC competitor is required to purchase a minimum of 20 gallons of fuel from the on-site vendor at each Event. Each PLM competitor is required to purchase a minimum of 10 gallons of fuel from the on-site vendor at each Event.

Brakes

- Operating 4-wheel hydraulic brakes required at all times. Single piston disc brakes with stock (OEM) type calipers will be permitted front and rear. Calipers may be steel or aluminum. **As an option, the following brake calipers will be permitted:**

Wilwood	120-15611	GM D52-R	Single Piston
Wilwood	120-15612	GM D52-R	Single Piston
Wilwood	120-10936	GM D52	Dual Piston
Wilwood	120-10937	GM D52	Dual Piston

- No electric actuators for front brake rotors. A maximum of two (2) 3" flexible cooling hoses per front brake caliper. Air inlets may be cut into the lower front bumper cover no larger than 48 sq. inches for each front brake. Electric fans are allowed in front cooling hoses. The rear brake cooling hoses may be branched off from one of the front brake cooling hoses or originate under the vehicle. This hose may not be lower than 4" at any point. One (1) 3" flexible hose is allowed to be directed toward the inside of each rear caliper. This hose must originate at the side of the trailing arm and be no lower than 4" at any point. Brake fluid re-circulatory systems will not be permitted.
- Inline fans in the front of the car must not be lower than the bottom of the sub-frame rails. Inline fans in the rear of car must be mounted to sub-frame rails or the rear trailing arms and must not be mounted lower than the bottom of the main frame rail or the bottom trailing arms. Mounting of brake cooling components must be acceptable to CARS Tour Officials.
- Air blown on brake rotors----not on tires and tire beads

A-FRAMES/SPINDLES/HUBS

- Length of lower A-frames must be a minimum of 15-1/8" and a maximum of 16-1/8" measured from the center of the ball joint to the centerline of the mounting points. The location of the center of the lower ball joints must be an equal distance from the centerline of the front sub- frame rails (+ or - 3/8")**
- Both lower A-frames must be of equal length. (No offset spindles permitted)**
- The distance from the centerline of the tread width and frame rails, front and rear. to the front mounting points of the lower A-frames, left and right, must be the same.**
- Spindles manufactured from one piece Billet material are not approved.**
- Front and rear hubs must have the same dimensions on the left and right side. Offset hubs will NOT be permitted.**

Suspension

- Allowable tread width is 64 1/2" MAXIMUM measured at the outside of the wheels at spindle height. 1/8" per side will be added for double lipped wheels. Magnetic steel or aluminum spacers only may be used to achieve desired tread width. The MINIMUM wheelbase on either side is 104 1/2" while the MAXIMUM wheelbase is 105 1/2" on either side.
- Front and rear springs must be either coil or coil-over springs. Limit of one spring per wheel. All coil springs must be constructed of round magnetic steel wire wound in a clockwise direction. The coil spring wire diameter must be the same size throughout from top to bottom and all coils must be active. The use of a combination of spring types on either front or rear is not permitted. (Example: The use of a conventional coil spring on one side and a coil over spring on the opposite side)
- One (1) spring per wheel.
- Front coil over springs may not exceed a maximum outside diameter of 4 3/4" for the entire length of the spring. The free height of the front coil spring may not exceed 16". All coils must be evenly spaced.

5. Rear coil over springs must have evenly spaced coils. . Rear coil springs must maintain a minimum outside diameter of 4 3/4" and a maximum of 5 1/4" outside diameter. The free height of the rear spring must not be more than 16". Rear coil spring lower mounts must be located behind the rear axle housing with the upper mounts welded to the chassis directly above the lower mount.
6. Spring Pre-loaders will not be permitted.
7. Front coil springs must have evenly spaced coils and a free height of the bare spring of a maximum of 10-1/2". Front coil springs must have a maximum outside diameter of 5-3/4" and a minimum of 5-1/4". Progressive or digressive rate springs are not permitted.
8. Rear coil springs must have a free height of the bare spring with a maximum of 16" and a minimum of 11 inches. Both upper and lower spring mounts must be inside the rear frame rails. The rear coil spring lower mounts must be located in front of the rear axle housing. Rear coil springs must maintain a minimum of 4-3/4" and a maximum of 5-1/4" outside diameter.
9. External travel limiting devices (bump stops) will be permitted on the front suspension only---one (1) on the right and one (1) on the left.
10. NO bump stops on the rear.

SHOCK ABSORBERS

1. One (1) shock absorber per wheel.

2. Approved shocks are:

Penske----- 7500 Series

Bilstein----- AS2 Series and XVA Series

Advanced Racing Suspensions-----4000 Series

JRI-----ST/08 Series

3. **All shocks must be revalvable, rebuildable, gas pressurized, monotube, deflective disc valve type with an integral gas reservoir.**
4. **Single adjustable shocks are permitted**
5. **Base valve shocks are also permitted**

SWAY BAR

1. **Main body of front sway bar must be a one- piece solid magnetic steel bar mounted perpendicular to the front sub frame rails and centered under the front sub frame.**
2. **The nominal length of the sway bar will be 37-1/2 while the maximum inside diameter of the sway bar shall be 3/4” for the entire length of the bar.**
3. **Steel sway bar ends and arms only. MAXIMUM diameter of sway bar splined ends is 1 3/4”. Sway bar arms must be the same length left and right.**

TRAILING ARMS

Only a conventional two (2) link trailing arm type with the same configuration on both sides or a three (3) link passenger car type will be permitted. All link trailing arms must be made of solid construction. No adjustable links allowed. Bushings for truck arms that, in the judgment of CARS Tour Officials, allow excessive vertical or horizontal movement will not be permitted.

1. The following types of conventional trailing arms are permitted:

Truck trailing arms

I-Beam style trailing arms

2. Both arms must be within 1/4 in. of each other in length when measured from the center of the front mounting monoball to the center of the rear axle tube. MINIMUM length of trailing arms is 45”. The MAXIMUM length is 51”. Mounting of the arms to the chassis in front must be done using monoballs only mounted in the welded sleeve of the arms. Monoballs must be the same size on both sides. Mounting points on the rear axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the longitudinal centerline of the rear frame rails.
3. Passenger vehicle type trailing arms have a maximum of 25” in length measured at the center of the mounting holes. Trailing arms must be constructed of 1-1/4” by 2” steel box tubing with a minimum wall thickness of 1/8”. The 2 trailing arms must be equal length and parallel to each other. Mounting points on the rear axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the longitudinal centerline of the rear frame rails.
4. The rear axle housing must be held in the center of the vehicle, side to side, by a one -piece straight tubular track bar connected to the frame on the right side and on the rear axle housing on the left. Moveable threaded-screw adjusters will be permitted on the track bar.
5. Any component or device. that will permit the movement or rotation of the rear end housing will not be permitted. U-bolts that hold the truck arms in place must be kept tight at all times.

Chassis Construction

All chassis construction including, but not limited to, all measurements/ dimensions, thickness of material used and the location/ inclusion of all components of the unit must conform EXACTLY to the rules as stated in the 2024 NASCAR Rule Book.

Tires/Wheels

1. Only 15” diameter, 10” wide, 5 studded steel wheels are permitted. All wheels must have the same width and the same offset. All studs and lug nuts must be of magnetic steel. NO bleeder valves allowed. All wheels must have the car number displayed on the outside half of the wheel.
2. CARS Tour Hoosier ST-2 approved tires only.
3. All tires designated for use as “race tires” must be bought the day of the Event from the tire vendor and held in a “Series controlled” impound area.
4. Beginning with the second 2024 Event, **only** “CARS TOUR” branded tires may be used for practice sessions.
5. Tires designated by the team to be “race tires” will **remain in** the “series controlled” impound area until the car is IN LINE for pre-qualifying technical inspection.
6. Tires may not be treated or altered in any manner. Additionally, tires may not be heated in any manner.
7. **NO** tire rating equipment allowed in pit area at any time during an Event.

TIRE PURCHASE RESTRICTION

Teams will be limited to a maximum purchase of eight (8) tires per event. (Four for practice and four for race). ALL tires must be purchased through MTP Tire – the Official CARS Tour Tire Vender. These tires will be branded with a CARS seal or scanned to the purchasing team. Any team practicing on unbranded tires or tires not scanned to that team will be penalized by being a one (1) lap qualifier. The racecar will start the race on four (4) CARS stickered tires.

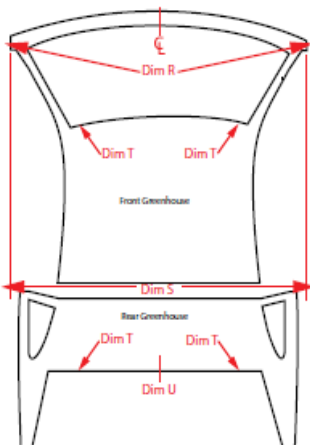
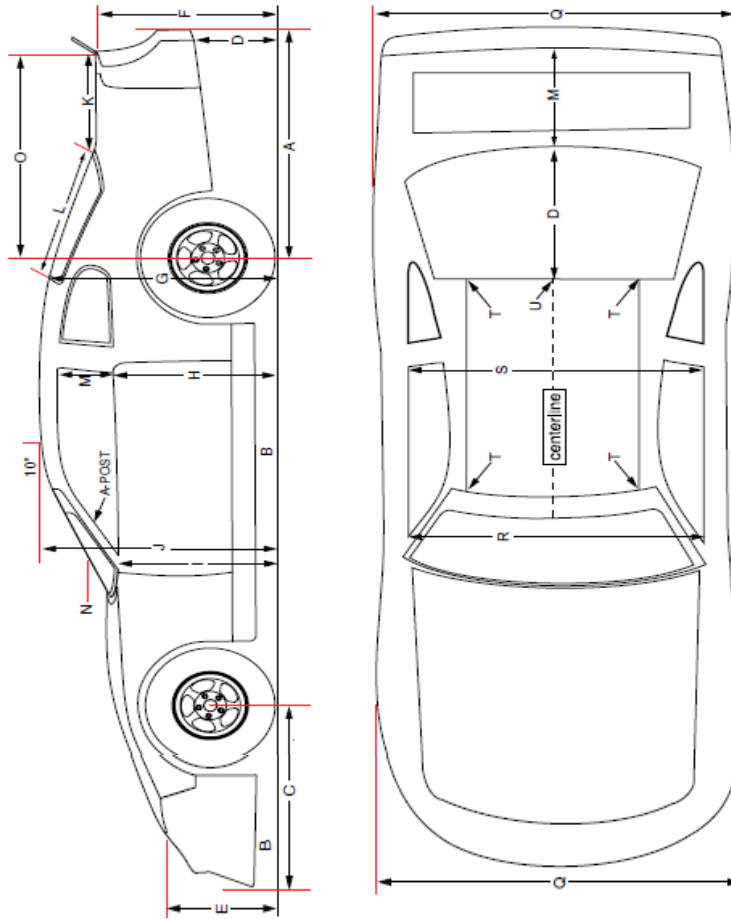
Appearance and Identification

1. All race vehicles must be neat in appearance, free of damage sustained in a previous Event, and exhibiting all of the Series sponsor decals in the correct location as defined in this 2024 Rule Book.
2. In an effort to exhibit professionalism within the Series, all crew members, working on the car, are strongly requested to wear matching shirts or t-shirts.

Transponders, Mounting and Control

1. Transponders will be issued by the tour at each Event. Transponders will be attached to the bottom of the right axle tube with the indicator light facing the right rear tire.
2. Transponders will be issued and turned in at the command trailer. It is the responsibility of the team to ensure that the transponder is correctly installed on vehicle prior to going onto the racetrack for any reason.
3. It is also the **responsibility of the team** to ensure that the transponder is returned to the CARS Tour trailer following each Event and prior to departing the speedway.
4. A minimum fine of \$500.00 will be assessed to a team should their transponder not be returned to the Series office within five (5) days of the conclusion of the Event. Any charges for the return such as Fedex, UPS, or US Mail will be paid by the team.

Late Model Stock Car Diagram Appendix #1



ROOF MOUNTING


1. Properly locate your roof using the dimensions in the chart at right.
2. Confirm that Dim. J, measured 10" back from the windshield, on the centerline) is 48".

NOTES:

1. DIM R is measured at the A-posts and the inside edges of the doors.
2. DIM S is measured at the B-posts and the inside edges of the doors.
3. The T and U dimensions are taken at the edge of the roof (not on the ledge where the window sits) and are measured from the floor up. Look for the scribe line indicators in the window bed for the locations to measure dimension T.

LMSC

Late Model Stock Car

- Fits Late Model Stock perimeter chassis
- 48" roof height
- Maximum tread width: 64-1/2"
- Wheelbase, plastic fenders: up to 106"
composite fenders: up to 108"
- Approved for use in 

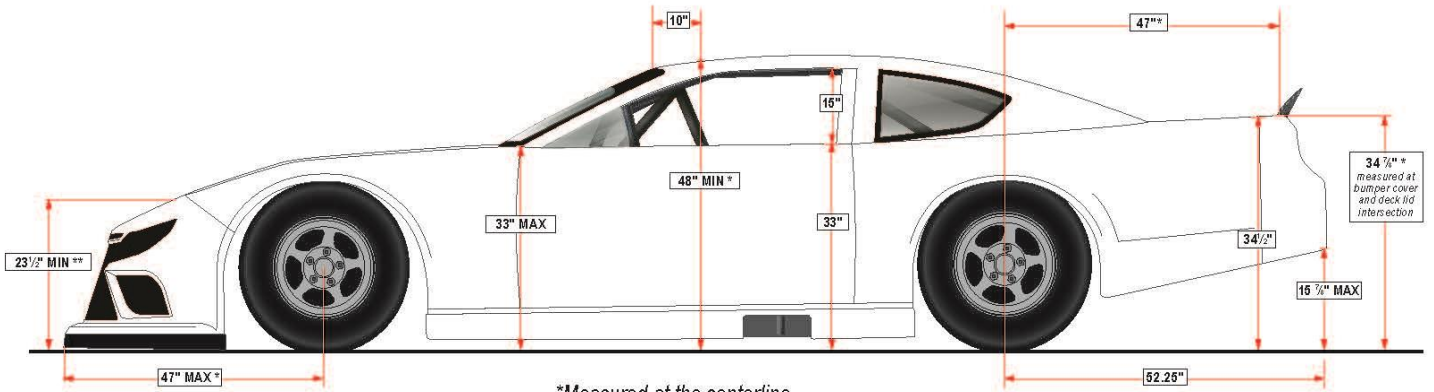
DIMENSION GUIDELINES

A	REAR OVERHANG (MAX): base of spoiler at centerline to axle centerline	52"
B	NOSE/SIDE PANEL CLEARANCE (MIN): from ground	4"
C	FRONT OVERHANG (MAX): on centerline	46"
D	BUMPER COVER HEIGHT (MAX): from ground	15 1/2"
E	NOSE HEIGHT (MIN): at nose & hood seam	23"
F	QUARTER PANEL/BUMPER COVER HEIGHT: at bumper cover/deck lid intersection	34 1/2"
G	ROOF HEIGHT, REAR (MIN): at center rear edge	45 1/2"
H	DOOR HEIGHT: at rear	33"
I	FRONT FENDER HEIGHT: at A-post (MAX)	33 1/2"
J	ROOF HEIGHT (MIN): 10" back from windshield, on centerline	48"
K	DECK LID LENGTH (MAX): at center, from base of spoiler to rear window	23 1/2"
L	REAR WINDOW LENGTH: on centerline	31 1/2"
M	SIDE WINDOW OPENING (APPROX): at B-post	15"
N	WINDSHIELD ANGLE: at center/at roof windshield post	26°
O	REAR OVERHANG (MAX): base of spoiler at centerline to axle centerline	47"
Q	BODY WIDTH (MAX): at wheel wells must not extend past tires	
R	DOOR TO DOOR WIDTH (measured through car): at A-posts & inside edges of doors	67"
S	DOOR TO DOOR WIDTH (MEASURED THROUGH CAR): at B-posts and inside edges of doors	65 1/2"
T	ROOF HEIGHT, CORNERS: at body lines, front	45 1/8"
T	ROOF HEIGHT, CORNERS: at body lines, rear	44 1/2"
U	ROOF HEIGHT, rear: at centerline	45 3/4"



Diagram Appendix #2

FIVE STAR RACE CAR BODIES 2020 LATE MODEL STOCK BODY



*Measured at the centerline.

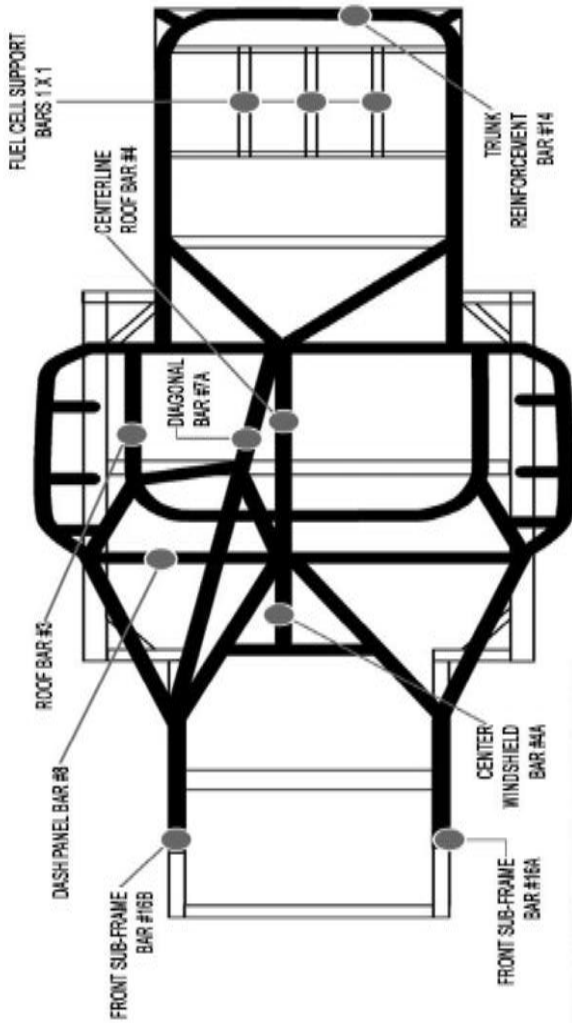
** Measured at nose/hood seam on centerline, with nose on 4" blocks.

Late Model Stock Car Diagram Appendix #3

Chassis Construction

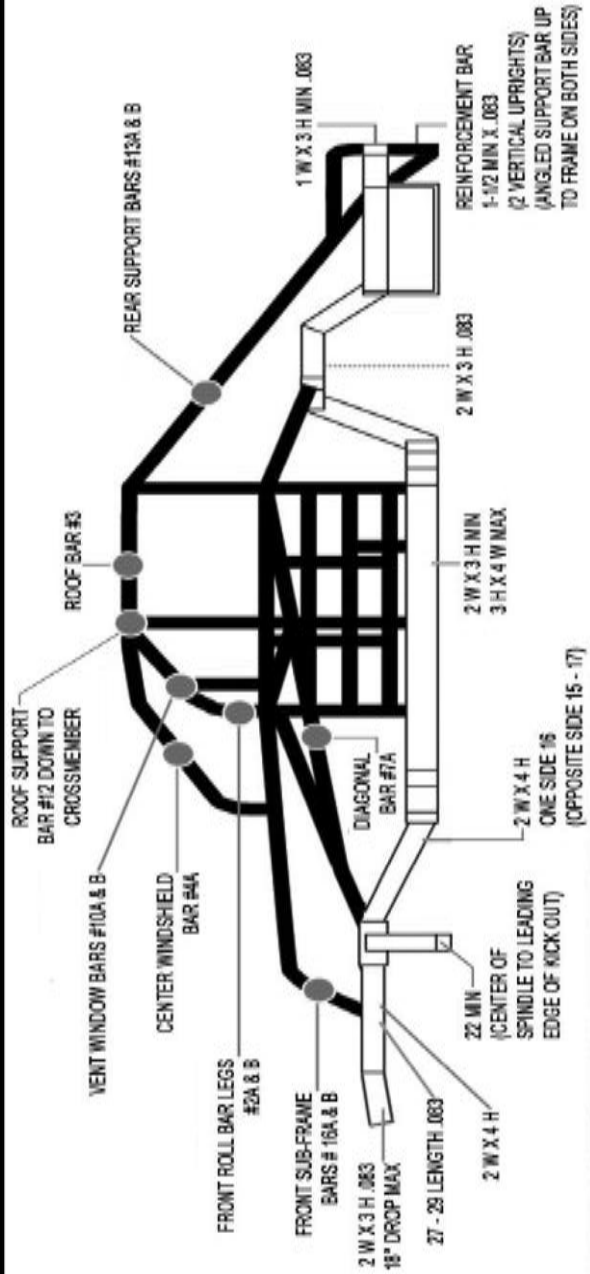
Appendix # 3

DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

DIAGRAM #3 - TYPICAL LATE MODEL ROLL CAGE & FRAME CONSTRUCTION



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES. 22-25 DEGREES RISE .083

DIAGRAM #4 - EXPLODED VIEW OF BASIC ROLL CAGE
(SOME BARS REMOVED FOR CLARITY)

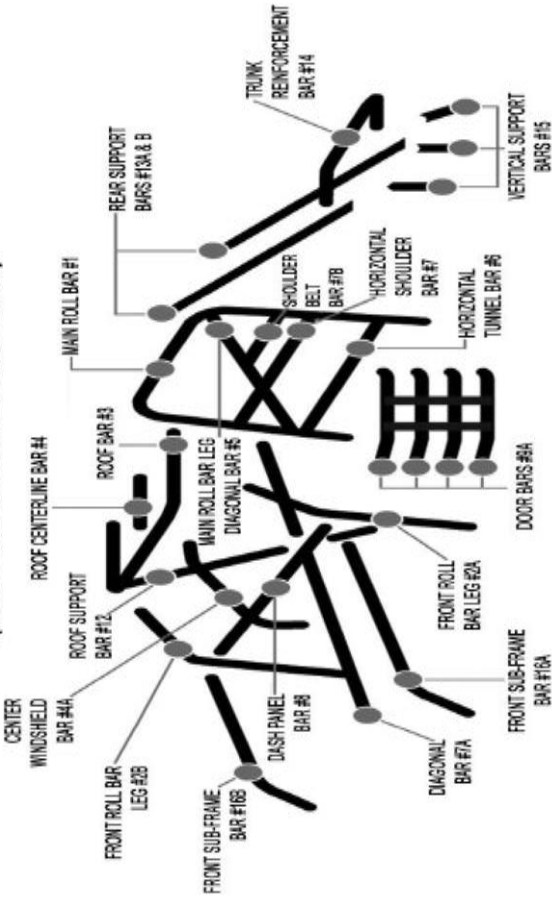


DIAGRAM #5 - BASIC NASCAR ROLL CAGE STRUCTURE
(SOME BARS REMOVED FOR CLARITY)

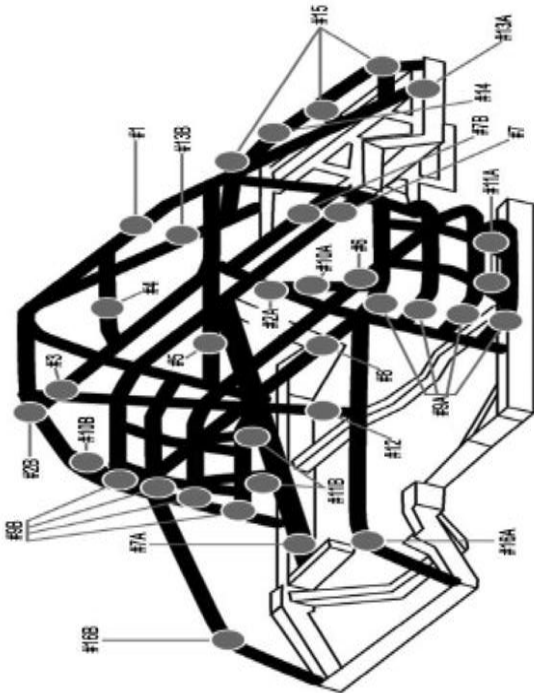
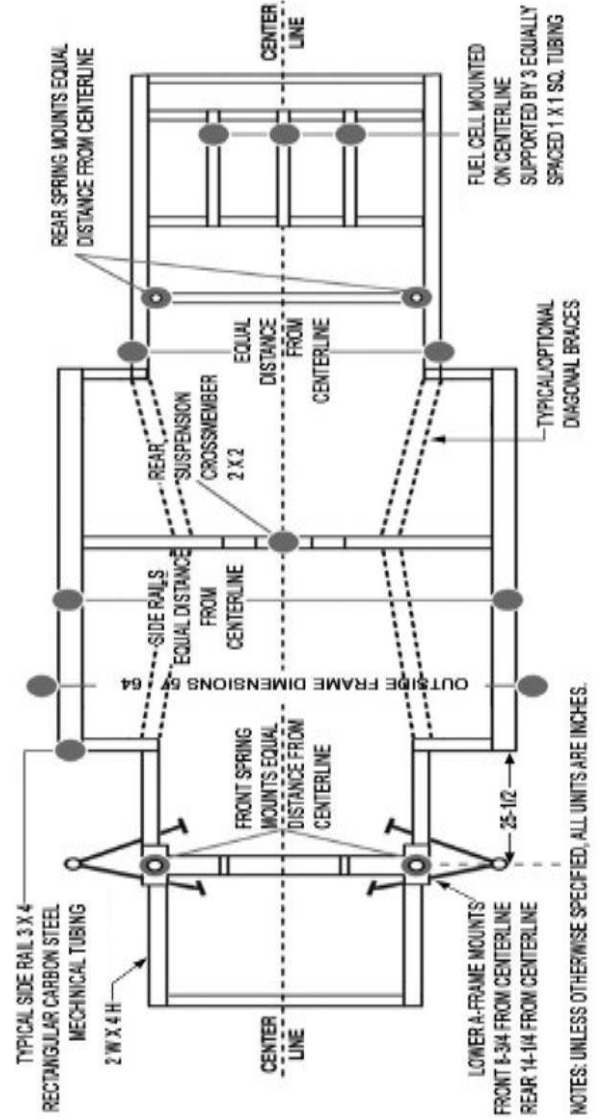


DIAGRAM #1 - TYPICAL NASCAR FRAME (PLAN VIEW)





PRO LATE MODEL RULES

All rules and regulations stated herein are subject to the interpretation of the CARS Tour officials. The CARS Tour reserves the right to add, delete or modify any rule(s). The CARS Tour Director and/or Tech Director shall be empowered to permit minor deviations from any of the specifications or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

A. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. A-B-C Gen 1 & Gen 2 Body Rules apply unless otherwise specified herein.
2. The Five Star Next Gen body has been approved for competition. The AR Revolution body is not permitted.
3. No panels allowed extending the top edge of doors.
4. No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 ½" and the maximum width of frame is 53 ½".
5. A skid plate will be allowed below the oil pan with a minimum of 50% open surface area. Must maintain minimum frame height and not contact the oil pan.
6. All holes in body and interior not being used must be covered and remain so during the race.
7. 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch straight-line deflection outward. Must be smooth with no bead rolls or breaks.
8. Front nose valance may only be a single layer with a maximum thickness of 3/16" and maximum height of 3". Valance cannot cover any portion of the grill screen.
9. Rub rails are discouraged and may only be used if they are polycarbonate.
10. At all times, for Gen 1 ABC bodies, the ABC "A" measurement must maintain a minimum height of 11.5 inches. The min. height allowed for the nose, measured from the bottom, leading edge at the center of the nose, up to the hood seam is 20".

11. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose.
12. No types of underbody air deflectors are allowed.
13. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.
14. The duct work between the nose and the radiator may be no wider than the radiator with a maximum width of 29". Duct work may not be constructed out of carbon fiber.
15. Only one naca-duct in either the left or right quarter window for helmet blower only.
16. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). The only exception is that tape may be used on the radiator grill opening and brake ducts in the nose.
17. Window tint of any kind will not be allowed on windows or spoiler.
18. Interiors must be steel or aluminum only.
19. Minimum Base Weight: 2800 lbs. 58.0% Max. left side weight at all times (without refueling). For post-race total weight rules, if requested by officials, teams may be required to refuel, or officials may utilize "1 lb. per lap" burn-off.
20. Minimum nose, body and frame height is 4" with a maximum of 8" while in tech for the purposes of tech inspection.
21. **A full width opening deck lid, as outlined in the ABC rulebook, is required.**

B. Engines

1. Basic Engine Guidelines For All Engines

1. Measured from the center of #1 spark plug hole to the center of the top ball joint with in 1/4" tolerance is 4 inches
2. Engines may not be offset more than one inch (1") from centerline of frame rails.
3. Front center of the crankshaft must have at least ten inches (10") of ground clearance.
4. Standard steel blocks only. No Carbon Compacted blocks of any type.
5. A maximum 16-inch (O.D.) by **4-inch-tall** air filter and housing must be used.
6. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

7. **No intake manifolds can be painted or coated.**
8. **Original builder numbers/MS numbers must be retained on all engines.**

2. Engine Options

1. Unaltered GM # 88958604 / 88869604 with factory seals only will receive a 75 lb. weight break.
2. GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms (1.65 max), Comp Cam valve springs #941-16 (inner spring removed), Champ oil pan # CP106LTRB and Balancer. **This package with seals from an approved S.E.A.L. rebuilder will receive a 25 lb. weight break.**
 - a. SCAT Pro Stock connecting rods # 2-ICR5700P (min. weight of 580 grams) and Mahle "drop-in" pistons #930127800 (max overbore of .020") will be allowed
3. Ford # M06007-D347-SR with 1.5 rockers.
4. McGunegill Ford # 425LM with 1.5 rockers.
5. Crate engines may be refreshed but must retain all manufacturers' specifications unless specified. No reground cams.
6. Maximum compression on all engines 10.0 max measured by the whistler.
7. Re-built engines must have seals from a re-builder on the S.E.A.L. approved list or carry a 100 lb. penalty. Seals must remain in place and be unaltered.

3. Carburetor/Spacer/ Air Cleaner:

1. Holly 650 HP 4150-80541 (zinc or cast aluminum) four-barrel with no alterations allowed.
2. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
3. Any attempt to pull outside air other than down through venturis is not permitted.
4. A minimum of two return springs is required. Throttle stops recommended.
5. All GM # 88958604 / 88869604 may use a maximum height 1" aluminum open, (4) hole type or tapered spacer only with 1 paper gasket per side not to exceed .065" in thickness. Ford engines are not allowed a spacer, only one paper gasket not to exceed ,065 in thickness.
6. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

C. Minimum Chassis Eligibility Requirements

1. Frame

1. All chassis components must be made of magnetic steel and welded. The chassis must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded and have a minimum overall height of 39". Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.

2. Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing minimum 2" x 3", with a minimum wall thickness of .083" (recommended .120" (recommended .120")). All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 53 1/4", and 50" minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container and must not exceed the length of the frame rail.

3. Front sub-frame rails must be a minimum of 2" x 2" by .065" on the front clip from the front of the A-frame forward.

4. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell.

2. Roll Bars

1. At a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness. Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.

3. Basic Roll Cage

1. The main roll bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail.

2. The distance from the center of each of the front roll bar legs to the center of the main roll bar must not measure less than 40-1/2". Each of the front roll bar legs must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be constructed from a continuous length of tubing.

3. The halo must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length and remain parallel within 1-inch to

the main frame rails with a minimum height of 38". The outside-to-outside width of the halo must be a minimum of 28" front to rear and a minimum of 25" from side to side.

4. The main roll bar diagonal bar must be made from a minimum of round steel DOM tubing 1-1/2" by .090" (.000 tolerance) minimum wall thickness and must form a straight line, with no bends and must begin near the upper left and or right bend of the main roll bar and after intersecting the horizontal shoulder bar, should be supported from that point down to the main sub frame.

5. The dash panel bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 16-1/2" above the main frame rail.

6. The door bars must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness on the left side, must have a minimum of three (3) bars (Design A) or minimum of four (4) bars (Design B) equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top left side door bar minimum height must be a minimum vertical height of 18-7/8 inches from the top of the main frame rails. The left side door bars must be convex in shape and convex outward past the main frame rail. The left side door bars must have a minimum of six (6) vertical supports with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4" by .090" (.000 tolerance) minimum wall thickness magnetic steel seamless round tubing. All door bars must be plated from the top door bar to the frame rails.

Design A (3 door bars) - minimum 0.090" solid steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

Design B (4 door bars) - minimum 0.062" (1/16") steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

7. Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" (.000 tolerance) with a minimum height of 15", maximum of 20 1/2" and one diagonal bar of 1-1/2" x .065".

8. The left side vertical vent window bar must be made from a minimum of round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be welded from the upper surface of the top door bars on the left side to the front roll bar legs.

9. The two rear down support bars must be made from round steel DOM tubing 1-1/2" by .065"(.000 tolerance) minimum wall thickness and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top and connects with the sub frame.

4. Driver's box and foot box

1. The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in.
2. The left side of the driver's foot box must be plated with a minimum plate of 9" high by 12" long and a minimum .090" thickness steel plate and welded in place to protect the driver's feet.
3. Behind the driver's seat must be plated with a minimum .090" thickness steel plate, at minimum 10" tall by 12" wide and welded in place.

5. Fuel and Fuel Cell

1. Fuel cell must be mounted in a minimum structure of 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance) attached to the frame with a minimum of 0.375" bolts.
2. The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
3. If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.
4. The bottom support frame must be constructed using a minimum of two (2) straps, 1 1/2" x 0.125" minimum thick magnetic steel or 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance). These supports must be welded to the fuel cell front and rear cross members. The support straps must extend down the front and rear equally spaced and under the fuel cell container.
5. A racing fuel cell is mandatory with a maximum 22-gallon (US) capacity. Fuel cell must be constructed with a steel outer can (22-gage steel strongly recommended) and an internal rubber safety bladder. A reinforcement plate must be installed front and rear of the full cell. These plates may be constructed of 11 gage steel (Strongly recommended) or aluminum (.125" thick). The plates must extend the entire height and width of the fuel cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with a minimum of two (2) bolts on each side. Fuel cell must have a minimum of eight inches (8") clearance. All cars must have a safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container. No "U" shaped Fuel Cells or non-standard shaped fuel cells.
6. The front side of cell is to be no closer than 10" to the back of the rear end tube.

6. Bumpers

1. Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructures must be constructed of a minimum 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".

7. Chassis Right Side Body Bars

1. Chassis right side door bars commonly called the outrigger or the kick-up bar supporting structures must be a minimum 1.250" x .065" OD steel tubing only. All supporting substructures must be constructed of a minimum 3/4" x .065" wall round or square steel stock.

D. Fuel System

1. VP-110 is the spec fuel for all events and each PLM competitor is required to purchase a minimum of 10 gallons of fuel from the on-site vendor at each Event. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. Street-use pump gas is not allowed. Use of such substances or additives will result in immediate disqualification.

2. No electric fuel pumps or forced induction of any kind are permitted.

3. No icing or cooling of fuel system.

E. Exhaust

1. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door and cannot go past door seam. Maximum 1/2" gap around the exhaust pipe. Maximum dimension of 13" x 8" with no more than a 1/4" flare along the trailing edge. Pipe must not protrude through the door.

2. It is mandatory that all cars compete using a muffler. A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The series will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to disqualification.

F. Ignition

1. Battery powered ignition required. Vehicle **MUST** start under own power.
2. Max.16-volt battery. Must be securely mounted outside the driver's compartment. Car must be able to start with a 12-volt battery. No Mags.
3. The Quick Car part number #50-2053 spec wiring harness is mandatory. 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.
4. Approved ignition boxes used only as produced on original plate. Mounted on the right side of the car with dials pointed out the passenger window.
 1. Crane Fast Ignition part #6000-6701
 2. JMS-Daytona Sensors Part #6000-6701K
 3. MSD part #6427 6CTThe mag positive and negative shall be a maximum length of 62 inches. Officials reserve the right to exchange boxes at any time.
5. Mandatory 6300-RPM for all Ford options and 6500-RPM for both Chevy options. *RPM limits may be changed in future. This set up may be swapped out by officials at any time.
6. No Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver/owner may receive a lifetime ban.

G. Suspension

1. No fifth (5th) coil or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end.
2. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
3. Minimum wheelbase of 101" with maximum of 105". The difference from left to right may not exceed 1/2 inch.
4. 66-inch maximum tread width for all cars.
5. No in car driver adjustments other than one adjuster for brakes.
6. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)

7. One shock per wheel. Shocks must be only mechanical in nature and no part of the suspension or shocks may utilize electricity. No inerter-style dampers, aka “J damper” shocks allowed.
8. Maximum one coil spring and one bump spring associated with each wheel.
9. No hollowed-out or gun drilled bolts of any kind allowed on suspension components.

H. Wheels and Tires

1. Wheel max width is 10”. Wheels, lug nuts and studs must be steel.
2. Bleeders are not allowed.
3. Cars must start the last chance race on the same tires on which they qualified. Cars that run the last chance race will be allowed to start the feature on marked event tires or can purchase a new set.
4. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.
5. Air may not be blown or forced onto the tire or bead.

TIRE PURCHASE RESTRICTION

Teams will be limited to a maximum purchase of eight (8) tires per event. (Four for practice and four for race). ALL tires must be purchased through MTP Tire – The Official CARS Tour Tire Vendor. These tires will be branded with a CARS seal. Any team practicing on unbranded tires will be penalized one (1) Qualifying lap. All cars will start race on four (4) sticker CARS branded tires.

I. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted.
2. Winters Aluminum Raptor Part # 60200 or Magnus / Integrity Transmissions "Muncie Style" 2 Speed part #13100 transmissions will receive a 25-pound weight break. Both transmissions will only be allowed low gear ratio options between 1.35 to 1.73 (no modifications, lightning or polishing allowed).
3. A minimum of one reverse and two forward gears will be required.
4. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs. penalty.

5. No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5.” No “slipper” or “centrifugal” clutches allowed.
6. Driveshaft must be painted white and equipped with a minimum of two (2) safety straps. Drive shafts must be made of Aluminum or Steel only, no other materials permitted (i.e., carbon fiber, etc.).
7. Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only.
8. Cars must utilize a working locked rear end (i.e., a spool or similar). No part of the spool may move or twist. Minimum 8” ring gear

J. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber or titanium rotors. Only steel rotors are allowed.
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
4. Two brake hoses per side with a maximum diameter of 3" each are permitted. Must attach to a spindle mounted duct only.
5. **Maximum of one blower/fan per side.**
6. Fans, ducts or hoses to the rear brakes will not be permitted.

K. Additional Rules

1. Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified.
2. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
3. No digital dashes allowed.
4. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.
5. Scoring transponders must be placed on the right rear frame rail 160” from the leading edge of the nose.
6. No cool down units, pumps, exotic fans allowed.
7. All cars must go through technical inspection prior to the car taking to the track for practice. Cars will be weighed with the driver and may be done prior to or after qualifying and prior to or

after the feature. Reading of designated scales will be official. Issues discovered in pre-practice tech that are not fixed to satisfaction by pre-qualifying tech will result in the slowest of the two qualifying laps be used for qualifying time.

L. Safety

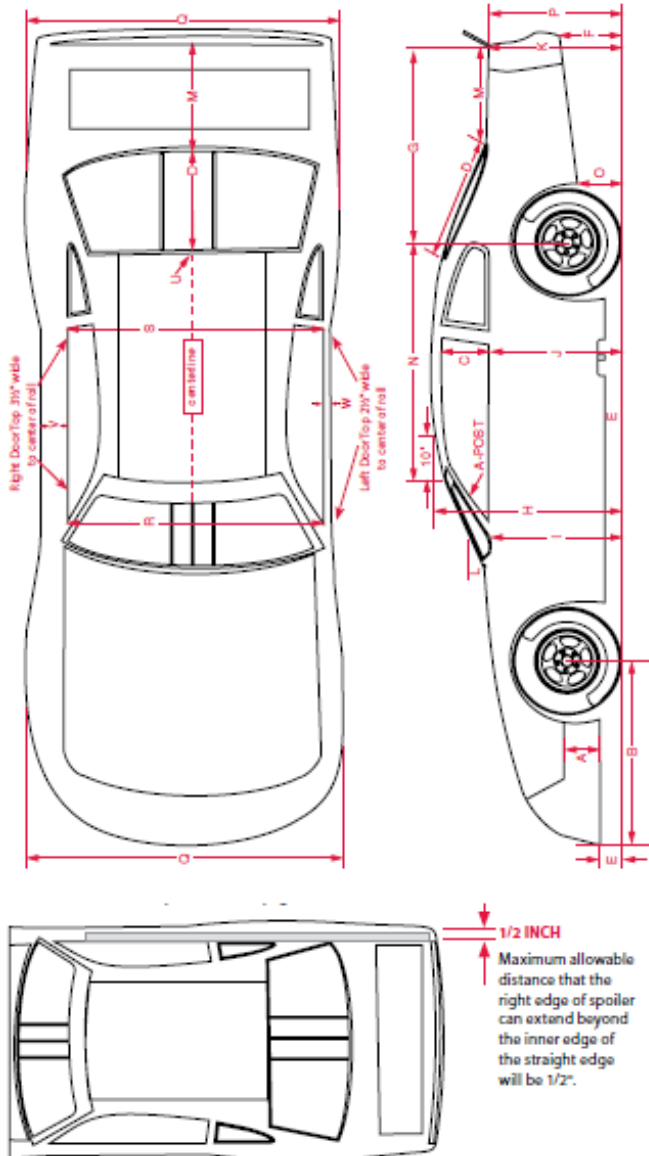
1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the designated spotters stand. Spotter must have standalone radio or scanner to monitor race control. **No digital radios allowed in the car.**
2. SFI approved seat belts with a minimum of double shoulder harness and crotch strap will be required.
3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be **2015** Snell standard or better and have a sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets). Helmet skirts are highly recommended.
5. Professionally manufactured aluminum racing seats and the Kenny's Components JL1 seats if bolted in 6 locations with a minimum of 3/8 bolts are approved. An SFI 39.2 rating is highly recommended for all seats. All other carbon fiber seats must have prior approval and may be required to have a minimum SFI rating of 39.2.
6. Approved clean, full driving suit and gloves for fire protection are mandatory. Shoes and fireproof underwear are highly recommended.
7. Driver's window must be equipped with a safety net with a quick release latch. String window nets will not be permitted. **Safety net must have a minimum SFI rating of 27.1.** The minimum net size must be 17" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All weights must be securely fastened. No Tungsten or similar weight allowed.
10. Lead Inspection will be part of pre- and post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive one warning annually during pre-race tech only. Future pre-race and any post-race issues the team will receive a \$250.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$250.00 fine to the team.

11. All competing teams must possess a minimum 10 lb. working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
12. Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of the driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
13. Numbers must be a minimum of 21" in height, with the body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield. Bottom of number towards driver's side.
14. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
15. No part of any cooling/oiling system may be located in driver's compartment.
16. A automatic working fire suppression system (Strongly recommended) or driver accessible fire extinguisher is required.
17. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed in close proximity to the point the fuel exits the cell.
18. Batteries must be securely fastened and mounted outside of the driver's compartment or in a box with a cover.

M. OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding.
2. Any disagreement over technical questions or operations will be resolved by series officials. When the decision is rendered, the decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.

2024 ABC Approved Body Measurements



A	NOSE FLAP HEIGHT: from bottom of nose to top of side flap***	13"
B	FRONT OVERHANG (MAX): on centerline	46"
C	SIDE WINDOW OPENING (MIN): at B-post	15"
D	REAR WINDOW LENGTH: on centerline** Five Star bodies	31 1/2"
	AR bodies	31 1/4"
E	NOSE/SIDE PANEL CLEARANCE (MIN): from ground	4"
F	BUMPER COVER HEIGHT (MAX): from ground	15"
G	REAR OVERHANG (MAX): from base of spoiler at centerline to axle centerline	47"
H	ROOF HEIGHT (MIN): 10" back from windshield, on centerline	47"
I	FENDER HEIGHT: at rear	32 1/2"
J	DOOR HEIGHT (MIN): at rear	33"
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/- 1/4")	34 1/2"
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (MAX): at center, from base of spoiler to rear window** Five Star bodies	23 3/4"
	AR bodies	23 3/4"
N	FRONT OF ROOF TO CENTER OF REAR AXLE	57 1/2"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34 7/8"
Q	BODY WIDTH (MAX): at wheel wells	79 1/2"
R	DOOR TO DOOR WIDTH (measured through car): at A-posts and inside edges of doors	68"
S	DOOR TO DOOR WIDTH (measured through car): at B-posts and inside edges of doors	67"
U	ROOF HEIGHT, REAR: at centerline	45 1/2"
V	RIGHT DOOR TOP: to center of roll	3 1/2"
W	LEFT DOOR TOP: to center of roll	2 1/2"

* If Dimensions H, I, J, K or P are higher than the stated dimensions, all five must increase by the same amount.

** Must fit centerline template within allowable tolerance.

*** 13 inches is the height of the nose flap only. This dimension is not measured from