



# 2012 TWIN STATE SPEEDWAY LATE MODEL SPORTSMAN RULES

## 1. Frames, Chassis, and Cages:

A. All cars will have minimum 104.5" and 105.5" maximum wheelbase, measured from center of lower ball joint to center of rear end, with a maximum tread width of 64.5".

- Tread width to be measured with ACT tread width gauge
- Tubular frames on all models main frame rail members shall have a minimum of:
  - 10" perimeter tubing - .120 wall thickness
  - 12" perimeter tubing - .095 wall thickness
  - 16" perimeter tubing - .083 wall thickness
- Sections extending, such as front and rear clips, must be a minimum of 10 inches in perimeter and have a minimum of .083" wall thickness and extend 10 inches minimum beyond wheelbase.
- Rear clip must extend beyond fuel cell area.
- V-8 engines only and must be placed with center of number one spark plug or center of hex if angle fitted even with center of grease fittings on upper ball joints.
- Ford engine will be measured from front of right head to center of right front ball joint. (This will result in (1-7/8ths inch setback compared to Chevrolet.)
- Centerline of engine must remain within 1/2" (1/2 inch) measurement of tread width, measured from each side of snout.
- ACT perimeter chassis, by definition, must maintain equal lower control arm measurements.
- Material to be used must be DOM or seamless, .090 minimum wall steel tubing.

- Maintain integrity of tubing and wall thickness throughout the construction of Frames, Chassis, and Cage.
- Cars must be in full compliance with diagrams found at the rear of rules to be considered ACT Legal Late Model.
- All cars required to have a 4-point or main structure of the roll cage and must be symmetrical in all directions. (See roll cage section 5 below).
- Minimum 1" – 1-1/2" diameter tubing inside driver's compartment.
- Four curved horizontal door bars on driver's side with minimum of eight (8) inches to edge of seat from inside of door bars required.
- Minimum height of door bars 22-1/2 inches from bottom of frame.
- Passenger side three curved door bars with minimum 66 inches between driver's side door bars and passenger side door bars, outside to outside, **or** an "X" bar with approved side body panel supports.
- A so-called "Petty Bar" must run from center of cage to upper right front halo.
  - Main frame rails and clips may not be pierced or drilled or otherwise altered for purpose of reducing weight.
  - All lead must be painted white, with car # painted in contrasting color.
  - Bolts must pass through lead, and must be secured with proper sized bolt and nut.

B. Specifications for Perimeter Chassis and Roll Cage

1. NO OFFSET CHASSIS ALLOWED.

2. **Center Section Frame Rails:** Measured from inside to inside at MINIMUM 52 inches with 1/4 inch tolerance.

**Grandfather Rule:** *Pre-January 31, 2012 for REGISTERED CARS WITH ACT:*

*Center section frame rails that measure width less than 51.75" and more than 51" will be required to bolt two 5 lb. pieces of lead, one piece within two inches from the front and one piece within two inches from the rear of the 47 inch right frame rail. Lead will be painted white and mounted on outside of rail for easy removal for inspection purpose.*

*Center section frame rails that measure width less than 51.0" and more than 50.0" will be required to bolt two 8 lb. pieces of lead, once piece within two inches from the front and one piece within two inches from the rear of the 47 inch right frame rail. Lead will be painted white and mounted on outside of rail for easy removal for inspection purpose.*

*Center section frame rails that measure width less than 50.0" from inside to inside should contact the ACT office.*

3. **Right Frame Rail:** Must be minimum 47 inches in length.

**Grandfather Rule:**

*Pre-January 31, 2012 for REGISTERED CARS WITH ACT:*

*Right frame rails that measure less than 47" will be required to bolt on a piece of lead equal to 1 lb. per inch violation to a maximum of three inches. Lead must be painted white and mounted on outside rear of rail for easy removal for inspection purpose.*

#### 4. Offset:

- Maximum **offset** allowed 1" from center line measured ½ inch from center line equally side to side with total maximum 1 inch offset. Center line determined by using the center section measurement (2) above.
- An ABSOLUTE offset tolerance of ¼ inch will be allowed.

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#### **Grandfather Rule:**

***Pre-January 31, 2012 for REGISTERED CARS WITH ACT:***

***A violation of the 1" offset allowance for cars built before January 31, 2012 will be at a ¼ inch tolerance. For every additional ¼" of offset or fraction thereof, a weight penalty of 24 lbs. per inch, or comparable ¼ fraction of inch will be required (i.e. 6 lbs. per ¼").***

#### 5. Roll Cage/Halo:

- Roll cage structure will be made of 1¾ inch steel tubing with a 0.090 minimum wall.
- Additional tubing within center roll cage section must be minimum 1½" inch O.D. by 0.065 wall steel tubing.
- Integrity of roll cage must be maintained.
- Height of roll cage total symmetry to be no less than 40".
- Total height of Halo to be no less than one inch lower than cage.
- Width of Halo measurement minimum 44 inches measured from outside to outside of tubing.
- Rear roll cage posts must be attached to frame rails in a direct diagonal straight line from fire wall  
(see rulebook diagram for further clarification).

#### **Grandfather Rule:**

***Pre-January 31, 2012 for REGISTERED CARS WITH ACT:***

***1. A roll cage height tolerance of ½ inch will be given with no penalty***

***2. Width of Halo will receive 2" tolerance***

***3. Halos that measure less than 44 inches wide but more than 43 inches wide will be required to weld or securely fasten a one-pound piece of weight to the middle of the right halo bar***

***4. Halos that measure less than 43 inches wide but more than 42 inches wide will be required to weld or securely fasten a two-pound piece of weight to the middle of the right halo bar***

***5. Halos that measure less than 42 inches wide but more than 41 inches wide will be required to weld or securely fasten a three-pound piece of weight to the middle of the right halo bar***

***6. Halos that measure less than 41 inches wide but more than 40 inches wide will be required to weld or securely fasten a four-pound piece of weight to the middle of the right halo bar***

C. 18 gauge steel minimum 18 inches high foot firewall. 9-inch high driver's tunnel and 18 inch high behind seat.

A "Red Mead" bar or 1/8" minimum steel plate is mandatory under driver's seat (see diagram below). A foot safety bar is mandatory. A support for headrest or seat back extending to support back of head is mandatory.

## 2. Interior Detail:

A. A full width dash is required in all cars. Vertical surface of dash must project in a single plane across the car. Top horizontal plane of the dash should carry forward to the firewall and enclose entire area beneath windshield. Instruments must be neatly mounted to vertical plane of dash panel.

B. Interior of car must be completely enclosed with respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be minimum of .040 inch thickness of aluminum or steel.

C. Only one rear view mirror inside car approved. A left side exterior mirror is approved, but cannot extend outside of the windshield "A" pillar.

D. No rub rails allowed outside car.

## 3. Eligible Bodies:

A. Bodies

- Bodies must be aftermarket made of **plastic** or aluminum with rubber front and rear bumpers, fiberglass hoods and window frames.
- ACT approved bodies only. **NO CARBON FIBER BODY PANELS.**
- Bodies must meet tech visual approval – weight penalties may be imposed at tech director's discretion for violations. No mixing and matching of **manufacturer** body panels.
- NO high performance bodies are approved for competition.

B. ABC bodies are **required**. Fiberglass quarter panels will be allowed. "Rubber" quarter panels may be used upon availability. All ABC bodies must meet manufacturer's "Referee" technical inspection, and be mounted as "out of box".

C. Models as follows:

Dodge Intrepid

Pontiac Grand Prix

**Ford Fusion \***

Ford Taurus \*

Chevrolet Impala SS

Chevrolet Monte Carlo

Toyota Camry

*\*Ford Bodies – 2012 will be the final year that the ABC Ford body will be allowed to compete without a Ford engine. All Ford engine cars must run an approved Ford Body. Local (weekly) competitors should conform to local rules regarding body rules; however, non-Ford Engine cars *with Ford Bodies must be approved by ACT to participate in ACT-sanctioned events.**

**Any variations need tech approval and may carry penalties.**

D. Fenders

Five Star Narrow fenders allowed will be:

**660-23PLW – Narrow Plastic White Left**

**660-23PRW – Narrow Plastic White Right**

**660-23PLB – Narrow Plastic Black Left**

**660-23PRB – Narrow Plastic Black Right**

**663-230 - Narrow Plastic Left**

## **663-230 - Narrow Plastic Right**

**Approved fenders are MANDATORY for ACT Late Model racing, including the Five Star 8" #663-230 L/R when available. Plastic roof panels are optional.**

There will be NO "wide fenders" allowed, regardless of the manufacturer.

**E. All body panels must be complete in length and width.** Overall workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components' compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors.

**F. No bumper tubing or bracing allowed lower than front or rear bumper covers.**

### **4. Spoilers:**

**A. ALL REAR SPOILERS MUST BE MADE OF LEXAN AND MUST REMAIN CLEAR, maximum width of 60 inches wide and 5 inches high. All heights reference to ABC body dimensions. No side enclosure, no lips or bends in upper portion of spoiler and must be flush to vertical surfaces of deck lid, non-adjustable.**

B. ABC spoiler heights will be according to instruction manual and will be subject to "Referee" inspections. Measurement will be from top flat surface at the end of trunk lid to ground at 34-7/8".

### **5. Hoods and Trunks:**

A. Both hoods and trunks must be hinged. Hoods must have four positive locking pins on leading edge. Trunks must have two positive locking pins.

### **6. Exhaust/Headers:**

Absolutely no additional holes, vents, etc., may be added to body components outside stock configuration except the door may have a hole cut for the exhaust.

It is recommended that the exhaust exits under car. If the exhaust exits under the car, it must point toward the race track and maintain 4" ground clearance.

Two mufflers are required. The mufflers must be either the Howe #3002 or the Magnaflow #11219 and steel pipe used to extend beyond driver seat, and may not be cut or modified and **MUST BE** installed in the correct flow direction. The maximum O.D. of the exhaust pipe is 3-1/2 inches. No scavenger systems. Headers allowed. No 180-degree headers. All 4 tubes from right and left banks of engine must enter a single collector on each respective side of exhaust. No balance tubes or any crossover type exhaust allowed. All exhaust components must be made of mild steel, no stainless.

### **7. Windows:**

A. A full stock dimension windshield is mandatory and must be constructed of 1/8th inch minimum thickness lexan. Three internal windshield braces spaced at least on 5 inch centers and roughly centered upon windshield constructed of minimum 1 inch wide by 1/8 inch thick material is mandatory.

B. Models with rear quarter windows may have stock openings covered with securely mounted solid, clear lexan. Rear side window may have approved air vents for driver. The A pillar windows are not allowed to exceed 6" in any direction measured from front of door opening. No interior air deflectors allowed.

C. A full dimension rear glass constructed of minimum 1/8th inch thick **clear** lexan is mandatory and must be held securely in place by minimum of 2 external straps. **Back window must be securely braced internally to prevent significant bowing or distortion at racing speed.**

### **8. Numbers:**

- A. A quality paint job is mandatory on all cars with **high contrast** numbers for legibility day or night. Bodies must be kept neat and painted at all times. No metallic numbers.
- B. A minimum 24-inch high, 3-inch stroke number is required on the door area on both sides of car. A minimum of 30-inch high, 3-inch stroke number is required on top of roof facing the passenger side of car. A block style number on right headlight cover, taillight cover and upper right (passenger side) of front windshield is required.

#### **9. Chassis/Body Heights:**

- A. Minimum ground clearance of **any** component is 4 inches **including bumper, bumper covers, and side skirts.**

#### **10. Weights**

- A. Weight: **2800 lbs.** Weights subject to change in the interest of parity. All cars will be weighed with the driver. **Cars must have a maximum 57.0% of total weight on left side.** All heights will be measured with driver in car, including after heats and features unless otherwise notified.

- B. All cars **must weigh correct before all qualifying and feature events.**

- C. Ballast weight must be securely attached to main frame rail or major cross member structure. Ballast is not allowed to be placed in front of or behind front or rear tires. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted. No moving weight allowed. Additional brackets or weight holders beyond main frame rails must be approved by technical committee and may require modification or elimination upon inspection. Any questions can be addressed at practice sessions prior to season opening events.

#### **11. Engines:**

**NOTE: BUTLER AND MACMASTER IS THE MOTOR BUILDER OF RECORD FOR ACT RACING.**

**THE FOLLOWING ARE BUTLER & MACMASTER APPROVED SATELLITE ENGINE BUILDERS:**

**BUTLER & MACMASTER**

**NAT'S**

**LARRY'S AUTO MACHINE**

**RPM**

**STEFKO**

**WEST CARLTON AUTOMOTIVE**

**YVES GOYETTE**

**MOTOR BUILDERS MUST USE BUTLER & MACMASTER APPROVED MOTOR PROCEDURES, AND SEAL PROCEDURES.**

- A. ZZ4-1st Edition #GMC 245 02609 **OR** 88958603 are the only Chevy engines allowed.
- D. ALL MOTORS MUST BE REGISTERED EACH YEAR WITH TSS Tech.
- E. Roller rocker arms are approved. ONLY GM part number 12367345 OR GM set number 12370838 PR or Scorpion part #1035BL are approved. These are 1.5 ratio rocker arms.
- F. Do not take motor to builder other than original builder under any conditions without ACT/TSS approval.

## **G. FORD MOTOR:**

1. **ACT approved M-60070S347JR Ford motor only. This engine must meet all specs as determined by Butler MacMaster: Contact (207) 623-8895.**

**Ford motors may have a 1-7/8ths inch set back, measured from front of right cylinder head to center of right ball joint.**

2. The Ford Engine Cars must compensate for set back by having 20 lbs. of lead bolted directly behind the upper control arm section of frame rail – 10 lb. on each side. (See diagram). The lead must be bolted on top, and clearly visible. Lead must be painted white with car number on it and readily available to be moved for weighing purposes.

Lead may not be moved from assigned position without consent of TSS officials. [See diagram at rear of rules].

3. All ACT Ford competitors will be required to have an approved 6200 MSD chip for all events.

## **12. Ignition:**

A. 6200 RPM MAXIMUM recommended for **Chevrolet engines**, and may be required at certain tracks.

B. **MSD distributor is allowed. Must contain light blue spring's and blue advance stop. Spring and stop part number 8464, distributor numbers MSD 85551, 8570, 85561 or GM part # 10093387 are only approved parts.** No tampering or changing of advancement weights or springs allowed in HEI spec motor distributor. The MSD #AL6420 and #64306ALN with 6200 RPM rev limited chip optional, but recommended, with OEM HEI distributor. MSD must use external coil, not dial. The ends must be original factory MSD or weather pack connectors installed by MSD. It is the responsibility of the competitor to configure harnesses to allow the TSS MSD to connect. MSD must be located on the right side of dash panel, as far from driver as possible, and out of reach. All wires must be wrapped in a loom material, and must pass through firewall at first option. Rivets to hold bottom panel must be drilled out. Only one MSD box allowed.

## **13. Miscellaneous Engine:**

Fan blade recommended. It is very important to close in radiator with no air leaks.

## **14. Spacers:**

The following spacers are allowed:

Canton #85060

Moroso #64964 (aluminum)

**HVH #SS4412-2AL is approved for CHEVROLET engine only.**

## **15. Heights:**

Four (4) inch frame height measured at the lowest point including cross members.

47-inch roof height measured 10 inches back from windshield to ground or ABC body must meet Referee standard.

11-inch engine height measured from center of crank front to ground.

Skid plate is mandatory if oil pan is below cross member.

Fuel cell can minimum height 8 inches from ground.

NOTE: (All heights measured with the driver in car.)

### **16. Carburetor, Fuel and Fuel Systems:**

A. A stock 4412 Holley 500 CFM carburetor only is allowed. Absolutely no material may be added or removed from carb, except bolt-on choke mechanism only may be removed.

Air filter housing and fresh air box allowed. **Fuel must not mix with water or any additives.**

B. Fuel cells mandatory. Minimum 15-gallon capacity and a maximum 22-gallon fuel cell only. It is mandatory that the fuel cell be enclosed in a 20 gauge welded steel box, with a bolt-on cover constructed of twenty gauge steel and must be protected in back and on sides by .095 1-3/4" O.D. tubing.

C. Fuel cell will be no less than 14 inches from centerline of rear axles to front of fuel cell.

D. Check valve vent is required on all fuel cells.

E. No "**QUICK FILL**" fuel mounting allowed. *Outside fuel fill mandatory with cam type fuel cap.*

G. Fuel pump must be mechanical – no electric fuel pumps. No fuel pressure regulators allowed.

### **17. Steering:**

A. Any type of front steering allowed. Steering box or rack and pinion are allowed.

Power steering pumps must be driven from the front of motor by belts. Steering columns must have minimum of two U-joints.

### **18. Suspension:**

A. Any spindle made of steel. Removable steering arms must be made of steel. Spindles must be same offset left to right.

B. Any stock or aftermarket upper and lower control arms allowed. Lower control arms must be same length left and right. Heim joints are allowed. Measurement will be from center of mounting point to center of ball joint at the grease fitting. Jacking bolts allowed on non-coil over cars only. Only one shock per wheel allowed.

C. All springs must be made of magnetic steel. Coil-overs permitted. **If running coilover all parts must be same left to right and front to rear.** Spring rubbers will be allowed, must be wired in place.

NOTE: SPRINGS THAT COST EXCESSIVE AMOUNTS OF MONEY WILL NOT BE ALLOWED VIOLATIONS WILL BE DEALT WITH ON AN INDIVIDUAL BASIS.

1. MAXIMUM COST OF SPRING MAY NOT EXCEED \$200.00 EACH, AS DETERMINED AND DICTATED BY TSS and ACT.

2. DRACO AND RENTON SPRINGS, COSTING MORE THAN \$200.00, OR ANY SUBSEQUENT SPRING THAT TSS/ACT FINDS COST PROHIBITIVE, ACCORDING TO ACT/ TSS PRICE INTERPRETATION, WILL NOT BE ALLOWED IN ACT/TSS LATE MODEL RACING.

3. ANY TEAM PARTICIPATING IN AN ACT LATE MODEL RULE TYPE RACE WILL BE REQUIRED TO FILE HIS BRAND OF SPRING AS PART OF TECHNICAL INSPECTION PROCEDURE AT THE FIRST

RACE OF THE SEASON COMPETITOR IS PRESENT. THE INFORMATION WILL BE DOCUMENTED AND PLACED ON FILE.

4. TEAMS MUST INFORM TECHNICAL INSPECTOR OF CHANGES FROM PREVIOUSLY REGISTERED APPROVED SPRING INFORMATION BEFORE PARTICIPATION IN AN EVENT IN THE CASE OF CHANGING BRANDS OF SPRINGS.

5. ANY VIOLATION OF THIS SPRING RULE WILL BE DEALT WITH IN THE SAME MANNER AS SHOCK, ENGINE, OR TIRE VIOLATIONS.

**D. NO SUSPENSION TRAVEL LIMITING DEVICES ALLOWED UNLESS SPECIFICALLY OUTLINED IN THESE RULES. (Examples include, but are not limited to: bump stops, coil binding, chains, or shock mounting locations).**

**(Cars will be inspected using one and one half inch (1½”) ramps and nose of body must hit ground when pushed down by three crewmembers or will be considered illegal).**

**The intent of this rule does just one thing...it eliminates “bumping”.**

**E. No jacking bolts or any other shock travel adjustors allowed (exception: see #18 B above).**

**F. Shock Adjusters of any kind will not be allowed.**

#### **19. Shocks**

**Brand approved is KONI and must be run at all ACT events.**

A. Model #:

KON30-7436

KON30-7325

KON30-9325

KON30-9436

KON30-7647

**Shock bump stops enclosed with KONI package will NOT be allowed.**

ONLY PART NUMBERS LISTED ARE APPROVED FOR TSS LATE MODEL COMPETITION.

NO CHANGING OR ALTERING SHOCKS IN ANY WAY.

SHOCKS MUST NOT BE PAINTED, AND MODEL NUMBERS MUST BE FULLY LEGIBLE.

Shocks may be swapped at any time by TSS Tech Inspectors.

#### **20. Sway Bar:**

A. **Aftermarket one piece solid bar only.** MUST be mounted on bottom side of front clip & work off the lower A-frames. NO rear sway bars allowed.

#### **21. Brakes and Hubs:**

A. Any safety or racing type hubs allowed made of **steel, aluminum, or magnesium and of same offset right and left.** 5x5 or wide 5 bolt patterns allowed. Front brake rotors must be a minimum of 1 inch thick and made of steel. Rear brake rotors must be a minimum ¾ inch and made of steel.

B. Brakes (all four) must be single piston calipers made of steel and all four must be in good working order. Master cylinders and pedals of any type allowed. Brakes will be

tested. **Brake returns allowed. No brake coolers allowed. Brake ducting allowed with no blowers.**

C. Vents may be installed for front brakes only.

## **22. Rear Ends:**

A. Rear ends must have floating type bearing and hub such as quick change or “non-quick” change, front load quick change, or steel housing-type 9” floater with steel center section gear carriers only allowed.

B. No cambered rear ends or rear ends with yaw (dog tracking), or offset or shimmed snouts allowed.

C. No crowned axles.

D. All rear ends must be driven with solid drive flange plates.

E. NO TITANIUM PARTS ALLOWED.

F. All running gear drainage plugs must be safety wired.

## **G. No rear axle tube tow in or out allowed.**

H. Rear ends must use a one piece spool.

I. Drive shafts must be made of steel, and must be painted white.

J. Truck arm or three-point type rear mounting allowed.

K. Rear trailing arms may use rubber bushings and heim joints.

L. No spring rods.

M. Rubber snubber allowed on rear trailing links.

M. **One** upper link pivot with rubber bushings allowed.

O. Solid tubular panhard bar only. One bar, two adjustable heim joints only.

P. No aluminum truck arms, no fifth coils, no Watts linkage, no torque arms, no mechanical devices to transfer weight while car is in motion allowed.

## **23. Cooling Systems:**

1. Any radiator allowed with catch tank overflow must blow on right lower quarter of windshield.

2. Electric fans allowed.

3. Stock cast water pump or aluminum pumps allowed. Oil coolers allowed.

## **24. Transmissions/Clutches:**

1. Transmissions must be stock **GM** standard 3-speed.

2. The early Muncie and later Saginaw three-speed stock transmission are the only GM transmission approved for competition, with the following exceptions:

a.) Saginaw three-speed may modify gear ratio with an approved dealer made cluster gear with 1.35 ratio. Only approved ACT transmission dealers will be used (see below).

b.) REM polishing allowed.

c.) No rollarized gear on main shaft allowed.

d.) No other altering of transmissions will be allowed without written approval by ACT.

*NOTE:* [Certain approved local track transmission rules may apply for ACT competition]

e.) Transmissions will be inspected and sealed by ACT approved dealers at the expense of ACT if found legal. Penalties for illegal transmissions will be imposed. Transmission dealers will seal approved transmissions beginning the week of February 14, 2012.

f.) TSS does not mandate that everyone has to have transmissions sealed.

g.) TSS rules mandate that the transmissions must comply with 2012 rule.

h.) Teams do not have to have transmissions sealed, but may do so if they choose, and those that are sealed, in all likelihood, will not be required to be pulled for inspection.

- i.) Transmissions will be randomly selected for checking and sealing by ACT and/or weekly affiliate tracks.
  - j.) It would be in the best interest of the competitor who is freshening his transmission to have it sealed as a part of that process.
3. No automatics allowed.
  4. Steel type bell housing mandatory for conventional clutch use.
  5. No carbon fiber materials will be allowed in clutch assembly.
  6. Mandatory bell housing must remain 3600 and shall not be altered, except for inspection hole not to exceed 2" in diameter to be drilled in bottom of bell housing.
  7. Aluminum bell housing will be allowed with disc clutch and ACT crate motor.

**NOTE:**

**. Transmissions may be impounded, inspected, and sealed by an approved ACT transmission builder.**

**8. Shifter may be any type – single or two rod.**

**9. APPROVED ACT TRANSMISSION DEALERS AS OF JANUARY 31, 2012  
MAGNUS**

**860.319.7737 – Mike Sangermano  
666 Upper Maple Street, Unit A  
Danielson, CT 06239**

**TRANS TECH**

**603.899.5410 – Brad Roach  
28 Lisa Drive  
Rindge, NH 03461**

B. Disc clutch assembly that will be the ACT Late Model approved clutch:

#QUA 298103A – 7.25 2 disc-V-drive set up

#QUA235170 – Throw out bearing

153 tooth stock flywheel flex plate

**25. Starters:**

A. No reverse mount starters allowed. Starters must remain in stock location.

**26. Tires and Wheels:**

A. ACT approved 8 inch Goodyear tire only..

B. 8" rim mandatory. Front wheels must maintain same offset left and right 64.5" tread width. Rear wheels must maintain same offset left and right 64.5" tread width. Must be aftermarket racing type wheels made of steel. Wheel spacers may be used, and **must be one-piece wheel spacer MANDATORY – on wide 5 hubs. Maximum one ½" thick spacer per wheel.** Lightening of wheels not allowed, must be stock out of box.

C. Chemical treating of tires will not be allowed. A durometer rule will be in effect regarding minimum tire hardness.

D. Tire clean up with scraper blades allowed. No steel brushing or any form of liquid allowed to clean tires.

E. Questionable tires, or tires not meeting above criteria as determined by officials, may be confiscated by officials and could result in disqualification, and/or other penalties.

F. Tire reliefs allowed, **but not recommended by Goodyear.**

**27. Safety Requirements**

- A. Fire retardant driver's suit highly recommended. Fire retardant gloves highly recommended.
- B. All cars must have safety cutoff switch on driver's right side crossbar. Must be within reach of driver and accessible to safety crews from both left and right side.
- C. Aluminum racing seat mandatory. Driver's seat must bolted or welded, to the roll cage/frame.
- D. Quick release aviation-type minimum 3" safety belts required.
- E. An approved driver's window net mandatory. Requires seat belt type latch at the top.
- F. The roll bars must be padded in driver's area. Center of steering wheel must be padded.
- G. It is mandatory that a 2-1/2 lb. fire extinguisher with gauge be attached to the interior. Extinguisher must be mounted in quick release bracket. On board fire system allowed.
- H. Two drive shaft loops to fully enclose drive shafts mandatory, no less than 1" wide and 1/8" thick must be placed around drive shaft front and rear attached to the floor or cross member.