

# Canaan Fair Speedway

## Late Model Sportsman

### Division Rules for

### 2011 season

**Canaan Fair Speedway will be following the ACT rules for the 2011 season.**

### **Exceptions**

**Rub rails will be allowed as long as they are clear lexan with no sharp edges. Ends must be at a 45 degree angle.**

**B. Cars must weigh approved weights before qualifying heats and main events.**

**C. The following allowances will apply In post race tech inspections:  
Scheduled: A 1lb. Per green flag lap allowance will be in effect for all races.**

**Example: 10 lap qualifier Allowance: 10 lb.**

**Example: 40 lap feature Allowance 40 lb.**

## **2. Weights:**

**A. All cars will be weighed with drivers (no substitutes) and must have a maximum 56.0% of total weight on left side. All heights will be measured with driver in car, including after heats and features unless otherwise notified.**

### **Weight:**

**2850 lbs. (All ACT legal cars)**

(Weights subject to change in the interest of parity)

**B. Cars must weigh approved weights before qualifying heats.**

**C. The following allowances will apply In post race tech inspections:  
Scheduled: A 1lb. Per green flag lap allowance will be in effect for all**

**racers.**

**Example: 10 lap qualifier Allowance: 10 lb.**

**Example: 40 lap feature Allowance 40 lb.**

**ATTENTION: With Ford Motorsports coming on board with factory engines to compete with the current ZZ-4 GM engines, and the bar being raised with longer races and a much higher continuous RPM, we feel that in order to avoid any possible problems we will allow roller rocker arms and MSD distributors in the GM engines. Both of these come stock on the new Ford engines. Roller rockers have been tested for durability and ease of installation, allowing them to fit under stock valve covers. The only rocker arms that will be allowed GM part number 12367345 or GM set number 12370838 or Scorpion part number 1035BL. These are 1.5 ratio rocker arms. We have had a lot of input on the MSD distributors. Once again, trying to keep a level of uniformity with this change, we have tested the distributors on the dyno. We found that a stock HEI, an HEI converted to run an MSD box, and the MSD distributor show no horsepower differences, as long as a fully charged battery is maintained. The following is a list of part numbers for distributors to be considered legal, as long as MSD light blue springs and blue advance stop are used. Spring and stop part number 8464, distributor numbers MSD 85551, 8570, 85561, or GM part number 10093387. In order to maintain accurate records for the ACT office and not allow these changes to get out of hand, all distributors and rocker arm changes must be confirmed with Butler & MacMaster Automotive at 207-623-8895 or RPM 802-524-7406. We hope these changes make a more reliable engine and keep racers racing.**

**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**

**MOTORS, PROCEDURES, AND SEALS, OR RPM SEALS WHICH WILL BE INSTALLED ACCORDING TO ACT CRATE MOTOR RULES.**

**11. Engine Rules:**

**A.** Only ACT approved crates engines will receive points in ACT sanctioned events. (Lee, Seekonk, White Mountain, Oxford, Quebec, and Ontario sealed motors are approved for competition, but are subject to ACT rules and procedures.)

**Canaan Fair Speedway reserves the right to add weight or remove weight and/or the restrictor plate and spacer if deemed necessary in the fairness of competition on a car by car basis.**

**WEIGHT PENALTIES**

1. 602 crate Engines will receive a 50 lb. weight break to start the season. This rule is subject to change at the discretion of Technical Official and track management if deemed necessary.

2. All weights are subject to change with one week's notice, in the interest of parity.

**CFS BUILT ENGINE RULES:**

**This is a unique option for the 2011 season only. This is to offer some of our off sight competitors a place to race that don't yet have the means to convert to the sealed 603 engine. NO built engine will be allowed to race without the proper restrictor plate as stated in section O.**

**A.** Blocks must be steel OEM only. Maximum engine setback for all cars- #1 spark plug hole will be even with center of ball joints on upper control arms. Allowable Engines include:

Chevrolet 305, 307, 327, 350 – Maximum overbore +.040”

Ford 302, 351 – Maximum overbore + .040”

Chrysler 318, 360 – Maximum overbore + .040”

**B.** After market flat top pistons allowed (reason: cheaper for after market than OEM). Floating pins allowed. Minimum .000” deck height. GM Crate Option Engines must retain stock pistons for engine.

**C.** Any steel connecting rod of comparable length and configuration to stock allowed.

**D.** Crankshafts must be cast or forged steel. No lightening of knife edging. Balancing is allowed.

**E.** Oil systems- No dry sump systems allowed. Oil pump must be in the pan.

**F.** Aluminum intake manifolds are allowed. Edelbrock Performer RPM #7101 or Performer RPM #7116 intakes allowed on GM Vortex heads. Also allowed are #2101 Performer for regular heads and #2116 performer for Vortex heads. No modifications of any type allowed.

**G.** Heads- Any stock OEM head with a minimum 60 c.c chamber allowed. Stock casting numbers must be present. No porting, polishing or angle milling allowed. Aftermarket valves may be used. Maximum valve sizes is 1.94 intake and 1.5 exhaust.

**H. Cams:** Solid or mechanical type lifter cams only (except ZZ4 crate motor option). Screw in rocker studs, roller rockers and stud girdles allowed. No shaft mounted rocker systems on non-mopar engines. No gear or belt drive systems.

**I.** Headers are allowed. Mufflers are required (2 Howe #3002 mufflers or equivalent / quieter system). 180 degree headers or 2 into 1 systems are allowed.

**J.** Ignition Systems- Distributors and coil must be stock type or MSD components. No Magnetos, No Twin fires. Alternator must be in working order. Working starter is mandatory. Batteries will not be in drivers' compartment or fuel cell area, and must be securely fastened.

**K.** Cooling Systems- Any radiator allowed with catch can. Overflow must blow out right lower corner of windshield. Electric fans are allowed. Stock steel or aluminum water pumps allowed. Oil coolers allowed. Water and only red are approved water-wetters! Not green. Any driver found using such liquids may be subject to a fine of up to \$300.00.

**L.** No carb hats or air deflecting devices allowed. Base of filtering housing must fit 5 1/8" diameter circle at top of carburetor. Air filter and air

boxes only. This means you only have the air box, air filter, and solid steel or aluminum cover. Absolutely no plastic covers, filter tops or similar devices allowed.

**M.** Restrictor plates- No big motor LMS car will be allowed to compete without a designated restrictor plate as described in our rulebook. There will be no grace period whatsoever, and entry monies or pit fees will not be returned to any member of the team.

**O.** A 4412 Holley 500 cfm, two-barrel carburetor is required. It must pass GO-NO-GO gauge. A Moroso #64965 restrictor plate, and a Moroso #64948 spacer and three standard gaskets are mandatory. Maximum thickness of spacer gaskets is 1 ½".or the use of restrictor plate # RPM 1500 from RPM motorsports. This restrictor plate will be available at CFS for \$100.00 with gaskets and mounting hardware. No modifications allowed to carb other than removing stock choke plate. No carb hats or air deflecting devices allowed. Base of filtering housing must fit 5 1/8" diameter circle at the top of carburetor. Air filter and fresh air boxes only. Rules may be adjusted accordingly as needed to insure parity through the field. Fuels must not mix with water or any additives.

**Canaan Fair Speedway reserves the right to add weight or remove weight and/or the restrictor plate and spacer if deemed necessary in the fairness of competition on a car by car basis.**

## **19. Sway Bars:**

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

## **21. Rear Ends:**

**B.** Rear ends may be locked **with spool only** or open. At Airborne and selected "series" events, a rear end gear rule will be in effect as follows: Maximum 6:02 rear end gear and minimum 5:40 rear end gear allowed. Refer to stock transmission rule 22A . No gold tracks or any type of ratchet or limited slip. Drive shifts must be made of steel, and must be painted white.

## **22. Transmissions/Clutches:**

**A.** Transmissions must be **stock cast iron Saginaw** GM standard 3

speed. No automatics allowed. Steel type bell housing mandatory for conventional clutch use. No carbon fiber materials will be allowed in clutch assembly. Mandatory bell housing must remain 360 degrees and shall not be altered, except for inspection hole not to exceed 2" in diameter to be drilled in the bottom of the bell housing. Aluminum bell housing will be allowed with disc clutch and ACT crate motor. (NOTE: There are certain ACT affiliate tracks where stock 4 speed transmission will be allowed to compete). The operative word here is STOCK for both 3 speed and 4 speed transmission.

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

**#QUA 298103**- 7.25 2 disc-V-drive set up  
,153 tooth stock flywheel flex plate. **No Aluminum**

### **23. Starters:**

**A.** No reverse mount starters allowed. Starters must remain in stock location. **Fords motors may have a reverse mount starter due to space but this is still a work in progress**

### **24. Tires and Wheels:**

**A.** CFS approved 8" Goodyear tire only. CFS tire rule is in effect for all CFS events. CFS Late Model competitors are required to register tires for each event. Tire registration form must be submitted to CFS designated tire coordinator prior to feature event. All competitors are encouraged to review the CFS tire policy addendum available in tech area

### **25. Safety Requirements:**

**A.** Fire retardant driver's suit highly recommended. **Fire retardant gloves mandatory.**

### **27. Eligibility:**

**A.** Drivers must purchase Late Model Sportsman driver license and must present proof of issuance of license. Only licensed members will be allowed in pits at reduced fee.

**B.** A driver's rookie season begins when he has attended and competed in five feature events in a single season.

**C.** Minimum age to drive in the Late Model division at CFS is 16

years of age.

6. In the case of failure to pass tech due to presumable on track damage it will be up to the car crew to prove and at the discretion of tech whether the car will or will not pass tech due to on track damage.

**The following roll cage and seat mounting, as well as belt mounting information may be found on the following pages:**

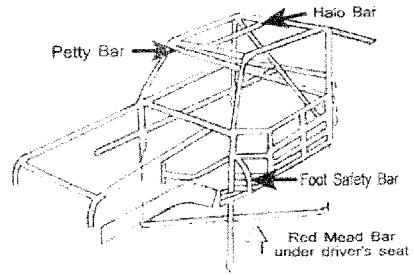
**See next two pages**

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

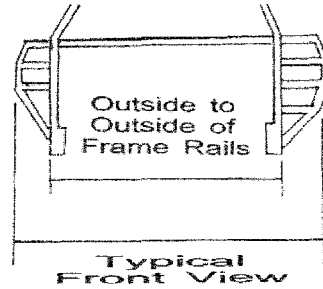
ANY ITEM NOT COVERED IN THE ACT RULES SECTION MUST BE STOCK OR APPROVED IN WRITING BY ACT OFFICE. IF ANY ITEM BEING CONSIDERED BY COMPETITOR IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES, COMPETITOR IS REQUIRED TO CONTACT ACT FOR A JUDGEMENT AS TO ACCEPTABILITY.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, and understood a copy of the current rules, and complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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.

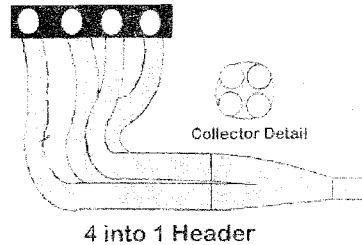
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Full Perimeter Chassis

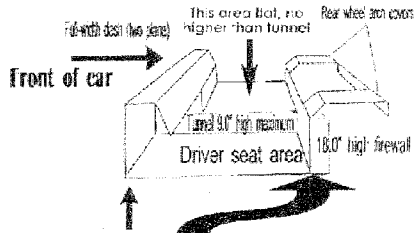


Fuel Cell Protector



4 into 1 Header

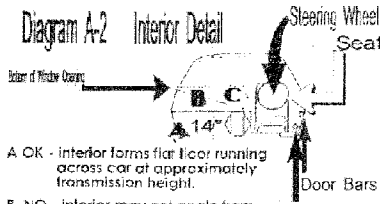
### Diagram A-1 Interior Detail



Floor under driver, front and rear firewall 18-gauge steel minimum. Also side of transmission tunnel that faces driver.

Panels other than those where material/gauge is specified must be at least 20-gauge.

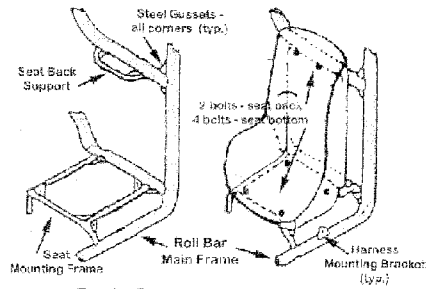
### Diagram A-2 Interior Detail



A OK - Interior forms flat floor running across car at approximately transmission height.

B NO - Interior may not angle from top of transmission up to just below the bottom of the window opening.

C NO - Interior may not be "boxed" as shown. Floorboard must be as shown in "A" above.



Basic Seat Installation

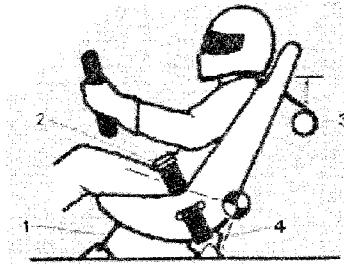


FIGURE 2

#### Recommended installation for seat / belts -

- 1) Anti-submarine belt should be anchored behind the chest line.
- 2) Seat belts anchored apart, the width of driver, at an angle of 45 degrees to the floor of the car.
- 3) Anchor shoulder straps at a point four inches below top of shoulder.
- 4) Seat belt anchor should be positioned 2-1/2" forward of the driver's extended back line. All mounting brackets should be attached directly to the frame or chassis of car, and installed to limit the driver's body travel both upward and forward. **DO NOT MOUNT TO THE SHEET METAL FLOORBOARD.**

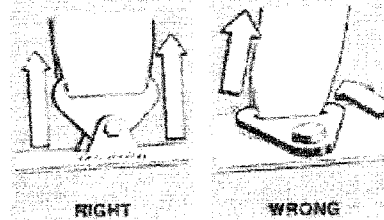


FIGURE 3 & 4

Mounting brackets should be installed at an angle that is compatible with the direction of pull on the webbing under full load.

Minimum specification for bolts and washers to attach the seat belts, harnesses and anti-submarine belt hardware are Grade 8.