

Canaan Fair Speedway

Late Model Sportsman

Division Rules for

2010 season

ATTENTION

All Late Models are required to leave the top of your windshield empty of any lettering or graphics. This space will be used for a N.E. Outdoor Furnaces decal. By wearing this decal, you will be eligible for the New England Outdoor Furnaces Lucky Dog Loot, weekly award. This award will be in the form of cash and prizes.

Canaan Fair Speedways new Late Model Sportsman division offers a unique set of rules for 2010. Not only does CFS offer a unique set of rules allowing built motors to compete, we also allow cars racing under ACT rules to designate which track or series that they are claiming as their home track or series, thus they must be completely legal by that tracks rules for the entire season. The only way to make a change is if they change to the Canaan rules due to installation of a built motor instead of a crate engine. Canaan Fair Speedway plans to be 100% ACT legal for the 2011 racing season.

If you choose to run ACT legal, you must designate one of the following tracks as your designated rules package for 2010:

ACT – US TOUR, ACT – CASTROL SERIES, THUNDER ROAD, LEE USA, WHITE MOUNTAIN MOTORSPORTS PARK, OXFORD PLAINS SPEEDWAY, WATERFORD SPEEDBOWL, TWIN STATE SPEEDWAY, CAPITAL SPEEDWAY, KAWARTHA.

It is up to each driver to provide a 2010 official rule book from their designated track, to the CFS Chief Technical Inspector.

*****A tire rule is pending after a meeting with ACT Officials and CFS in the near future**

*****There is an informational bulletin from ACT pertaining to possible rule changes. An updated memo will be posted after February 22nd.**

1. Frames, Chassis, and Cages:

A. All cars will have a minimum 104.5" and 105.5" maximum wheelbase, measured from the center of the lower ball joint to the center of the rear end, with a maximum tread width of 64.5". Tread width to be measured with CFS 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 the center of the number one (1) spark plug or the center of hex if angle fitted even with the center of the center of the grease fittings on the upper ball joints. Centerline of the engine must remain within 1/2" of the centerline of the tread width.

B. Specifications for Perimeter Roll Cage: Maximum offset allowed 1" from the center line of tread width. No offset chassis allowed. Materials to be used must be DOM or seamless. 1 3/4" O.D., .090 minimum wall steel tubing. All cars are required to have a 4 point or main structure of the roll cage and must be symmetrical in all directions. Minimum length for door bars is 42 inches. Total height the roll cage to be 40 1/2" from the bottom of the frame. Halo to be no less than 1" lower. Width of the halo to be no less than 46" inches outside to outside of tubing. Dash bar required, along with an X-type member across and behind the driver. One piece of tubing running diagonally or perpendicular between the halo in top of cage centered is required. Minimum 1"- 1 1/2" diameter tubing inside the driver's compartment. Four (4) curved horizontal door bars on the driver's side with a minimum of eight (8) inches to the edge of the seat from the inside of the door bars is required. Minimum height of the door bars is 22 1/2" from the bottom of the frame. Passengers side must have three (3) curved door

bars with a minimum 66" between the driver's side door bars and the passenger's side door bars, outside to outside, or an "X" bar with approved side body panel supports. A so-called "Petty bar" must run from the center of the cage to the upper right front halo.

> Main frame rails and clips may not be pierced or drilled or otherwise altered for the purpose of reducing weight.

> All lead must be painted white, with the car number painted in a contrasting color.

> Bolts must pass through lead, and must be secured with proper sized bolt and nut. No pinch bolts allowed.

C. 18 gauge steel minimum 18" high foot firewall. 9" high driver's tunnel and 18" high behind the seat. A "Red Mead" bar or 1/8" minimum steel plate is mandatory under the driver's seat. A foot safety bar is mandatory. A support for a headrest or seatback extending to support the back of the head is mandatory.

2. Interior Details:

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

B. Interior of the car must be completely enclosed in respect to compartment, track surface, tires and rear fuel cell compartment. Interior panels must be a 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 of the car.

3. Eligible Bodies:

A. Bodies must be aftermarket made of steel or aluminum with rubber front and rear bumpers, fiberglass hoods and window frames. Approved Five Star rubber fenders are MANDATORY for the ACT Tour, and Thunder Road weekly points and point funds, when available for make and model. Plastic roof panels are optional. ACT & CFS 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 body panels. Approved bodies ONLY will be allowed to compete. NO high performance bodies are approved for competition. No Down Force bodies allowed.

B. ABC bodies are recommended. (Various parts may be mixed and matched) Fiberglass quarter panels will be allowed. "Rubber" quarter panels may be used upon availability. Instructions for hanging ABC body can be obtained in the Five Star manual, available at ACT office. All ABC bodies must meet manufacturer's "Referee" technical inspection, and be mounted "out of the box".

C. Models as follows:

Dodge Intrepid
Pontiac Grand Prix
Ford Taurus
Chevrolet Impala SS
Chevrolet Monte Carlo
Toyota Camry

Any variations need tech approval and may carry penalties.

D. The ONLY 23 Series 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

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

E. Entire front fenders and vertical sides of the nose panels must be free for decals for CFS participating contingency award companies.

F. All **body panels** must be complete in length and width, nose panel may be narrowed a maximum of 4" for all non-ABC bodies. 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. Old style bodies to be used must be mounted "out of the box" with no alterations and will be subject to officials' interpretation and inspection penalties.

G. No bumper tubing or bracing allowed lower than the front or rear bumper cover.

4. Spoilers:

A. Spoilers must be made of .090 minimum thickness aluminum with maximum width of 60" wide and 5" high. Maximum height from the ground to top of spoiler is 38" for non-ABC bodies. No side enclosures, no lips or bends in upper portion of the spoiler and it must be flush to the vertical surfaces of the deck lid, non-adjustable. **ALL REAR SPOILERS MUST REMAIN CLEAR.**

B. ABC spoiler heights will be according to the instruction manual and will be subject to "Referee" inspections. Measurement will be from the top flat surface at the end of the trunk lid to the ground at 34 7/8". See spoiler section above for approved spoiler size. (60"wide and 5" high)

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:

A. Absolutely no additional holes, vents, etc. may be added to the body components outside stock configuration. Exhaust holes may be cut. Exhaust may exit under car or outside of car. If exhaust exits under car, must point toward race track and maintain 4" ground clearance.

B. Headers allowed. No 180-degree headers allowed. All 4 tubes from right and left banks of engines must enter single collector on each respective side of exhaust. No balance tubes or any crossover type exhaust systems allowed. Must be made of mild steel, no stainless. Two mufflers required. Must be Howe #3002 mufflers and steel pipe used to extend beyond the driver seat, and may not be cut or modified and **MUST BE** installed in correct flow direction. Exhaust pipe exit maximum size 3 1/2". No scavenger systems. **ACT 100% COMPETITORS MUST RUN MAGNAFLOW MUFFLER PART #11219.**

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 5" centers and roughly centered upon

windshield constructed of minimum 1" wide by 1/8" thick material are mandatory.

B. Models with rear quarter windows may have stock openings covered with securely mounted solid, clear lexan. Rear side windows may have approved air vents for driver. "A" pillar windows not 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 a minimum 1/8th inch thick clear lexan is mandatory and must be held securely in place by a 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" high, 3" stroke number is required on the door area on both sides of the car. A minimum of 30" high, 3" stroke number is required on top of the roof facing the passenger side of the car. A block style number on the right headlight cover, taillight cover and upper right (passenger side) of the front windshield is required. All numbers must be CFS registered and/or assigned. Number alterations may be required at any time by CFS to avoid duplication.

9. Chassis/Body Heights:

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

10. 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 after all qualifying heats.

C. The following allowances will apply In post race tech inspections:
Scheduled:

100 lap event: 75 lb. tolerance

101-200 lap event: 100 lb. tolerance

D. Ballast weight must be securely attached to main frame rail or major cross member structure. No lead shot or liquid type of ballast permitted. 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.

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. 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**
STFCO
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.)

B. Certain individual track rules (including motors) may be subject to CFS inspections, procedures, weight penalties restrictor plates and any other modifications CFS deems necessary in the interest of competition.

C. ZZ4-1st Edition #GMC 245 02609 or 88958603 ONLY

D. ALL MOTORS MUST BE REGISTERED EACH YEAR WITH CFS OFFICE.

12. Crate Engines:

A. 6200 RPM MAXIMUM recommended

B. Only spec motors which are ACT approved will be allowed to compete in ACT sanctioned events.

C. MSD #6AL6420 with 6200 RPM rev limited chip optional, but recommended, with OEM HEI distributor. MSD must use external coil, not dial. 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 ACT 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 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.

D. MSD distributor is NOT allowed in the ACT Spec Motor. No tampering or changing of advancement weights or springs allowed in HEI

spec motor distributor.

- E. Fan blade recommended.
- F. Very important to close in radiator with no air leaks.
- G. Do not take motor to other builder under any conditions without CFS approval.
- H. Contact CFS with any minor problems (example: pan leak, etc.) for coordinated remedy.
- I. Motor is complete, except for flywheel and carburetor with spacer.
- J. Spec engine equipped LM must weigh minimum 2850 lbs.
- K. Spec engine with conventional clutch option will weigh minimum 2850 lbs. Must run 16# flywheel GM Part# 14088646.

L. Only allowed carburetor spacers allowed: Canton #85060 & Moroso #64964 (aluminum) Note: These spacers are identical and there should be no difference in performance. The Moroso #64964 has been added as a result of a majority of crew chiefs asking for an aluminum spacer in the interest of durability. The approximate cost to racers should be in the \$70 -\$75 dollar range and the spacer should last many years.]

13. Carburetor, Fuel, and Fuel Systems:

A. A stock 4412 Holley 500 CFM carburetor only is allowed. Absolutely no materials may be added or removed from carb, except bolt-on choke mechanism only may be removed. Air filter housing and fresh air box only. **CFS Officials may interchange carburetors at any time. Fuel must not be mix with water or any additives.**

B. Fuel must not mix with water or any additives, and must be approved by track officials.

C. Fuel cells mandatory and must be approved by technical inspector. Minimum 15 gallon capacity required, 22 gallon fuel cell maximum. It is mandatory that the fuel cell be enclosed in a 20 gauge welded steel box, with a bolt-on cover constructed of 20 gauge and must be protected in back and on sides by .095 1 $\frac{3}{4}$ " O.D tubing. Fuel cell will be no less than 14 inches from centerline of rear axles to front of the fuel cell..

D. Any fuel line passing through the interior must be inside steel tubing.

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

F. No "Quick Fill" fuel mounting allowed. Outside fuel fill mandatory with cam type fuel cap.

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

CFS BUILT ENGINE RULES:

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 as follows 202 heads will have to add 50 lbs.

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 with a 1 1/2" bore, and a Moroso #64948 spacer and three standard gaskets are mandatory. Maximum thickness of spacer gaskets is 1 1/2". 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.

P. WEIGHT PENALTIES

1. Cars will be assessed weight penalties for using the following racing equipment:
 - Dual piston brakes – 25 pounds
 - 2:02 heads – 50 pounds

2. 305, 311, 327 C.I.D. & 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.
305, 311,327 C.I.D. & 602 crate motors will not be mandatory to run restrictor plates

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

14. Heights:

A. Four (4) inch frame height measured at the lowest point including cross members. 47" roof height measured 10" back from windshield to ground or ABC body must meet "Referee" standard. 11" 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 8" from ground.

B. All heights measured with the driver (no substitutes) in car.

15. Carburetor, Fuel, and Fuel Systems:

A. A stock 4412 Holley 500 CFM carburetor only is allowed. Absolutely no materials may be added or removed from carb. Except bolt-on choke mechanism only may be removed. Air filter housing and fresh air box only. **ACT Officials may interchange carburetors at any time. Fuel must not be mix with water or any additives.**

B. Fuel must now mix with water or any additives, and must be

approved by track officials.

C. Fuel cells mandatory and must be approved by technical inspector. Minimum 15 gallon capacity required, 22 gallon fuel cell maximum. It is mandatory that the fuel cell be enclosed in a 20 gauge welded steel box, with a bolt-on cover constructed of 20 gauge and must be protected in back and on sides by .095 1 $\frac{3}{4}$ " O.D tubing. Fuel cell will be no less than 14" from centerline of rear axles to front of fuel cell.

D. Any fuel line passing through the interior must be inside steel tubing.

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

F. No "Quick Fill" fuel mounting allowed. Outside fuel fill mandatory with cam type fuel cap.

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

16. Steering:

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

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

17. 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. No lower control arm bump stops allowed. Heim joints are allowed. Measurements will be from center of mounting point to center of ball joint at the grease fitting. Jacking bolts allowed, only one shock per wheel.

C. All springs must be made of steel – magnet must stick to spring. Coil-overs permitted. Spring rubbers will be allowed must be wired in place. **NOTE: SPRINGS THAT COST EXCESSIVE AMOUNTS OF MONEY WILL NOT BE ALLOWED IN ACT or CFS RACING.**

VIOLATIONS WILL BE DEALT WITH ON AN INDIVIDUAL BASIS.

D. No suspension travel limiting devices allowed unless specifically outlined in Canaan or ACT Rulebook. (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 (1 ½”) ramps, and nose of body must hit ground when pushed down by three crewmembers or will be considered illegal)

18. Shocks:

- A.** Brand approved is KONI and must be run in all ACT events.
Model # KON30-7436 (recommended)
KON30-7325
KON30-9325 (recommended)
KON30-9436
KON30-7647

Shock bump stop will NOT be allowed on ACT approved KONI shocks.

B. No shock used in ACT racing will have a value in excess of \$160.00 original manufacturer's price. No stickers allowed on shocks.

C. Only shock numbers listed are approved for ACT or CFS Late Model competition. No changing or altering valving in eligible shock numbers. Shocks must not be painted, and model numbers must be fully legible.

19. Sway Bars:

A. Aftermarket one solidbar 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.

20. 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 minimum of 1” thick and made of steel. Rear brake rotors must be minimum ¾” 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 allowed.

C. Vents may be installed for front brakes only.

21. Rear Ends:

A. Rear ends must have floating type bearings and hub such as quick change, “non-quick change” front load quick change or steel housing-type 9” floater with **steel center section gear carriers only** allowed. No cambered rear ends or rear ends with yaw (dog tracking), or offset or shimmed snouts allowed. No crowned axles. All rear ends must be driven with solid drive flange plates. **NO TITANIUM PARTS ALLOWED.** All running gear drainage plugs must be safety wired. No rear axle tube tow in or out allowed.

B. Rear ends may be locked 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.

C. Truck arm or three point type rear mounting allowed. Rear trailing arms may use rubber bushing and heim joints. No spring rods. Rubber snubber allowed on rear trailing links. **One** upper link pivot with rubber bushings allowed.

D. Solid tubular pannard bar only. One bar, two adjustable heim joints only.

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

22. Transmissions/Clutches:

A. Transmissions must be stock 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 298103A- 7.25 2 disc-V-drive set up
#QUA 235170- Throw out bearing, 153 tooth stock flywheel flex plate.

C. Shifter may be any type- single or two rod.

23. Starters:

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

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

B. Specified tire mandatory on all four wheels. Tires are available at track. Tires must be on an 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 of any kind not allowed-must be stock out of the box.

C. Chemical treating of tires will not be allowed. No shaving of any tires allowed in the LMS division. 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.

25. Safety Requirements:

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

B. All cars must have safety cutoff switch on driver's right side crossbar. Must be within reach of the driver and accessible to safety crews from both left and right side.

C. Aluminum racing seat mandatory. Driver's seat must appear as close to stock position as possible and must be securely fastened (bolted, not tack welded), to rollcage and frame members not to floorboards.

D. Quick release aviation-type minimum 3" safety belts required. Shoulder harness required to be fastened to rollcage, not in gussets, no cam-lock type allowed.

E. An approved driver's window screen mandatory. Requires seat belt type latch. Must be attached at top and bottom front side by single seat belt locking device and 3/8" steel rod top and bottom.

F. Rollbars must be padded in driver's area. Center of steering wheel must be padded.

G. It is mandatory that a 2 ½ lb fire extinguisher with gauge be attached to the car interior on the driver's right side crossbar. Must be within reach of the driver and accessible to safety crews from both the left and right side. Extinguishers must be mounted in quick release bracket only, no taping. On board fire systems highly recommended.

H. Two drive shaft loops to fully enclose drive shafts mandatory, no less the 1" wide and 1/8" thick must be placed around drive shaft front and rear to the floor or cross member.

I. The following are suggested to aid in your safety: goggles, fire retardant socks, and undergarments, DOT or SNELL approved automobile racing helmets.

26. Miscellaneous:

A. Contact CFS office for licensing information as numbers will be issued to license holders only and will be assigned upon receipt of license application by the CFS office. No metallic numbers. Numbers remain in

effect only for season issued.

B. All illegal parts must be surrendered at time of inspection to CFS official or automatic two suspension and/or minimum \$50.00 fine. This includes questionable tires.

C. Race procedures, inspections, and safety regulations will be governed by officials of CFS in the best interest of the sport. Officials of CFS retain the right to revise the above rules as they deem necessary. These rules and procedures will be adhered to EIRI.

D. Radios will be allowed for the Late Model Sportsman division.

E. Spotters required to have car # visible on left and right headset ear cuff.

F. No traction control devices will be allowed.

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.

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

See next two pages

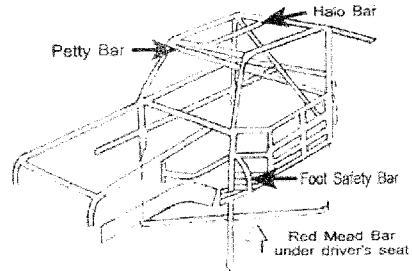


IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

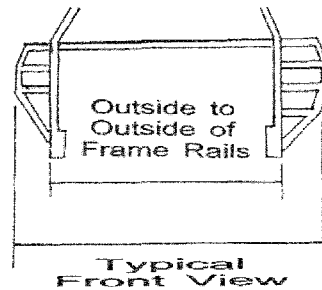
ANY ITEM NOT COVERED IN THE ACT RULES SECTION MUST BE STOCK OR APPROVED IN WRITING BY ACT OFFICE. IF ANY ITEM BEING CONSIDERED BY COMPETITOR IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES, COMPETITOR IS REQUIRED TO CONTACT ACT FOR A JUDGEMENT AS TO ACCEPTABILITY.

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.

EIRI 101706



Full Perimeter Chassis

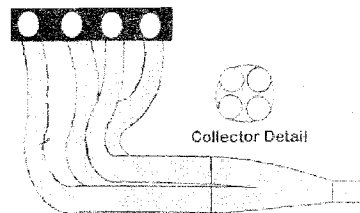


Fuel Cell Protector



side view

back view



4 into 1 Header

Diagram A-1 Interior Detail

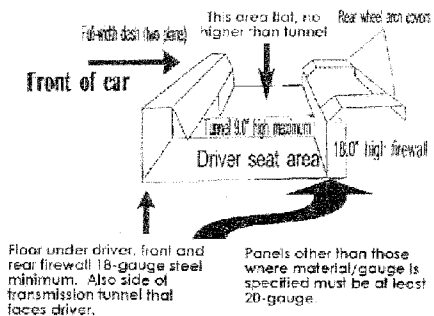
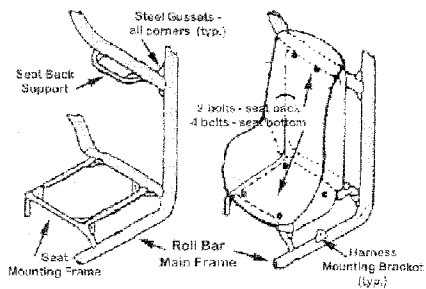
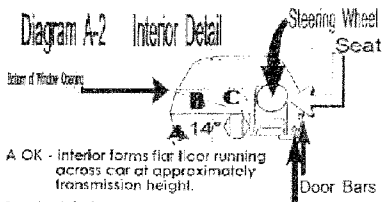


Diagram A-2 Interior Detail



Basic Seat Installation

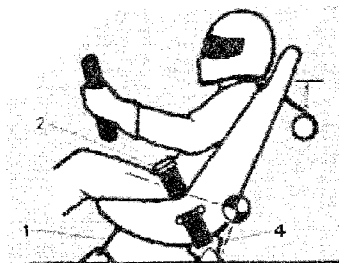


FIGURE 2

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.**

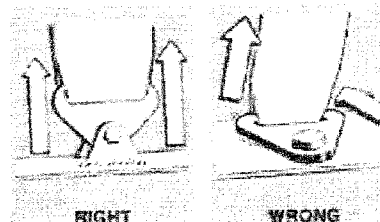


FIGURE 3 & 4

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.