



PRESENTED BY  SOUNDGEAR

2025 Championship Auto Racing Series Rules

349 Cayuga Drive

Mooresville, NC 28117

www.carsracingtour.com

UPDATED 3/12/2025

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 agrees 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.



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.

2025 LATE MODEL STOCK CAR TECHNICAL DATA

Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each car. **Spotter MUST have the capability to monitor series race control with a scanner.**
2. An approved SFI rated **seat belt restraint system** will be required. SFI or FIA rating and expiration date label **MUST** be visible for inspection. **Approved seat belt restraint systems will remain acceptable until their expiration date which is two (2) years after the date of manufacture.** 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 anti-intrusion plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, **with a minimum thickness of 0.090-inch magnetic steel** 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. **The window net should be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs.** The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight. **The window net must not attach to any body panel.**
1. 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.
2. 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. **It is recommended that the extinguisher is mounted on pit cart for easy accessibility.**
3. 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.

4. 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.
5. 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 2025

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 the front fenders and rear quarter panels within a 2" tolerance.
4. Rocker panels **must be magnetic sheet steel and** must be mounted and remain perpendicular to the ground. NO flaring. **The maximum outside width of the rocker panels from left to right side must not exceed 77-1/2 inches.**
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 cannot 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 ½” measured from center to center 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 cage 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. **NO weight mounted behind the rear axle.**
 - 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 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 2020-2025 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.

4. 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.
5. On all 2020-2025 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.
6. On all 2020-2025 models the rear spoiler the maximum height from the ground to the top of the spoiler shall be 39 7/8"
7. 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 **on 4" blocks** with the driver in the car.
8. 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 1/2" 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.

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 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 ¼ 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 ¾ 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.
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 will have a tolerance of $\frac{1}{2}$ degree with the car on 4" blocks.
13. Rear axle housing must be centered between main frame rails of chassis. Tolerance will be $\pm \frac{1}{2}$ ".
14. Only quick-change rear end center sections with a minimum cross section height of 12 inches at the center of the rear axle with a side bell minimum diameter of 12 inches and magnetic steel spur gears on the back side will be permitted.

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.
2. No electric fuel pumps or pressurized systems. One mechanical fuel pump in stock location is allowed.
3. Any fuel line running through the driver’s 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. 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.

Brakes

1. 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

2. 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 one cooling hose per side. The rear brake cooling hoses must originate from 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.
3. 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.
4. Air blown on brake rotors----not on tires and tire beads

A-FRAMES/SPINDLES/HUBS

1. 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.
2. Both lower A-frames must be of equal length. (No offset spindles permitted)
3. 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.
4. Spindles manufactured from one piece Billet material are not approved.
5. Front and rear hubs must have the same dimensions on the left and right side. Offset hubs will NOT be permitted.

Suspension

1. 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.
2. 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)
3. One (1) spring per wheel.
4. 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". The free height of the rear spring must not be more than 16".
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.
11. Any device(s) such as chains, cables, etc. that limit the travel of the suspension either up or down will not be permitted. When jacking the vehicle, a minimum of two (2) inches of chassis movement is required before movement of the axle/tire assembly

SHOCK ABSORBERS

1. One (1) shock absorber per wheel.

2. Approved shocks are:

Penske----- 7500 Series

Bilstein----- AS2 Series, AS2 Base Valve and XVA Series

Advanced Racing Suspensions-----4000 Series

JRI-----ST/08 Series

Afco-----63/64 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. I-Beam Style Truck trailing arms must be constructed using two (2) C-channels of a minimum one (1) inch in width by three (3) inches in height magnetic steel with a minimum wall thickness of 1/8 inch meeting the ASTM-500 specification, welded back-to-back. Truck trailing arms must be welded on the top and bottom with a 1/2 minimum stitch weld every eight (8) inches maximum along the entire length of the truck trailing arm. The minimum thickness of truck trailing arm material acceptable will be 0.117 inch.
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 side by 3/4” bolts. 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 2025 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 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 2025 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. The racecar will start the race on four (4) CARS stickered tires.

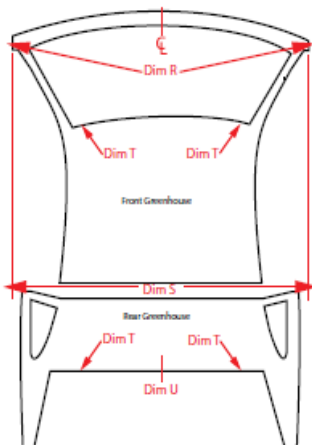
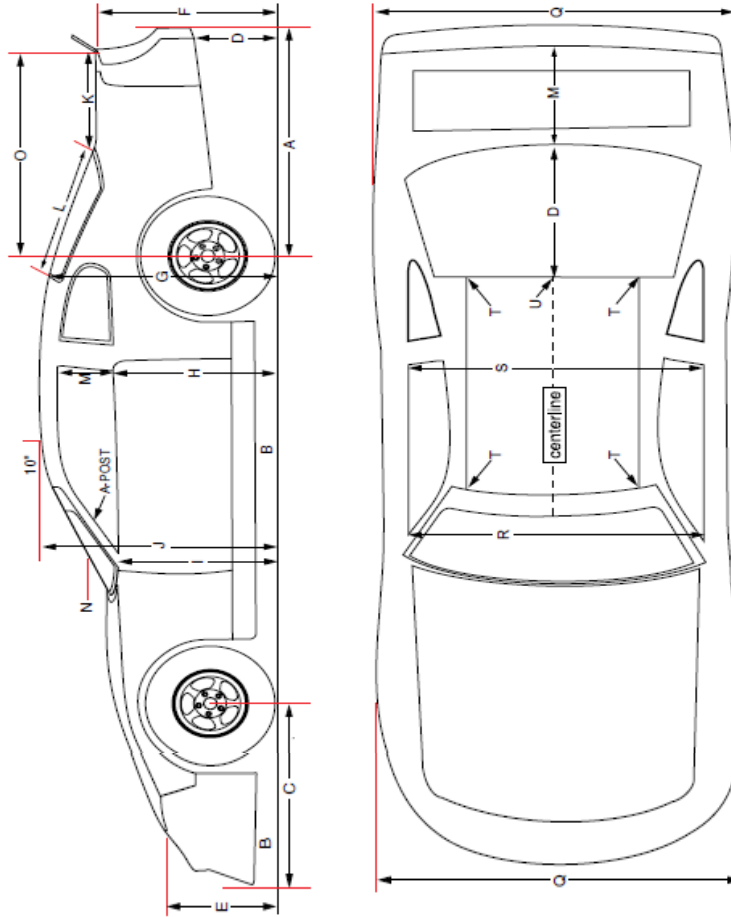
Appearance and Identification

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 2025 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. The transponder must be installed on the right side of the rear sub-frame rail, (beside the fuel cell) 14 feet, 2 inches rearward of the leading edge of the front of the vehicle to the front edge of the transponder bracket. The transponder bracket must be mounted vertically with the square tab on the bottom.
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 

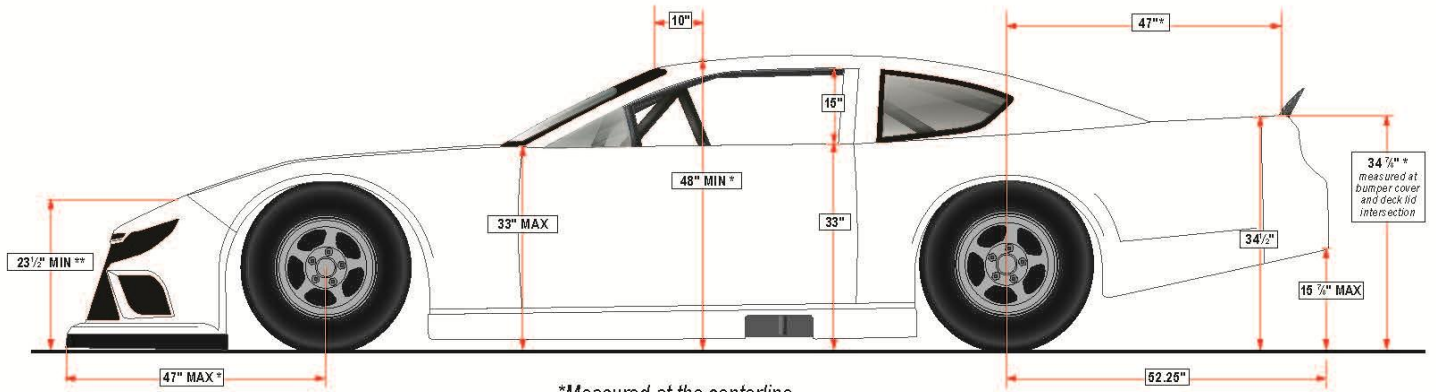
DIMENSION GUIDELINES

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.

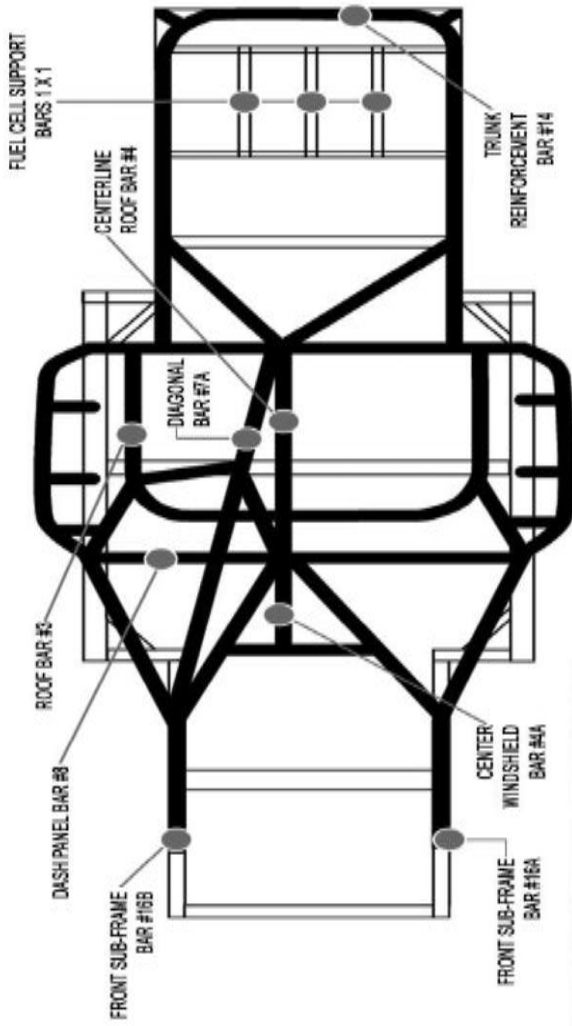
** Measured at nose/hood seam on centerline, with nose on 4" blocks.

Late Model Stock Car Diagram Appendix #3

Chassis Construction

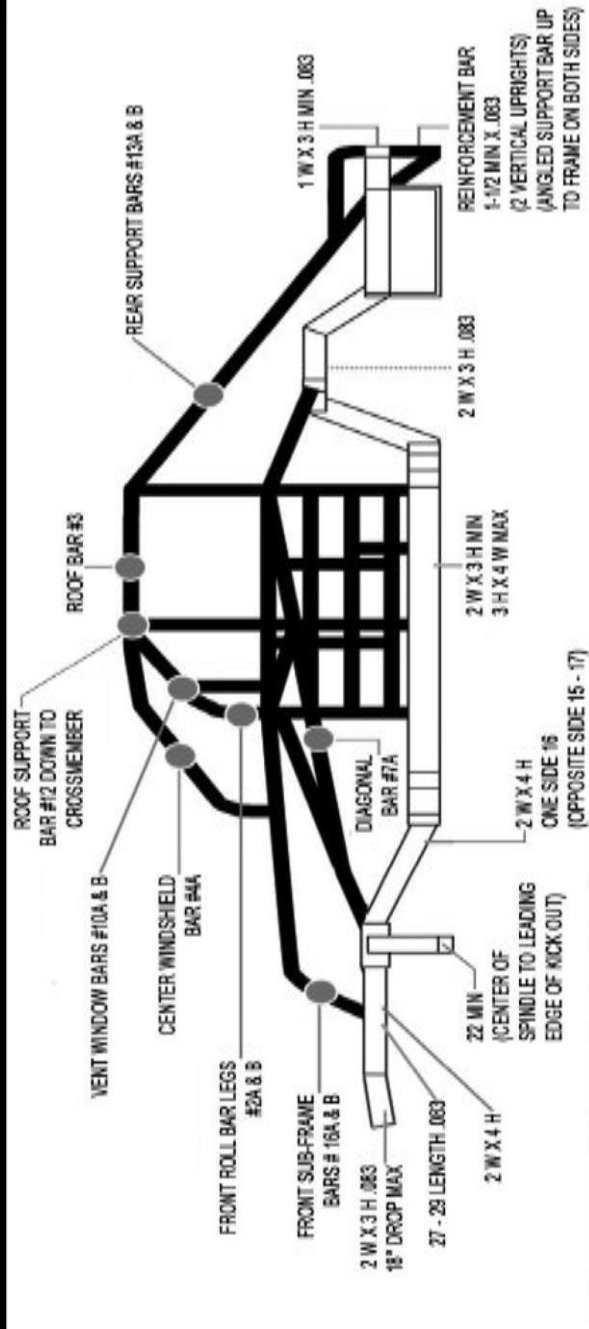
Appendix # 3

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



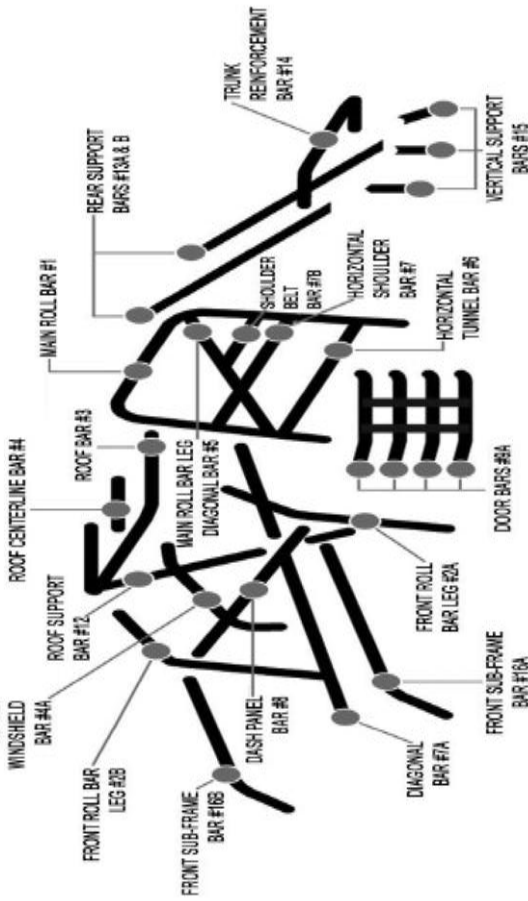
NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

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



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES. 22-25 DEGREES RISE .083 (OPPOSITE SIDE 15 - 17)

**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)**

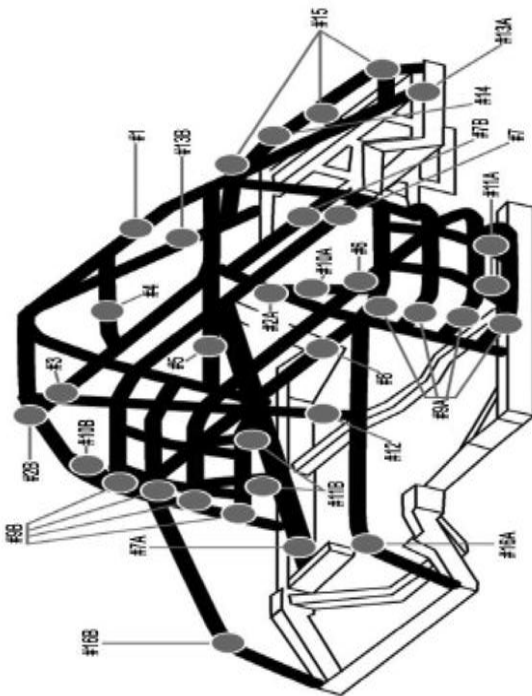
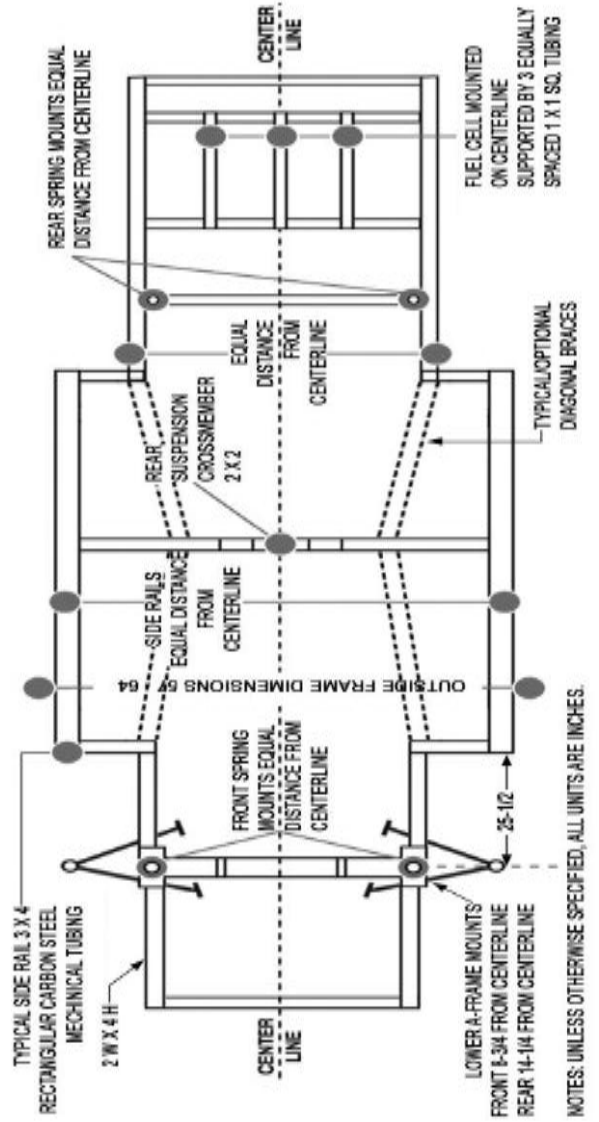


DIAGRAM #1 - TYPICAL NASCAR FRAME (PLAN VIEW)





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. **All parts must remain as produced unless otherwise specified.**
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. **The minimum weight inclusive of all deductions is 2700 lbs** (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.
22. **Spoiler braces must be constructed of round or hexagon rods only with a maximum diameter of 1/2".**

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 **100 lb.** weight break. **Can replace oil pan with Champ oil pan #CP106LTRB. Oil pan must be sealed by a certified S.E.A.L. builder.**
2. GM Upgrade Option #1 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. SCAT Pro Stock connecting rods # 2-ICR5700P (Minimum weight of 580 grams) and Mahle “drop in” pistons #930127800 (Maximum oversized of .020”) are approved replacement parts for Option 1. This package with seals from an approved S.E.A.L. rebuilder will receive a **50 lb.** weight break. Maximum 6500 rpm
3. Ford # M06007-D347-SR with 1.65 rockers. The following updates are approved for competition. The factory supplied Jesel KSS-566565 1.65 rocker arms are approved replacements for the Crower 72813 and 72813X1 rocker arms. The Brodix Head Kit CKST 5.0 Pro are approved replacements cylinder heads. Brodix Head Kit CKST 5.0 Pro must use Scorpion 3067 Rocker Arms with a 1.65 ratio. Maximum 6300 rpm
4. McGunegill Ford # 425LM with 1.5 rockers. Maximum 6300 rpm
5. Crate engines may be refreshed but must retain all manufacturers’ specifications unless specified. No reground cams. **When repair is needed on GM engines the plastic timing covers can be replaced with steel covers.**
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. **Rear sub-frame must be connected by a cross member of the same size tubing at the point of termination.**

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. 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 6CT

The 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.
10. Lower A-arms can have no type of panning between the lower control arm and strut arm.

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. 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

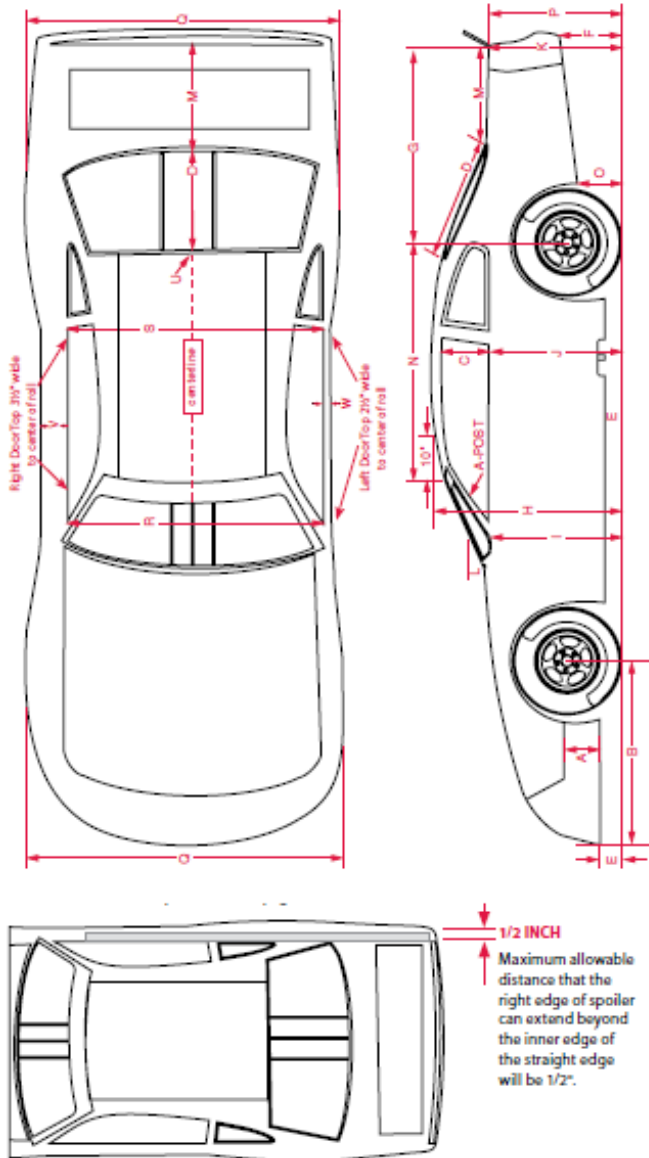
1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the designated spotters stand. Spotter must have standalone radio or scanner to monitor race control. **All in car radios must be programmed with analog frequencies only.**
2. SFI approved seat belts 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 **and shoes** for fire protection are mandatory. Fireproof socks and underwear are highly recommended.
7. Driver's window must be equipped with a safety net with a quick release latch. **Safety net must be a rib-type construction made from 1" X 1" wide material with 1" X 1" square openings when installed. Safety net must not be flush with the body or connect to the body at any point.** 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.

2025 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