



2026 GENERAL RULES & PROCEDURES

Championship Auto Racing Series
349 Cayuga Drive
 Mooresville, NC 28117

www.carsracingtour.com

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SERIES INFORMATION.....	3
DISCLAIMERS, DEFINITIONS & NOTICES	4
1. LICENSING, MEMBERSHIP & CONDUCT	6
2. INSURANCE & WAIVER.....	11
3. GENERAL POLICIES	12
4. EVENT PROCEDURES.....	14
5. CHAMPIONSHIP POINTS.....	28
6. OFFICIATING, PENALTIES AND APPEALS.....	30
7. INSPECTIONS	35
8. SAFETY	37
9. TIRES	42
10. LATE MODEL STOCK CAR RULES	43
11. PRO LATE MODEL RULES	61
12. MISCELLANEOUS	74

SERIES INFORMATION

Championship Auto Racing Series, LLC
349 Cayuga Drive, Mooresville, NC 28117
www.carsracingtour.com

DIVISIONS

Late Model Stock Car (LMSC)
Pro Late Model Stock Car (PLM)

OWNERSHIP GROUP

Dale Earnhardt, Jr.
Jeff Burton
Kevin Harvick
Justin Marks

SUPERVISORY OFFICIALS

EXECUTIVE DIRECTOR - COMPETITION

Kip Childress

BUSINESS DEVELOPMENT

Andrew Feit

SERIES OPERATIONS

Karsyn Elledge

LATE MODEL STOCK TECHNICAL DIRECTOR

Robert Turner

RACE DIRECTOR

Danny Willard

CHIEF SCORER

Lee Watson

TRACK SERVICES COORDINATORS

Don Altice
Juston Ellis

STARTER

Brandon Willard

DISCLAIMERS, DEFINITIONS & NOTICES

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.

The CARS Tour shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further requirements. Any interpretation of or deviation from these rules is left to the discretion of the CARS Tour Officials. Their decision is final.

DEFINITIONS

CARS Tour Officials (Tour Officials)

Those persons employed, supervised, and compensated by the Championship Auto Racing Series.

Event

A CARS Tour sanctioned Event, including but not limited to practice days and/or race days.

Member (Participant)

Any and all of those individuals who have signed the Liability Waiver at each Event to enter the garage, pit, or other restricted area at CARS Tour Events.

Office

The Series’ headquarters, located at 349 Cayuga Drive, Mooresville, NC 28117.

Promoter

Any individual, owner, president, manager who represents the Track at a CARS Tour sanctioned Event.

Restricted Area

During a CARS Tour Event, certain areas are considered restricted (“restricted areas”). These areas include, generally, everything inside the fence line including the pit and garage areas. The racing surface and race control are also considered restricted areas.

NOTICES

1. These Rules are effective from the date of publication until December 31, 2026. These Rules supersede all previously published Rules.
2. The intent of these Rules is to provide for fair, competitive, and safe racing during all CARS Tour Events.
3. The CARS Tour Executive Director shall be empowered to make changes to any rule or specification contained within. Furthermore, the Executive Director may impose further rules or specifications as necessary for the fair, competitive, and safe conduct of Events.
4. CARS Tour Officials represent the overall and final authority for each Event. Tour Officials reserve the right to take all necessary steps, including the right to change, modify, or revise these Rules to ensure the fairness, competitiveness and safety of Events. Such changes may be made with little or no advance notice, including during an Event.
5. Interpretation of these Rules, or any deviation from, is entirely and completely at the discretion of the CARS Tour Executive Director.
6. Any disagreement regarding technical procedures, equipment, operations, race procedures, scoring or flagging will be resolved by CARS Tour Officials. When their decision is rendered, it is considered final and binding.

1. LICENSING, MEMBERSHIP & CONDUCT

1.1. Registration & License Information

1.1.1. Each Driver and Owner must complete all CARS Tour registration forms prior to participation in a CARS Tour Event.

1.1.2. Age Requirements

1.1.2.1. The CARS Tour does not grant exceptions to the minimum age requirement for Drivers.

1.1.2.2. Any Driver competing in the Late Model Stock Car division must be 14 years of age or older at the time of registration.

1.1.2.3. Any Driver competing in the Pro Late Model division must be 12 years of age or older at the time of registration.

1.1.3. Capacity to Participate

All Drivers must be physically fit for racing. The CARS Tour Executive Director has the sole and absolute discretion to require a Driver to provide medical certification of fitness prior to participation in an Event.

All Drivers' ability to participate will be monitored by CARS Tour Officials on a continuous basis. The CARS Tour reserves the right to approve or deny a Driver's ability to participate in an Event based on the Driver's ability to safely and competitively participate in the Series.

1.1.4. Each Team must file a W-9 prior to competing in a CARS Tour Event. The Team is responsible for notifying the CARS Tour of any changes to the W-9 form on file with the CARS Tour Office.

1.1.5. It is mandatory for all competing Drivers and Owners to be licensed by the CARS Tour for the Event(s) in which they participate. Licensing can occur through either an Annual License or a Single Event License (SEL). Single Event Licenses are good for the registered Event only and may not be applied to annual registration fees.

1.1.5.1. Licensing Fees for 2026 Licenses are as follows.

All Fees are non-refundable.

2026 Late Model Stock Licensing

Annual LMSC Owner's License is \$250.00.

Annual LMSC Driver's License is \$120.00.

Single Event LMSC Owner's License is \$125.00

Single Event LMSC Driver's License is \$60.00

2026 Pro Late Model Licensing

Annual PLM Owner's License is \$180.00.

Annual PLM Driver's License is \$100.00.

Single Event PLM Owner's License is \$90.00

Single Event PLM Driver's License is \$50.00

- 1.1.6. Race vehicles may only be driven by individuals with a valid CARS Tour license for that division.
- 1.1.7. Annual and Single Event licenses are for the explicit and sole use of the individual or team named on the license and are non-transferable for use by any other individual or team.
- 1.2. General Rules
 - 1.2.1. Owners assume full responsibility for the actions of their crew members, driver, and any other persons for whom the Owner paid admission to the Event.
 - 1.2.2. The CARS Tour strongly suggests, in the spirit of professionalism and the Series' image, that Team members wear appropriate, matching attire while working in the garage area or performing race-related duties during Events.
 - 1.2.3. Substance Abuse Policy
 - 1.2.3.1. No intoxicating beverages or controlled substances are to be consumed before, during or after race Events by anyone in a restricted area.
 - 1.2.3.2. When there is reasonable suspicion present, CARS Tour Officials reserve the right to require alcohol and/or drug testing of any Driver, crew member, or Owner at any time during an Event.
 - 1.2.4. Drivers, Owners and/or any other members of a crew shall have no claims against or cause of action for damages, expenses, or otherwise against the CARS Tour, CARS Tour Officials, or the Promoter for an act of disqualification or damage to either car or driver, or both.
 - 1.2.5. Entry fees and pit gate fees shall be non-refundable, but at the discretion of the CARS Tour Executive Director may be transferable. Entry fees must be paid prior to pit gate entry.
 - 1.2.6. Decisions on transporter parking will be determined and announced on an Event-by-Event basis. (i.e., whether or not trucks will remain in the infield).
- 1.3. Social Media Policy
 - 1.3.1. Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal website, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with CARS Racing Tour, as well as any other form of electronic communication. The most common forms of social media are Facebook, X (Twitter), Instagram and YouTube.

Even though these forums may seem informal, as a competitor, participant or Official of CARS Racing Tour you are still expected to act professionally

at all times. Ultimately, you are solely responsible for what is posted online. Before creating online content yourself and/or allowing others the ability to post online content for you, consider some of the risks and rewards that are involved. Keep in mind that any of your conduct that adversely affects CARS Racing Tour, other participants, or others may result in disciplinary action up to and including suspension.

1.3.2. **KNOW IF THIS POLICY APPLIES TO ME:**

This policy applies to CARS Racing Tour Competitors, Officials and participants. A competitor is a Driver, Entrant, Family Member Crew Member, Manufacturer or any other individual or entity who is a participant and participates competitively in an Event. An Official is any and all authorized CARS Racing Tour officers, employees, agents, representatives, and subcontractors.

The CARS Racing Tour reserves the right to apply the policy to other participants as it deems appropriate. In such case, CARS Racing Tour will provide: i) such existing participants with a bulletin and the policy via the electronic mail account on file with CARS Racing Tour for the Participant, Entrant and/or Associate and post the bulletin and the policy on the CARS Racing Tour website; ii) such new applicants with the policy as part of the membership application materials. Additional policies may also apply, including without limitation, CARS Racing Tour's employment policies (which is applicable to some Officials), and this policy shall not limit or reduce the obligations of any participant under such other policies.

1.3.3. **KNOW AND FOLLOW THE RULES**

Carefully read these guidelines, as well as the Official Series Rule Books, and ensure your postings are consistent with these policies. Inappropriate postings that may include discriminatory remarks, harassment and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.

1.3.4. **BE RESPECTFUL**

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly to a series official or others rather than posting complaints to a social media outlet.

Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that contribute to a hostile work environment on the

basis of race, sex, disability, religion or any other status protected by rule, law or policy.

1.3.5. **BE HONEST AND ACCURATE**

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are “on the record” and available to the media, public, sponsors and other business partners and subject to discovery in litigation matters. Never post any rumors, speculation or information about CARS Racing Tour or others until an official announcement, release or post by official series social media account has been made to the public and media.

1.3.6. **POST ONLY APPROPRIATE AND RESPECTFUL CONTENT**

- 1.3.6.1. Maintain the confidentiality of CARS Racing Tour and other participant trade secrets and private or confidential information. Trade secrets may include information regarding the development of systems, processes, products and technology. Do not post internal reports, policies or other internal business-related confidential communication.
- 1.3.6.2. Do not create a link from your blog, website or other social networking site to a CARS Racing Tour or fellow participants website without identifying yourself as a CARS Racing Tour competitor or Official.
- 1.3.6.3. Express only your personal opinions. Never represent yourself as a spokesperson for CARS Racing Tour or a fellow participant. Never use any others logos, trademarks or copyrighted materials without consent. If CARS Racing Tour is a subject of the content you are creating, be clear and open about the fact that you are a participant and that your views do not represent those of CARS Racing Tour or fellow participants.
- 1.3.6.4. When an incident occurs, information concerning the incident becomes extremely sensitive. Participants may not use social media to comment on the identities, condition or other medical information of the drivers, crew members, fellow participants or others involved in the incident prior to an official update from CARS Racing Tour. In addition, during any time of emergency at the race track, do not post any information to social media account(s) until the situation has been resolved and an official update has been made by CARS Racing Tour.

1.3.7. **RETALIATION IS PROHIBITED**

CARS Racing Tour prohibits taking negative action against any participant

or other for reporting a possible deviation from this policy or cooperating in an investigation. Any participant who retaliates against another participant or other for reporting a possible deviation from this policy or cooperating in an investigation will be subject to disciplinary action, up to and including termination.

1.3.8. **MEDIA CONTACTS**

Participants should not speak to the media on the company's behalf without contacting CARS Racing Tour. All media inquiries should be directed to CARS Racing Tour or info@CARSRacingtour.com.

CARS Racing Tour reserves the right to modify this policy as it deems appropriate in its discretion. In such case, CARS Racing Tour shall provide: i) existing participants with a bulletin and the revised policy via the electronic mail account on file with the series for the Participant, Entrant and/or Associate and post the bulletin and revised policy on the official series website, www.CARSRacingtour.com, ii) new applicants with the revised policy as part of the membership application materials.

1.3.9. **FOR MORE INFORMATION:**

Of course, nothing in this social media policy is meant to discourage participants from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with CARS Racing Tour, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance and brighten this experience for all parties involved.

2. INSURANCE & WAIVER

2.1. Insurance

2.1.1. Insurance is made available to participants and/or persons entering the restricted area of a CARS Tour sanctioned Event for accidental death or hospital, and/or medical bills.

Such insurance is for a period normally associated with the completion of an Event and for risks associated with participation in that Event. Insurance shall be applied as secondary coverage ONLY after participant's primary coverage reaches its limits of coverage.

2.1.2. Persons admitted to the restricted areas of a CARS Tour race must obey all rules and regulations for that area as set forth by CARS Tour. Every individual admitted to any CARS Tour Event must sign all releases as determined and/or required by CARS Tour.

2.1.3. Any injury involving any driver, crew member, or any other Member occurring on the track premises during, a CARS Tour Event must be reported to the Series Director before leaving the premises on the day of the Event. If the injured party is unable to make the report, it is the responsibility of someone known to the injured party to complete an accident report along with the CARS Tour Director. The medical staff at the Event should also be involved in the completion of the documentation concerning the injury.

2.2. Waiver

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

3. GENERAL POLICIES

- 3.1. Scheduling, Postponements, and Rain Outs
 - 3.1.1. The CARS Tour will establish the schedule, location, and distance of all Events. This information will be part of the Entry Blank for each Event.
 - 3.1.2. The CARS Tour will make every reasonable effort to run Events as scheduled, for the advertised distance. The CARS Tour reserves the right to change Event schedules and purses.
 - 3.1.3. If weather or any other unforeseen situation prohibits a CARS Tour Event from being held on the advertised date, the Event will be rescheduled for the following day if possible. The CARS Tour reserves the right to reschedule to a later date or cancel an Event entirely. Decisions on postponement, rescheduling, and cancellation will be made jointly by the CARS Tour Executive Director and Promoter.
 - 3.1.4. In the interest of competition, safety, weather, or in rare or extenuating circumstances, adjustments may be made to the Event schedule by CARS Tour Officials. These changes may include but are not limited to reducing the lap count for one or more divisions; rearranging, consolidating, or eliminating practice or qualifying sessions; rearranging the order of races or activity; or placing a time limit on a specific activity or race.
- 3.2. General Safety
 - 3.2.1. All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions of the track on a continuing basis before and during each Event.
 - 3.2.2. Competitors are obligated to inspect, observe and promptly report any inadequacy in the facilities, personnel, equipment or conditions of the track to CARS Tour Officials.
 - 3.2.3. Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as an Owner, Driver, or crew member) in a manner designed to minimize the risk of injury to themselves and others to the greatest degree possible.
 - 3.2.4. Neither the CARS Tour, CARS Tour Officials, nor Promoter are responsible for the adequacy or safety of a competitor's race car, racing equipment, or racing activity.
 - 3.2.5. Neither the CARS Tour nor the Promoter shall be responsible for the security of the competitor's race car(s), towing vehicle, trailer, tools or pit equipment while such equipment is parked on the property owned / leased by the Promoter.
- 3.3. Restricted Area Policy

3.3.1. Racing Surface Access.

The Racing Surface is a restricted area from 30 minutes prior to the first on-track activity of the day until all cars are captured and racing activity concluded at the end of the day. Personnel, including competitors, officials, track personnel, and track services personnel shall only go onto the racing surface with clear and positive direction from Race Control. Nobody may access the racing surface, open any gate, fence or barrier without such express permission from Race Control.

The Event Schedule or Race Control may identify certain periods during the Event that the track is “cold”. Permission is not expressly needed during periods where the track is cold.

3.3.2. Race Control Access.

Race Control is restricted to Track Officials, CARS Tour Officials, FLO Racing, and other invited guests. At no time during an Event shall an Owner, Driver, Spotter, or other Member enter Race Control without an invitation.

3.3.3. Violation of the Restricted Area policy will be subject to penalty by the CARS Tour including possible ejection from the Event, fines, probation, and suspension.

3.4. Purses and Payouts

3.4.1. Purse and Championship Points fund monies, if any, will be distributed to the designated payee of the Team in accordance with the 2026 W-9 form completed by the Owner. Any changes to the distribution of funds will be the Owner’s responsibility. Proper income tax information, including Federal ID numbers and/or social security numbers, must be on file with the CARS Tour Office before funds are distributed.

3.4.2. All Event results must be declared official and announced prior to, or simultaneously with, distribution of an Event’s purse.

4. EVENT PROCEDURES

4.1. General Rules & Procedures

- 4.1.1. All Drivers must be on-time to participate in CARS Tour Events which they are entered. Any Driver late for the Drivers' Meeting, any promotional activities that are part of the event schedule, Driver introductions, or other activities shall forfeit any earned starting position and start at the rear of the field as a penalty car.
- 4.1.2. Any change of Driver from what is recorded on the Entry Blank must be reported to and approved by the CARS Tour Executive Director. This requirement applies during all activity including testing, evaluation, and practice.
- 4.1.3. A car which is properly entered in an Event may be driven by any Driver properly licensed by the CARS Tour for that division.
- 4.1.4. No car will be permitted to compete or continue to compete in practice, qualifying or a race if, in the opinion of CARS Tour Officials, the car presents a hazard.
- 4.1.5. Members shall not enter upon the racing surface at any time for any reason (see Restricted Area Policy) during practice, qualifying, or a race.

4.2. Car Appearance, Numbers and Driver Name

- 4.2.1. All race vehicles must be neat in appearance and free of damage from prior races or Events, and display all Series sponsor decals in the correct location(s).
- 4.2.2. Car numbers should be plain or minimally stylized Arabic numbers of a solid color that contrasts with the primary color of the door panel or roof. Trim lines may be used but are NOT a substitute for clearly contrasting numbers.
- 4.2.3. Numbers must be clearly visible and easily distinguishable from Race Control.
- 4.2.4. All cars are to have the car number clearly readable on both doors. Door numbers must be at least twenty-one (21) inches in height and three (3) inches in stroke (width). Door numbers must be positioned in the center of the door.
- 4.2.5. All cars are to have the car number on the roof, clearly readable from the Driver's side of the car. Roof numbers must be at least twenty-four (24) inches in height and three (3) inches in stroke (width).
- 4.2.6. Duplicate car numbers are allowed at the discretion of CARS Tour officials.
- 4.2.7. When duplicate numbers are entered within a division, the Entry currently highest in Owner Championship Points will be assigned the use of that number during an Event. During the first three Events, the prior year's Owner Championship Points shall be used.

- 4.2.8. Entries with a duplicate number will be modified by CARS Tour Officials based either on the car's primary color (i.e., 12W for 12 White) or the Driver's last name (i.e. 12P for 12 Pyne).
- 4.2.9. In the event duplicate numbers are not easily distinguishable, high visibility tape or markings in colors assigned by CARS Tour Officials may be used to help distinguish between entries.
- 4.3. Sponsor, Contingency and Other Decals
 - 4.3.1. The following areas on the race vehicles are reserved for CARS Tour sponsor decals:
 - 4.3.1.1. The uppermost five (5) inches of the full width of the windshield;
 - 4.3.1.2. On each side of the vehicle:
 - The side window between the B & C posts;
 - From the A post forward; and
 - The B post.
 - 4.3.2. Rookies must allow space on the lower rear bumper cover for a "rookie stripe."
- 4.4. Spotters & Radio Communication
 - 4.4.1. At each Event, a designated area will be established for spotters. This location will be communicated during the Crew Chief Meeting and Drivers Meeting.
 - 4.4.2. Spotters are required to attend the Drivers Meeting as indicated on the Event schedule.
 - 4.4.3. Spotters must monitor the CARS Tour Race Control frequency at all times, even when the team's primary radio channel is in use (i.e., spotters must have a second radio dedicated to Race Control, or a scanner locked onto the Race Control frequency) . Spotters must be capable of communicating with the Driver at all times during on-track activity.
 - 4.4.4. Testing, Practice & Qualifying

The CARS Tour recognizes that a spotter may not always be available during testing, practice, and qualifying. If the team does NOT have a spotter in the designated area during testing, practice and qualifying, the Crew Chief and Driver are still responsible for listening to and complying with all directives from Race Control. At least one team member with direct communication to the Driver must monitor the CARS Tour Race Control frequency at all times when the car is on the track.
 - 4.4.5. Races

Each CARS Tour team will be responsible for providing a spotter in the designated area. Each team's spotter must check in with the CARS Tour Official assigned to the spotter's stand at least five minutes to the expected start of the race.

- 4.4.6. Each team is required to provide the CARS Tour with the radio frequencies in use during the Event. Teams must utilize analog radios within the UHF band for all communications. Teams must present a team radio to the CARS Tour Radio Vendor (Racing Electronics) prior to their first Event, or if any changes to radio frequencies occur.
- 4.5. Meetings
- 4.5.1. Crew Chief Meeting
The CARS Tour will conduct a mandatory informational meeting for Crew Chiefs and other interested parties as indicated on the Event schedule. CARS Tour Officials will share any specific information on abnormalities or peculiarities of the track hosting the Event and make teams aware of any schedule changes or deviations from normal procedures. Teams not present for the Crew Chief meeting are subject to penalty at the discretion of the CARS Tour Executive Director.
- 4.5.2. Drivers Meeting
CARS Tour Officials will conduct a mandatory meeting for Drivers, Crew Chiefs, and Spotters as indicated on the Event schedule. This meeting is mandatory. CARS Tour Officials will share specific information about the race procedure and special information (such as the location of the restart zone, the choose location, and the penalty box) specific to the Event. Information shared in the Driver's Meeting has the same force and weight as these Rules. CARS Tour Officials will verify attendance through roll call, sign-in sheet, or other method as directed by the CARS Tour Executive Director.
- 4.6. Timing & Scoring
- 4.6.1. The CARS Tour Chief Scorer is responsible for scoring the Event. The decisions of the Chief Scorer, with respect to timing and scoring, are final.
- 4.6.2. Timing and Scoring will provide information to teams at the conclusion of each testing or practice session. Qualifying results and lineups will be provided as soon as practical. Unofficial results of each race will be posted within twenty (20) minutes of the completion of each race. Reports will be made available at the CARS Tour trailer.
- 4.6.3. The CARS Tour routinely makes live timing information available through a variety of channels such as Race Monitor. Information is provided via these channels as a convenience only. All data provided via these channels is clearly identified as unofficial. The CARS Tour makes every effort to ensure the availability and accuracy of this information, but ultimately the Tour is not responsible for the information displayed by these channels. The AMB Timing System / Orbits platform maintained by Timing and Scoring is the only official source of timing and scoring data.

-
- 4.6.4. Upon completion of qualifying sessions and races, the respective division's Technical Director will notify the Chief Scorer of inspection results and any relevant penalties. Official results, Driver Championship Points Standings, Owner Championship Points Standings, Contingency Awards, and Race Reports will be posted within forty-eight (48) hours of when the Chief Scorer receives that notification.
- 4.6.5. Transponders
- 4.6.5.1. Transponders will be provided by the CARS Tour during each Event. Transponders are assigned by Timing and Scoring and will be picked up by the team at the CARS Tour trailer.
- 4.6.5.2. Transponders must be installed on the right side of the rear subframe rail (beside the fuel cell). The leading edge of the transponder mounting bracket must be 14 feet, 2 inches rearward of the leading edge of the front of the vehicle. The transponder bracket should be mounted vertically, with the square tab on the bottom. Teams must ensure that the transponder is picked up and mounted prior to going on-track.
- 4.6.5.3. The team is responsible for the return of the transponder to the CARS Tour following each Event. Any team not returning the transponder to the CARS Tour Office within five (5) calendar days following the conclusion of the Event will be responsible for the replacement cost of the Transponder plus a \$250 fine. Teams may return a Transponder in person or by common carrier (UPS, FedEx, etc.) to the CARS Tour Office.
- 4.6.6. Scoring Rechecks
- 4.6.6.1. During practice and qualifying, any team with a timing and scoring concern should contact the CARS Tour Executive Director as soon as possible.
- 4.6.6.2. Following a race, teams may request that the CARS Tour review scoring information by contacting the CARS Tour Executive Director or Chief Scorer within twenty (20) minutes of the posting of the unofficial results at the CARS Tour trailer.
- 4.7. Random Draw
- 4.7.1. Jointly with the Crew Chief Meeting, teams will participate in a random draw. The team may designate any member to draw for the team.
- 4.7.2. The results of the random draw will be posted at the CARS Tour trailer.
- 4.7.3. The random draw results:
Establishes the order in which cars will move through the inspection line;
Establishes the qualifying order for the Event;
Sets the Tire groups for the Event; and
Are used by Timing and Scoring as outlined in these Rules.

- 4.7.4. Teams not participating in the random draw (i.e., late/post entries) will be placed at the discretion of the CARS Tour Executive Director.
- 4.8. Qualifying
- 4.8.1. The CARS Tour utilizes single-car qualifying for all Events unless otherwise specified on the Entry Blank.
- 4.8.2. The inspection order and qualifying lineup will be set using the random draw as outlined in these Rules.
- 4.8.3. All cars must pass technical inspection prior to qualifying unless excused by Tour Officials. Upon passing technical inspection, all cars are considered impounded. The only work allowed prior to qualifying without explicit permission of CARS Tour Officials are the adjustment of tire pressures and/or the adding of tape to the grill area.
- 4.8.4. Drivers will be allowed two (2) qualifying laps during the designated session. At the discretion of Tour Officials, drivers may be allowed a scuff or 'no-flag' lap.
- 4.8.5. Cars must line up as directed by Officials so that qualifying can be completed in a timely manner. Any car not in line at the time qualifying starts will subject to penalty unless excused by Tour Officials. Failure to line up and present for qualifying as directed may result in loss of the qualifying attempt and/or subsequent loss of starting position at the discretion of Officials.
- 4.8.6. All competitors are expected to make a Qualifying attempt.
- 4.8.7. When two or more cars have duplicate fast lap times, the tie will be broken by the Driver's second lap time. If a tie still exists, the tie will be broken by Owners Championship Points. Finally, if neither the second lap time nor Owners Championship Points break the tie, then the random draw will be used.
- 4.8.8. Any car sustaining damage during a Qualifying attempt or having a significant mechanical issue may be removed from the grid for repairs. Cars removed from the grid for repairs will forfeit any earned starting position and be required to start at the rear of the field.
- 4.8.9. In the event Qualifying has begun, and subsequently the Event is postponed, the CARS Tour may re-inspect and re-qualify Entrants.
- 4.8.10. Pre-Qualifying Penalties. In the event of a pre-qualifying penalty, the Driver's fastest qualifying time will be disallowed, and the slower of the two laps will be used to establish the Driver's starting position. Based upon the nature of the infraction, additional penalties may be imposed by CARS Tour Officials.
- 4.9. Starting Positions
- 4.9.1. The CARS Tour will specify the starting field size on each Event entry blank.

- 4.9.2. The CARS Tour may modify the procedure for establishing starting positions for an Event by publishing Event-specific procedures on the Event entry blank.
- 4.9.3. When Qualifying has been completed, starting positions will be established by:
 - 4.9.3.1. Qualifiers, by time, as outlined on the Entry Blank.
 - 4.9.3.2. Two (2) Owner's Provisionals. Owner's Provisionals will be given to the two highest-ranking teams in the top 30 of the Owner's Championship Points that did not qualify on time. For the first three Events of the season, the prior years' Owners Championship Points will determine eligibility.
 - 4.9.3.3. One (1) Past Champions Provisional. If more than one past champion does not qualify by time or Owner's Provisional, then the Past Champions Provisional will be given to the most recent Past Champion. If all entered Past Champions earn a starting position under 4.9.3.1 or 4.9.3.2, this Provisional will not be filled.
 - 4.9.3.4. In the event the field is not fully filled and there are Entries for an Event that did not qualify on time and did not receive an Owner's or Past Champion provisional, remaining positions will be set by Qualifying time.
- 4.9.4. When Qualifying is not fully completed, starting positions shall be established by:
 - 4.9.4.1. Owners Championship Points. For the first three Events of the season, the prior years' Owners Championship Points shall be used.
 - 4.9.4.2. One (1) Past Champions provisional as outlined in 4.9.3.3.
 - 4.9.4.3. In the event the field is not fully filled and there are Entries that do not have Owner's Championship Points, and do not receive the Past Champions provisional, remaining positions will be set by the random draw.
- 4.10. Flag and Light Rules
 - 4.10.1. General
 - 4.10.1.1. CARS Tour Officials will use flags, as set forth in this section, for the purpose of providing drivers with information throughout the Event. Officials may use light signals in addition to, or in lieu of, flags. The procedure(s) for the use of flags and/or lights by CARS Tour Officials may vary for individual divisions or races. Specific procedures will be covered during the Drivers Meeting.
 - 4.10.1.2. Failure to follow these flag and light rules and any related direction by Race Control will be subject to in-race penalties up

to and including parking or disqualification as outlined in these Rules.

4.10.2. Green Flag Rules & Procedures

4.10.2.1. The green flag signals racing has started or restarted as outlined in the Start & Restarts.

4.10.3. Yellow Flag Rules & Procedures

4.10.3.1. The yellow flag signifies a caution period. Upon calling of the caution by the Race Director, the Starter will display the Yellow Flag. The display of the Yellow Flag by the Starter is the sole and exclusive method for starting the caution period.

4.10.3.2. Upon display of the yellow flag and beginning of a caution period, all cars must immediately reduce speed to a cautious pace, hold position, and form a single-file line.

4.10.3.3. All caution laps are untimed, uncounted laps unless otherwise specified on the Entry Blank or in the Drivers Meeting.

4.10.3.4. Timing and Scoring is frozen at the time of caution. The lineup will revert to the last lap fully completed by all competitors.

4.10.3.5. All cars involved in the incident will be placed into the lineup at the tail of his/her respective lap.

4.10.3.6. During a caution, no car may pass the pace car unless directed to do so by Race Control.

4.10.3.6.1. Cars on the rear of the lead lap, in front of the race leader and immediately behind the pace car may be directed to pass the pace car at the direction of Race Control. These cars are ineligible to pit after advancing past the pace car.

4.10.3.7. Unassisted Spins:

Any Driver who has two unassisted spins in the same race shall be required to come to pit road during a caution period to confer with a CARS Tour Official and his/her Crew Chief. Any Driver who has a third unassisted spin in the same race may be parked for the duration of the race in which the spins occur. Any Driver parked for this reason shall retain his/her finishing position, purse and points based on the laps completed.

4.10.3.8. Any Driver or Member who, in the judgment of Race Control, causes or attempts to cause a caution shall be assessed a penalty of three (3) or more Green Flag laps upon a return to racing.

4.10.4. Red / Yellow Flag

4.10.4.1. The Red/Yellow Flag combination is a special circumstance, occurring after the caution has been displayed, but when track

- conditions allow for safe pit access or otherwise at the discretion of Race Control.
- 4.10.4.2. After the field has come to a complete stop as directed by Race Control, those cars electing to come to the pits may do so in a cautious, controlled manner.
 - 4.10.4.3. Cars entering the pits may work on the race car. Work may ONLY be done in the pit or garage area, not on the racing surface.
 - 4.10.4.4. Drivers of cars that are on the racing surface must remain in the car.
 - 4.10.4.5. Crew members are not allowed onto the racing surface unless specifically given permission to do so by Race Control.
 - 4.10.4.6. In the event Race Control changes to a Red-only flag, all work on race cars must stop immediately.
 - 4.10.4.7. Cars performing work under a Red / Yellow must restart at the tail of the field, in the order of return from the pits.
- 4.10.5. Red Flag
- 4.10.5.1. The Red Flag means that the race must stop, immediately, regardless of the position of cars on the track. The Red Flag is used, if in the opinion of Race Control, a prolonged delay in competition is necessary and prudent.
 - 4.10.5.2. Drivers shall stop immediately as directed by Race Control.
 - 4.10.5.3. No repairs or service of any kind shall be permitted during a Red Flag. All work must stop on any car in the pit or garage area immediately.
 - 4.10.5.4. Spotters should notify the Spotter's Stand Official if his or her car will need pushing assistance as early in the red flag as practical.
 - 4.10.5.5. Performing work on a car during a Red Flag period shall incur a minimum penalty of three (3) or more Green Flag laps upon a return to racing.
- 4.10.6. Black Flag / Black Flag with White Cross
- 4.10.6.1. The Black Flag signifies the car must go to the pits immediately and report to the CARS Tour Official at the vehicle's pit or other designated location. Race Control will declare the car and reason on the Race Channel, and the Starter will display the Black Flag to the car involved. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately.
 - 4.10.6.2. If a car fails to honor a Black Flag within a reasonable time period, at Race Control's direction the Starter will display the

Black Flag with a White Cross. After completion of the lap in which the Black Flag / White Cross is displayed, Timing and Scoring will discontinue scoring on the car, and any laps completed disallowed until the car has fully complied with the Black Flag and is approved to return to racing by CARS Tour Officials.

- 4.10.6.3. Any car that fails to comply with a Black Flag / Black Flag with a White Cross, and such failure to comply results in a caution, then that car will be determined to have intentionally caused a caution and be subject to penalty as outlined in the Yellow Flag rules, above.
- 4.10.7. Blue Flag / Yellow Stripe
 - 4.10.7.1. The blue flag with the diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Card given the Blue Flag with the Yellow Stripe shall yield to the overtaking traffic as directed by Race Control.
- 4.10.8. White Flag
 - 4.10.8.1. The White Flag is displayed to the race leader upon the start of the final lap of the race.
 - 4.10.8.2. A car on the race track may not receive assistance during the white flag lap. The car receiving such assistance will not be scored for the white flag lap. The car providing such assistance may be subject to a time or lap penalty. The decision of the CARS Tour as to what constitutes providing or receiving assistance is a judgment call and not subject to appeal or review.
- 4.10.9. Checkered Flag
 - 4.10.9.1. The Checkered Flag will be displayed by the Starter as the lead vehicle completes the Race.
 - 4.10.9.2. When the leader receives the Checkered Flag, the balance of the field receives the Checkered Flag on the same lap. Finishing positions will be awarded to the most laps traveled in the least time, whether the car is still running or not.
 - 4.10.9.3. If the yellow is displayed after the leader has received the Checkered Flag:
 - 4.10.9.3.1. All cars taking the Checkered Flag and crossing the start/finish line prior to the display of the Yellow Flag will be scored based on their finishing position.
 - 4.10.9.3.2. All cars not having taken the Checkered Flag at the time of yellow, but able to continue shall

continue at a reasonable pace and cross the start/finish line. Cars will be scored based on their position at the time of caution as determined by the Chief Scorer. There shall be no racing back to the line in an attempt to gain positions.

- 4.10.9.3.3. All cars not having taken the Checkered Flag, but unable to continue will be scored based on their last completed lap.

4.11. Pit Stop Procedures

- 4.11.1. Pit procedures for each Event, including any necessary and prudent deviations from the procedures listed here, will be reviewed during the Drivers Meeting.
- 4.11.2. Pit assignments will be determined by CARS Tour Officials as early as practicable and communicated to Members.
- 4.11.3. When following the pace car during a Yellow Flag period, all Drivers must maintain position in relation to other cars or as directed by Race Control.
- 4.11.4. Cars choosing to pit may NOT pull up or advance position. Cars intending to pit will drop down from their existing position to enter pit road in the manner described during the Drivers Meeting.
- 4.11.5. When practicable, cars should be completely in the assigned pit box or in an area acceptable to CARS Tour Officials.
- 4.11.6. Cars exiting pit road during a Yellow Flag will fall into line behind the tail of the field. Blending in from the pits is not allowed. Any car attempting to advance position by blending in will be subject to penalty by Race Control.
- 4.11.7. Cars choosing to pit must maintain pace car speed or slower during entry, throughout the pit or garage area, and during pit exit. Driving in a unsafe manner during a pit stop cycle will be penalized by Race Control.
- 4.11.8. There is to be no smoking withing fifteen (15) feet of pit stalls or fuel containers.

4.12. Competition Cautions

The CARS Tour utilizes a single competition caution after forty-five consecutive green-flag laps. A competition caution may not occur within the final twenty-five (25) laps of a race. Competition caution procedure for each Event will be reviewed in the Driver's Meeting.

4.13. Free Pass Rule

The Free Pass Rule will be utilized throughout all CARS Tour Events. Scoring will determine the Free Pass car (aka the **Beneficiary**) whenever one or more cars are one or more laps down at the time a Caution occurs. The Free Pass car is the first Driver not on the lead lap. The Free Pass car will be determined based on positions on the lap of record – i.e., the last fully completed lap prior to the Caution.

- 4.13.1. The Free Pass car is ineligible if:
The Free Pass car is involved in the Caution, as determined by Race Control;
The Free Pass car elects to pit prior to the “free pass”;
The Free Pass car was not on-track at the time of caution; or
The Free Pass car is under penalty at the time of caution;
- 4.13.2. The Race Director will identify the Free Pass car on the race channel or declare “No Free Pass.”
- 4.13.3. The Free Pass car must make his/her way to a position immediately behind the Pace Car as quickly and safely as possible. All Drivers and Spotters are expected to help the Free Pass car get into position. The Free Pass car should hold position behind the Pace Car until directed to pass. The Free Pass car must maintain a reasonable speed and pass the caution vehicle in a safe manner to the outside and line up at the tail of the field as directed by Race Control.
- 4.13.4. The Free Pass car is eligible to pit only after completing the free pass lap.
- 4.14. Starts & Restarts
All starts and restarts are double-file. Upon the start or restart, Drivers must maintain their position, lane and speed until the start or restart has occurred. Drivers must remain in line until crossing the start/finish line. At the Race Director’s discretion, a single-file start or restart may be directed after unsuccessful attempts at a double-file start or restart. The designated restart zone will be clearly marked and the position made known during the Driver’s Meeting.
- 4.14.1. On the initial start, the Driver in P1 starts the race within the designated zone. The Starter will display the green flag once the Driver in P1 starts the race.
- 4.14.2. On all restarts, the race leader will control the restart. The restart can occur anywhere in the designated zone. The Starter will display the green flag once the leader has restarted the race.
- 4.14.3. If the control car fails to restart within the designated restart zone, the Starter will display the green flag and restart the race.
- 4.14.4. Restart Positions (Prior to the completion of the first green flag lap)
In the event of a caution during the first lap of a race, the field will be reset to the starting lineup, with cars involved in the caution being placed at the rear of the field. Cars that are involved but remain on-track will line up according to how the car continued after the caution. Cars that are involved but elect to pit will line up according to the order in which they exit the pit.
- 4.14.5. Restart Positions (After completion of at least one green flag lap)
- Lead lap cars that did not pit
- Lead lap cars that pitted, in order of pit exit/return to track

- Lap down cars
- Free Pass car
- Cars involved in the Caution and wave-around cars
- Any penalty cars
- Cars laying over

4.15. Choose Rule

For all restarts after the completion of one lap, the CHOOSE RULE will be used. The location and description of the CHOOSE marking will be relayed during the Driver's Meeting, and reminders provided by Race Control as prudent. The Race Director will announce the "Choose" generally before the Pace Vehicle exits Turn 2. Spotters should relay this immediately to the Driver. CHOOSE may occur with 2-to-Go or 1-to-Go, as determined by Race Control.

- 4.15.1. When approaching and passing the choose location, Drivers must choose the inside or outside lane.
- 4.15.2. The following actions will result in a "to the rear" penalty for a CHOOSE RULE VIOLATION:
Failing to declare your lane and blatantly running over the mark;
Changing lanes after declaring your lane; and
Impeding or otherwise slowing down the CHOOSE process.
- 4.15.3. The Race Director has the sole and exclusive discretion to declare Drivers INELIGIBLE to Choose (i.e., drivers involved in the Caution). Any ineligible Driver will be placed at the tail behind all other cars on the same Lap.

4.16. Green-White-Checker Rule & Procedure

- 4.16.1. The CARS Tour will make every reasonable effort to end races competitively. Race may end under caution due to weather, curfew, or other rare and extenuating circumstances.
- 4.16.2. If the Yellow Flag is displayed after the leader has taken the White Flag, but before receiving the Checkered Flag, all cars will follow the Yellow Flag procedures. All normal race procedures apply, including the Free Pass car and Choose Rule.
- 4.16.3. When racing is ready to resume, the Green Flag will be displayed and the leader will restart the race.
- 4.16.4. Upon completion of the first Green Flag lap, the White Flag will be displayed again.
- 4.16.5. Upon completion of the second Green Flag lap, the Checkered Flag will be displayed and the race deemed complete.
- 4.16.6. Should the Yellow Flag be displayed again prior to the Leader receiving the Checkered Flag, the procedures outlined above will be repeated until a race leader receives the Checkered Flag (unlimited attempts).

- 4.16.7. Records of the race shall include all laps completed competitively, and all green flag laps used to determine Championship Points and contingency awards.
- 4.17. Race Procedure Penalties
- 4.17.1. The following penalties are considered in-race, or procedural penalties and are not subject to appeal.
- 4.17.1.1. "To the Rear"
The Driver must fall to the rear of the longest line immediately. Failure to do so before the Start / Restart will result in the Driver being black-flagged and additional penalties assessed.
- 4.17.1.2. "Pass through"
The Driver must drop to the inside and complete a pass through the pit road at a safe, reasonable speed and re-enter the race safely. Failure to complete a pass-thru penalty at the earliest opportunity will result in the Driver being black-flagged and additional penalties assessed.
- 4.17.1.3. Lap Penalty
The Driver must drop to the inside and enter the pits to a location directed by Race Control (the "Penalty Box"). The Driver will be held by a CARS Tour official and released after the completion of the penalty by Race Control. No work may be done to the vehicle while the penalty is being assessed.
- 4.17.1.4. Lineup Position Penalty
Race Control may assess a lineup position penalty to any Driver, typically in response to race procedure violation. The Driver's position in the lineup shall be adjusted rearward by the number of positions specified by Race Control.
- 4.17.1.5. Black Flag
The Black Flag will be displayed to a Driver, typically in response to a penalty, safety or mechanical issue. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately. Failure to do so in a timely manner may result in penalties, including lap or time penalties, invalidation of laps completed while under the black flag, or disqualification.
- 4.17.2. Driver actions that may be penalized include, but are not limited to:
- 4.17.2.1. Speeding or other unsafe driving in the pit or garage area;
- 4.17.2.2. Pitting outside of the designated area;
- 4.17.2.3. Entering the pits or conducting work under a red flag;
- 4.17.2.4. Speeding through an area where track services personnel are working;

- 4.17.2.5. Reckless driving (contact with another competitor);
 - 4.17.2.6. Failure to line up for the start / restart as directed by Race Control;
 - 4.17.2.7. Failure to follow the direction of a CARS Tour Official (i.e., blowing the Stop sign at Pit Out);
 - 4.17.2.8. Passing the pace care without direction from Race Control;
 - 4.17.2.9. Intentionally causing a caution by stopping on the race track;
 - 4.17.2.10. Rough driving (contact that results in one or more competitors hitting the wall/each other);
 - 4.17.2.11. Flagrant rough driving (retaliation, intentional contact with another competitor);
 - 4.17.2.12. Aiding other competitors in a manner that violates the spirit of competition;
 - 4.17.2.13. Working on the car in area other than a designated location (including working on the car on the racing surface); or
 - 4.17.2.14. Any actions endangering other competitors, spectators, officials, or track services personnel.
- 4.17.3. Race Control may assess lap or time penalties up to and including disqualification, not subject to appeal, after completion of the race if the behavior penalized would have normally resulted in an in-race penalty.
- 4.17.4. Penalties

Infraction	Under Green	Other Conditions (Yellow, Red, Red/Yellow)
Working on Impounded Car	3 Lap Penalty (§4.17.1.3)	
Unapproved Tire Change (§9.1.7)	2 Lap Penalty (§4.17.1.3)	2 Lap Penalty (§4.17.1.3)
Working Under Red Flag Condition (§4.10.5.5)		3 Lap Penalty (§4.17.1.3)
Intentionally Causing Caution (§4.17.2.9)	3 Lap Penalty (§4.17.1.3)	

5. CHAMPIONSHIP POINTS

- 5.1. To be eligible to earn CARS Tour Championship points, a Driver and Owner must be a member in good standing with the Tour, and both Driver and vehicle must be eligible to participate in the Event.
- 5.2. CARS Tour Championship Points will be awarded as follows, across all divisions:

- 5.2.1. For each completed race, Driver and Owner Championship Points will be awarded as follows:

P1: 44 Points	P11: 31 Points	P21: 21 Points	P31: 11 Points
P2: 40 Points	P12: 30 Points	P22: 20 Points	P32: 10 Points
P3: 39 Points	P13: 29 Points	P23: 19 Points	P33: 9 Points
P4: 38 Points	P14: 28 Points	P24: 18 Points	P34: 8 Points
P5: 37 Points	P15: 27 Points	P25: 17 Points	P35: 7 Points
P6: 36 Points	P16: 26 Points	P26: 16 Points	P36: 6 Points
P7: 35 Points	P17: 25 Points	P27: 15 Points	P37+: 5 Points
P8: 34 Points	P18: 24 Points	P28: 14 Points	
P9: 33 Points	P19: 23 Points	P29: 13 Points	
P10: 32 Points	P20: 22 Points	P30: 12 Points	

- 5.2.2. Driver and Owner Championship Bonus Points:
 Leading a lap: One (1) additional championship point.
 Leading the most laps: One (1) additional championship point.
 Gaining the most positions from his or her starting position: One (1) additional championship point.

In the event multiple drivers are tied for the “Most Laps Led” or “Positions Gained” bonus points at the completion of an Event, the additional championship point(s) will be awarded ONLY to the highest finishing Driver.

- 5.2.3. For each completed Qualifying session:
 The Pole winner will receive two (2) championship points; and
 The second-fastest qualifier will receive one (1) championship point.
 Points will not be awarded for a qualifying session if the session is not fully completed (i.e., weather, track incident, etc.).
- 5.2.4. Drivers that fail to complete a race (DNF) will receive championship points in accordance with their position in the official results.
- 5.2.5. Any Driver that is Disqualified from an Event will receive neither Driver nor Owner Championship Points for that Event.
- 5.2.6. Any Driver or Team that enters and participates in an Event, and is not disqualified, is guaranteed a minimum of five (5) Driver Championship Points and Owner Championship Points even if they are unable to compete in Qualifying or the Race.

- If an Event is postponed or rescheduled for any reason, Driver and Owner Championship Points will only be awarded for the rescheduled Event.
- 5.2.7. The Driver which starts the race will be credited with all points earned by that vehicle in the race. Subject to the other provisions in the Rule Book, any eligible vehicle may be driven in any Event by any eligible driver.
- 5.2.8. The Chief Scorer has sole and exclusive authority to determine the award of Driver and Owner Championship Points for an Event. Decisions of the Chief Scorer on the award of Driver and Owner Championship Points are final and not subject to appeal.
- 5.3. Championships
- 5.3.1. The Driver Championship will be determined by the Driver earning the most points during CARS Tour Events in the season.
- 5.3.2. The Owners Championship will be determined by the Owner earning the most points during CARS Tour Events in the season.
- 5.3.3. In the Event of a tie for any position in the Driver or Owner Championship standings, the position will be determined by:
- 5.3.3.1. The Driver or Owner with the most wins;
- 5.3.3.2. The Driver or Owner with the most second-place finishes;
- 5.3.3.3. The Driver or Owner with the most Top-5 finishes;
- 5.3.3.4. The Driver or Owner with the most Top-10 finishes.
- 5.4. Rookie of the Year Program
- 5.4.1. Eligibility
- To be eligible for the CARS Tour Rookie of the Year (ROY) program, a driver must not have:
- 5.4.1.1. Competed, cumulatively, in more than six (6) CARS Tour points races;
- 5.4.1.2. Been the winner of a major LMSC or PLM Event (such as a "Triple Crown race") as determined by CARS Tour Officials;
- 5.4.1.3. Won a NASCAR All-American Series national championship;
- 5.4.1.4. Competed in a higher division with another sanctioning body, as determined by CARS Tour Officials.
- 5.4.2. Drivers planning to compete for the ROY program should notify the CARS Tour Executive Director no later than the third (3rd) CARS Tour race in which he or she is competing.
- 5.4.3. The Rookie of the Race will be the highest finishing ROY contender in each LMSC and PLM Event.
- 5.4.4. The Rookie of the Year will be the highest-finishing ROY contender in each division's Driver Championship Points standing at the end of the season.
- 5.4.5. All ROY contenders will run ROY markings as determined by CARS Tour Officials.

6. OFFICIATING, PENALTIES AND APPEALS

- 6.1. CARS Tour Officials, as outlined in these Rules, have final and absolute authority over interpretation of Rules, including Event Procedures. Officials shall have exclusive and continuing jurisdiction over all Members to ensure the safe and efficient conduct of the Event.

In the event a CARS Tour Rule conflicts with a track or other sanctioning body rule, the CARS Tour rules shall take precedence.

Situations may arise where a specific rule is not applicable, impractical, or otherwise not in the best interests of safety, competition, or cost. CARS Tour Officials have sole and final authority on the application of rules.

6.2. Responsibilities

6.2.1. If a CARS Tour Official, in his/her discretion, determines that a CARS Tour member has, by commission or omission, committed an act which violates the actual or spirit of a CARS Tour rule, or is detrimental to stock car racing or the CARS Tour, the CARS Tour Official shall report the act to the CARS Tour Executive Director and the CARS Tour Technical Director for the division as soon as practicable. The CARS Tour Executive Director shall consider the report and take actions as deemed necessary. The CARS Tour Executive Director shall issue a Penalty Notice as outlined in these rules.

6.2.2. In rare or exigent circumstances, in the event a member's act is of sufficient gravity as to endanger the safe and orderly conduct of an Event, any CARS Tour Official may take any such emergent action necessary to protect the integrity of the sport and ensure the safety of the Event. Emergency actions taken shall remain in effect until the CARS Tour Executive Director is informed and takes further action as deemed necessary.

6.3. General Scope of Penalties

6.3.1. In-race and procedural penalties, generally, can be found in §4.17 of these Rules.

6.3.2. Lap penalties, time penalties, parking a driver, and other in-race actions by RACE CONTROL during or after a Race are considered in-race judgment calls and are not considered Penalties under this section, and are not subject to appeal.

6.3.3. Officials will address rules infractions in accordance with CARS Tour Rules. Every effort will be made to address any issues within 72 hours after the Event concludes.

- 6.3.4. The CARS Tour Executive Director shall issue a formal Penalty Notice specifying the Event, the rule(s) violated and any penalties assessed. Penalty Notices will be published at the discretion of the CARS Tour Executive Director.
- 6.3.5. Penalties may be assessed against any Member in an Event, including an Owner, whether physically present at the Event or not.
- 6.4. Penalties for violation of CARS Tour Rules may include, but are not limited to:
 - 6.4.1. Warnings
 - 6.4.2. Fines
 - 6.4.3. Forfeit of Qualifying Position
 - 6.4.4. Disallowance of Qualifying Time(s)
 - 6.4.5. Forfeit of Starting Position
 - 6.4.6. Probation for a specified number of Events
 - 6.4.7. Probation for a specific period of time
 - 6.4.8. Loss of Finishing Position in an Event
 - 6.4.9. Loss of Driver Championship Points
 - 6.4.10. Loss of Owner Championship Points
 - 6.4.11. Disqualification
 - 6.4.12. Suspension for a specific period of time
 - 6.4.13. Suspension for a specific number of Events
 - 6.4.14. Permanent suspension
- 6.5. In rare instances or extenuating circumstances, probation and/or suspension may be applied to all Members under the same ownership or team organization. For example, to prevent retaliation by a teammate.
- 6.6. Penalties for the violation of CARS Tour Rules are determined by the gravity of the violation, the impact of the violation on fairness and competition, disruption of the Event, and the overall interests of stock car racing and the CARS Tour. Officials will use common-sense guidelines for the imposition of penalties.
- 6.7. Penalties will be assessed for violations of CARS Tour Rules that are considered serious, including but not limited to:
 - 6.7.1. Performing or participating in actions detrimental to stock car racing or the CARS Tour;
 - 6.7.2. Participating in a CARS Tour Event while partaking or under the influence of alcohol or drug in violation of the CARS Tour Substance Abuse Policy;
 - 6.7.3. Falsifying or forging the signature on any CARS Tour document, including but not limited to Entry Blanks, Waivers and the like;
 - 6.7.4. Permitting an unlicensed Driver to be driven during a CARS Tour Event or failing to notify the CARS Tour Executive Director of a driver change as required by these Rules;

- 6.7.5. Actual or threatened assaults, abuses, or fights with any CARS Tour Official or anyone working on behalf of a CARS Tour Official or the Promoter;
 - 6.7.6. Fighting or altercation with another Member, CARS Tour Official or persons serving under his/her direction, in which the Member uses inappropriate or disparaging language regarding a person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or physical condition, including conduct on social media or other public platform, in the garage/pits, or while participating in a CARS Tour Event;
 - 6.7.7. Firing engines or generators during the National Anthem or at any other times where such activity is prohibited;
 - 6.7.8. Entering onto the racing surface, opening a gate, etc. without clear permission from, and direction to do so from RACE CONTROL;
 - 6.7.9. Contact with another Driver's vehicle at any time except during a Race
 - 6.7.10. Violations of CARS Tour Promotion, Public Image & Social Media Policies
 - 6.7.11. Acts which violate a probation or suspension previously issued;
 - 6.7.12. Failing to follow the direction of an Official;
 - 6.7.13. Any act which endangers another competitor, official, spectator, track staff, or track services personnel;
 - 6.7.14. Failure to present a car for inspection as required by CARS Tour Officials;
 - 6.7.15. Failure to comply with inspection requests by a CARS Tour Official;
 - 6.7.16. Failure to surrender parts or equipment found during inspection upon the request of a CARS Tour Official;
 - 6.7.17. Any determination by CARS Tour Officials that parts and/or equipment do not conform to CARS Tour Rules or have not been approved by the division's Technical Director;
 - 6.7.18. Installation or use of any traction control device, whether functional or not;
 - 6.7.19. Any alteration or modification of fuel;
 - 6.7.20. Any alteration or modification of tires;
 - 6.7.21. Use of any tire not impounded for the Event;
 - 6.7.22. Use of electronic recording devices, onboard computers, or data acquisition devices during any practice session, qualifying or race;
 - 6.7.23. Use of unapproved, altered or modified fuel cell or fuel system components; and
 - 6.7.24. Any modification that permits the lowering of a race car during competition.
- 6.8. Fines
- 6.8.1. Fines levied against a member will be collected by the CARS Tour Office by deducting the amount from the purse for the Event which gave rise to the Penalty Notice.

- 6.8.2. Fines are due and payable prior to the Member's participation in the next Event. If a fine has not been paid prior to the next scheduled Event, the Member will not be able to sign in until the fine is paid.
- 6.8.3. In cases where a fine presents a financial hardship, a Member can make a written request to the CARS Tour Executive Director for the fine to be recovered from a future race purse or the division's championship point fund. Such permission must be obtained prior to being allowed to complete in the next Event.
- 6.9. Finality of Interpretation
 - 6.9.1. CARS Tour Officials, as outlined in these Rules, have final and absolute authority over interpretation of Rules, including Event Procedures.
 - 6.9.2. CARS Tour Officials shall have exclusive and continuing jurisdiction over all Members to ensure the safe and efficient conduct of the Event.
 - 6.9.3. In any dispute between a Member and a CARS Tour Official, the Member is obligated to report such dispute to the CARS Tour Executive Director promptly and accurately.
 - 6.9.4. The CARS Tour Executive Director shall have absolute, exclusive, and final authority as outlined throughout these Rules and Procedures.
- 6.10. Appeals & Appeals Procedure
 - 6.10.1. Race procedure calls are considered judgment calls and are not subject to appeal or litigation.
 - 6.10.2. An Owner may appeal a penalty imposed the CARS Tour by submitting a written "Intent to Appeal" letter to the CARS Tour Executive Director. Such Appeals must be received by the CARS Tour Office within five (5) business days of the Owner's receipt of the Penalty Notice.
 - 6.10.3. Appeals must be in writing and accompanied by the non-refundable appeal fee of \$500.00.
 - 6.10.4. The CARS Tour Executive Director shall be responsible for the orderly handling and disposal of the appeal by appointing an Appellate Board. The Board shall be comprised of individuals qualified to hear such an appeal as determined by the CARS Tour Executive Director.
 - 6.10.5. The Appeal shall be heard by the Appellate Board as soon as practicable. The time and date of the hearing shall be at the sole and exclusive discretion of the CARS Tour Executive Director.
 - 6.10.6. The Appellate Board shall consist of three (3) members. Three (3) members shall constitute a quorum for the Appellate Board.
 - 6.10.7. The Appellate Board shall establish procedures for hearing the appeal. The Appellate Board shall not be bound by specific rules of evidence or procedure. The hearing will be conducted in the manner best suited to the relevant facts. Hearings may be conducted virtually at the sole and exclusive discretion of the Appellate Board.

- 6.10.8. The cost of the proceedings shall be at the expense of the CARS Tour. In the rare case the Appellate Board determines that the appeal was instituted without merit, the cost for the proceedings shall be the responsibility of the Member filing such appeal.
- 6.10.9. Appellants agree that any decisions of the Appellate Board are final and not subject to further appeal. The Appellate Board shall have wide discretion in resolving appeals in the best interests of the sport, but shall not order an event be re-run.
- 6.10.10. The CARS Tour shall have the sole and exclusive right to publish the judgement of the Appellate Board. The names, relationships, testimony and evidence provided by all parties relevant to the appeal are subject to release at the sole and exclusive discretion of the Tour. Parties agree to such release and waive any rights, and will hold harmless the CARS Tour and any / all parties involved in such release or publication.
- 6.10.11. The CARS Tour Executive Director has final and exclusive authority for any and all decisions involving the CARS Tour, including those covered under this Appeals Procedure.

7. INSPECTIONS

7.1. Inspections

- 7.1.1. All cars are expected to comply with CARS Tour Rules, including those incorporated by reference. Failure to follow CARS Tour rules may result in penalty.
- 7.1.2. Generally, cars entered for a CARS Tour Event may be inspected three (3) times during the course of the Event.
 - 7.1.2.1. Event Inspection:

Cars may be inspected on the first day of on-track activity (practice day). The Event Inspection must be completed no later than final practice for the division as indicated on the Event schedule. An Event-specific window sticker will be applied upon successful completion of the Event inspection.
 - 7.1.2.2. Pre-Qualifying Inspection

The Pre-Qualifying Inspection will be done in the order of the random draw that corresponds with qualifying order. Race Tires shall be installed as cars proceed through the inspection line. Once successfully passing inspection, all cars are placed as designated by CARS Tour Officials and are considered impounded. The only adjustments that may be made after passing Pre-Qualifying Inspection are the addition of tape to the car's grill, and adjustment of tire pressures.
 - 7.1.2.3. Post-Race Inspection

The top three (3) finishers, plus any other cars selected by CARS Tour Officials, shall report directly to the inspection area without delay following any post-race celebrations. The Post-Race Inspection will vary and be at the sole and exclusive discretion of the division's Technical Director. Teams are expressly forbidden from making any changes to the car, including the removing or addition of any equipment, except as directed to do so by Tour Officials as part of the Post-Race Inspection.
- 7.1.3. All cars will be subject to technical inspection at every Event. All cars are subject to inspection at any time by any CARS Tour Official.
- 7.1.4. The CARS Tour inspection equipment, including all scales, gauges, and measuring or testing devices as well as the procedures used by the CARS Tour Officials shall constitute the sole and exclusive means by which a vehicle's compliance with these rules and requirements is determined. All scales, gauges, and measuring or testing devices shall be approved by the

- CARS Tour division's Technical Director. No other equipment shall be used to determine a race car's compliance with these rules.
- 7.1.5. The official scales for each Event are the scales designated by CARS Tour Officials.
 - 7.1.6. It is the responsibility of the race team to ensure that cars presented for inspection meet the weight requirements.
 - 7.1.7. All competitors are required to take all steps necessary as requested by CARS Tour Officials to facilitate inspection, including teardown.
 - 7.1.8. The nature and extent of technical inspection will be determined by CARS Tour Officials. No prior notice or warning of the nature or extent of inspection will be given.
 - 7.1.9. Any team failing to comply with these Inspection rules are subject to penalty(s). Noncompliance includes not surrendering a car, car part, or equipment for inspection. This includes failing to present a car to Tour Officials as directed without delay.
 - 7.1.10. The CARS Tour has the right to seal or impound cars, car parts, or equipment that has been entered into an Event. The CARS Tour is not responsible for payment or reimbursement for damage or loss suffered by the Member as the result of such sealing or impounding.
 - 7.1.11. The CARS Tour reserves the right to confiscate any non-conforming and/or unapproved part(s). The CARS Tour is not responsible for payment or reimbursement to the Member for such confiscated parts.
 - 7.1.12. With regard to inspection, the Crew Chief is responsible to prove a car or part's legality for competition. Tour Officials are not required to prove the violation.
 - 7.1.13. On inspection teardown, the following person(s) will be present at the site:
 - 7.1.13.1. The car owner or representative designated by the Owner;
 - 7.1.13.2. A Supervisory Official; and
 - 7.1.13.3. At least one additional CARS Tour Official familiar with the Division.

8. SAFETY

8.1. **STOCK CAR RACING IS AN INHERENTLY DANGEROUS SPORT.**

Each individual assumes that risk when he or she participates in an Event.

Participation in motorsports has a significant risk of permanent injury or death that cannot be fully mitigated or eliminated. Members are required to advise their family members of this risk.

8.2. The CARS Tour does not take responsibility for the adequacy of the racing facility, safety personnel or equipment, or conditions at any track hosting a CARS Tour Event.

8.3. Safety is everyone's responsibility. Specific roles related to safety are:

8.3.1. Promoter:

The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the event.

8.3.2. Members:

All Members are obligated to inspect for any unsafe condition with respect to the racing facilities, his/ her race car and all related equipment, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Members must report to the Promoter and CARS Tour Officials promptly any inadequacy or unsafe conditions in the facilities, race car, personnel, equipment, or conditions at the track. Members also are solely and personally responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize the degree of possible risk of injury to themselves and others. **NEITHER THE CARS TOUR NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A MEMBER'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.**

8.3.3. CARS Tour Officials:

CARS Tour Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel, equipment, and/or conditions at the track. In addition, if a CARS Tour Official observes any safety inadequacy in a Member's race car, racing equipment, or conduct, the CARS Tour Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy.

- 8.4. Each Member agrees and consents that in the event of injury or death in the course of or as a result of an event, the CARS Tour may obtain access to and copies of all the Member's medical records including privileged or protected health information related to such injury or death.
- 8.5. Equipment and General Accessories
- 8.5.1. Accessories used in the interest of safety and stability should be submitted to CARS Tour Officials for review prior to use in competition.
- 8.5.2. Drivers must not, at any time, compete with his or her head, or any other part of the body, extended outside of the race car.
- 8.5.3. Unless otherwise specifically authorized by Race Control, car will not be permitted on the track until the track has been opened for practice as stated on the Event schedule.
- 8.5.4. Passengers are not permitted to ride in or on a race car at any time.
- 8.6. Personal Safety Equipment
- 8.6.1. General
- 8.6.1.1. Each Member is solely responsible for the effectiveness of any and all personal safety equipment used during an event. Neither the CARS Tour nor CARS Tour Officials are responsible for any personal safety equipment's effectiveness.
- 8.6.1.2. Each Member must investigate and educate himself/herself fully about the availability and effectiveness of personal safety equipment.
- 8.6.1.3. CARS Tour Officials will be solely responsible for determining whether to mandate particular equipment and shall establish Rules with respect to such equipment. Each Member is solely responsible for familiarizing himself/ herself with these Rules. The CARS Tour strongly recommends, however, that each Member consider the use of and follow the guidelines regarding such equipment, as set forth in the remainder of this subsection.
- 8.6.1.4. All Members must comply with the manufacturer's specifications and limitations applicable to the operation, training, use, installation, inspection, testing, repair, and maintenance of all personal safety equipment, machinery, vehicles, tools, materials, and equipment unless specifically superseded by a more stringent corresponding requirement.
- 8.6.2. Protective Clothing
- During all on-track activity, each Driver shall wear an approved, fire-resistant:
- 8.6.2.1. Driving suit;
- 8.6.2.2. Gloves; and
- 8.6.2.3. Shoes.

- 8.6.3. SFI-rated protective clothing, including fireproof socks and undergarments, is highly recommended.
- 8.6.4. Driver's protective clothing must be without physical defects such as rips, tears or holes.
- 8.6.5. It is the Driver and crew member's responsibility, not the sanctioning body nor Tour Officials to ensure that a Driver or crew member maintains, wears, and effectively uses protective clothing.
- 8.7. Fire Extinguishers
 - 8.7.1. An automatic working fire suppression system (strongly recommended) or driver-accessible fire extinguisher is required in all race cars.
 - 8.7.2. All competing teams must possess an appropriately rated, 10-pound working portable fire extinguisher while in attendance in the pits.
 - 8.7.3. The portable fire extinguisher shall be clearly marked with the car number.
 - 8.7.4. The portable fire extinguisher shall be presented during the Event Inspection.
 - 8.7.5. Mounting the portable fire extinguisher to the pit car is recommended for easy accessibility.
- 8.8. Helmets, Head and Neck Restraint Devices
 - 8.8.1. Helmets
 - 8.8.1.1. Drivers must wear a helmet that meets the 2015 Snell standard or better and have a sticker visible for inspection. Only Snell S.A. helmets are permitted.
 - 8.8.1.2. Full-face helmets are required.
 - 8.8.1.3. Helmets must be without physical damage including cracks, chips or other defects.
 - 8.8.1.4. Helmet skirts are highly recommended.
 - 8.8.2. Head and Neck Restraint Devices/Systems
 - 8.8.2.1. At all times during an Event (practice, qualifying and competition), Drivers must use a capable form of head and neck restraint. A strap-type neck restraint is mandatory. Neck collars are not permitted.
 - 8.8.2.2. It is the Driver's responsibility, not that of the CARS Tour or CARS Tour Officials, to ensure that their device/system is approved, correctly installed, maintained, and properly used.
- 8.9. Seat Belts
 - 8.9.1. All seat belt restraint systems must meet SFI 16.6 (2018) specification and display a valid SFI 16.6 label, visible for inspection by CARS Tour Officials.
 - 8.9.2. Approved seat belt restraint systems will remain acceptable until their expiration date, which is two (2) years from the date of manufacture.
 - 8.9.3. Seat belt restraint systems must be installed, mounted, and used in accordance with manufacturer / supplier directions.

- 8.9.4. Seat belts must have no visible defects or fraying.
- 8.9.5. It is the Driver's responsibility, not that of the CARS Tour or CARS Tour Officials, to ensure that the seat belt system is approved, correctly installed, maintained, and properly used.
- 8.10. Seats
 - 8.10.1. Seats and headrest / head surround assemblies be installed, mounted and used in accordance with manufacturer / supplier directions.
 - 8.10.2. Seats and headrest / head surround assemblies must not be modified or altered without written approval from the manufacturer / supplier.
 - 8.10.3. Seats must be mounted to the frame and roll cage in a manner acceptable to CARS Tour officials.
 - 8.10.4. An SFI 39.1 (Custom) or 39.2 (Standard) -rated seat is highly recommended.
 - 8.10.5. Professionally manufactured aluminum racing seats and the Kenny's Components JL1 Seats (if bolted in six locations with a minimum 0.375 inch (3/8") bolts are approved.
 - 8.10.6. All other carbon fiber seats must have prior approval by the CARS Tour and may be required to have a minimum SFI rating.
 - 8.10.7. Seat padding, seat inserts, seat upholstery, and / or leg extensions should be constructed of flame-retardant material.
- 8.11. Driver's Window
 - 8.11.1. The Driver's window must be equipped with a safety net with a quick-release latch.
 - 8.11.2. The quick-release latch may not be secured in any manner that inhibits the Driver's emergency egress from the vehicle (i.e., not zip-tied or taped in the latched position).
 - 8.11.3. The window net must meet the SFI 27.1 specification.
 - 8.11.4. The window net must be a rib-type construction made from one inch by one inch (1" x 1") wide material with one inch by one inch (1" x 1") square openings when installed.
 - 8.11.5. The window net must not be flush with the body or connect to the body at any point.
 - 8.11.6. String window nets are not permitted.
 - 8.11.7. The minimum net size must be seventeen inches (17") wide and sixteen inches (16") high.
 - 8.11.8. When latched, the window net must fit and pull tight.
- 8.12. Master Power / Electrical Switches
 - 8.12.1. A 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.

- 8.12.2. At minimum, it must be clearly marked and easily accessible to safety crews.
- 8.13. Lead
 - 8.13.1. All lead weights must be painted white, with the car number painted in red or black on each individual piece.
 - 8.13.2. All lead weights must be securely fastened in the vehicle's chassis frame rails.
 - 8.13.3. Lead inspection will be part of the CARS Tour technical inspection. If a piece of lead is not properly painted white with the car number in red or black marked on all sides, the team will receive one warning annually. Any future violation will result in a minimum \$250.00 fine for the second offense. A third offense will result in automatic disqualification.
 - 8.13.4. Any lost weight will result in a minimum \$250.00 fine.
- 8.14. Other Safety Rules
 - 8.14.1. Only one (1) battery may be installed. The Battery must meet the specifications found in the Division rules.
 - 8.14.2. Batteries must be securely fastened and mounted in an enclosed battery box located either behind the front spindle in front of the front firewall or in front of the rear axle housing behind the rear firewall. The battery box must be mounted inside the outside edge of the frame rails.
 - 8.14.3. 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 the Driver is normally seated with restraints fastened.
 - 8.14.4. The steering wheel must be padded.
 - 8.14.5. All cars must have an OBERG, SRI or other CARS Tour-approved vacuum style fuel shut off placed in close proximity to the point the fuel exits the fuel cell. Manual shut-offs are not allowed.
 - 8.14.6. No part of any cooling / oiling system may be located in the driver's compartment.
 - 8.14.7. All windshields (front, side, and rear) of the car must be made of polycarbonate material (Lexan); be clear in appearance; and mounted flush with the mounting bed. Tinted windshield material is not allowed.

9. TIRES

9.1. General Tire Rules

- 9.1.1. Individual race tire requirements are specified in each division's Rules and/or the Entry Blank for the Event.
- 9.1.2. Tires must always remain outside and visible to Tour Officials.
- 9.1.3. Tires may not be treated or altered in any manner. No substance of any kind can be put on any tire for any Division, including but not limited to armor-all (tire shine), tire dressing, tire conditioner, tire softener, etc.
- 9.1.4. Tires may not be heated in any manner.
- 9.1.5. Tires will be inspected routinely. If found with any substance applied, tires will be confiscated and a penalty assessed.
- 9.1.6. Tires may be impounded by CARS Tour Officials at any time for testing and inspection. Testing may be done by an outside testing laboratory at the discretion of CARS Tour Officials.
- 9.1.7. Only CARS Tour-approved tires may be used.
- 9.1.8. All tires must be purchased through the official CARS Tour Tire Vendor. Tires will be branded with a CARS Tour seal or mark, or scanned to the purchasing Team.
- 9.1.9. Any team practicing on unbranded tires or tires not scanned to that team will be subject to penalty.
- 9.1.10. Cars must start the race on four (4) CARS Tour stickered tires.
- 9.1.11. Cars must start the race on the tires used during Qualifying.
- 9.1.12. No tire rating equipment is allowed in the pit area during an Event.
- 9.1.13. Any tire changes during the race will result in a **two (2) lap penalty** unless the car enters the pits with the tire flat on the rim. The only tires that may be used during an approved change are ones that have been purchased at the track during the Event.
- 9.1.14. The four (4) tires designated as race tires will be impounded in the CARS Tour-controlled impound area until the car is in line for the pre-qualifying inspection.
- 9.1.15. **CARS TOUR TIRE PURCHASE RESTRICTION**
 - 9.1.15.1. **Teams will be limited to a maximum purchase as outlined on the Event Entry Blank.**
 - 9.1.15.2. **Teams are permitted to utilize tires purchased at a previous CARS Tour Event ("Carryover Tires") solely for use during designated practice sessions. Carryover tires shall not be used for qualifying, races or any other competitive session. Carryover tires may not be treated, altered or modified in any way and must comply with all other CARS Tour tire rules.**

10. LATE MODEL STOCK CAR RULES

10.1. Safety

10.1.1. **Section 8, Safety** on Pages 34 – 38 of these Rules apply to the Late Model Stock Car division.

10.1.2. Safety – Driver’s Window Net

The window net should be a rib type, made from minimum three-quarter (3/4) inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs. The minimum window net size must be twenty-two (22) inches wide and sixteen (16) inches high.

10.1.3. Safety – Anti-Intrusion Plate

A left-side anti-intrusion plate for the Driver’s door is mandatory. The plate must be twelve (12) inches high post-to-post; must have a minimum thickness of 0.090-inch thick magnetic steel; and must be fastened either by securely welding in position or using six (6) one-half inch bolts.

10.2. Chassis Construction

10.2.1. Unless otherwise specified in these Rules, 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 with the 2026 NASCAR Advance Auto Parts Weekly Series Rule Book.

10.3. Vehicle Weights

10.3.1. Weights

Vehicle Engine	Minimum Total Vehicle Weight	Minimum Right-Side Weight
Ford D347SR Crate Engine	3050 lbs.	1360 lbs.
General Motors HMS Enforcer Spec Engine	3050 lbs.	1360 lbs.
General Motors Upgrade Spec Engine	3100 lbs.	1425 lbs.
General Motors 88958604 / 19318604 Crate Engine	3050 lbs.	1360 lbs.

10.3.2. Weight will be measured with the Driver, his/her fire suit, helmet, gloves, and shoes in the car, and a full fuel cell.

10.3.3. The use of non-magnetic and/or hollow fasteners and component mounting hardware is not permitted.

10.3.4. Tungsten weights are not allowed.

10.3.5. Additional weight may be added to the front sub-frame lower suspension mounting crossmember behind the front spindles. Additional weight may be added to the rear suspension crossmember. This added weight must be contained in a one-eighth inch (1/8”) minimum thickness magnetic steel box securely bolted in place.

- 10.3.6. Weight trays are not permitted.
- 10.3.7. No weight may be mounted behind the rear axle.
- 10.4. Vehicle Heights
 - 10.4.1. Overall vehicle height shall be determined with the car's frame sitting on four-inch (4") blocks with the driver in the car.
 - 10.4.2. Pushing down, lifting up, or otherwise manipulating the vehicle during inspection in an effort to meet body height requirements is not permitted, and may result in penalty.
 - 10.4.3. Front Air Dam
 - 10.4.3.1. Front air dams must have a minimum of four inches (4") ground clearance.
 - 10.4.3.2. For 2007-2019 approved models, the leading edge of the air dam may not exceed forty-six inches (46") when measured from the centerline of the right-front spindle.
 - 10.4.3.3. For 2020-2026 approved models, the leading edge of the air dam may not exceed forty-seven inches (47") when measured from the centerline of the right-front spindle.
 - 10.4.3.4. Front air dam extensions are permissible providing that the extension is made of flexible plastic or plastic-like materials; is no more than three-sixteenths inch (3/16") thick; is flush mounted with the air dam; and is mounted parallel to the bumper cover.
 - 10.4.4. Rear Spoiler
 - 10.4.4.1. The rear spoiler must be made of aluminum with a minimum thickness of one-eighth inch (1/8") or clear polycarbonate with a minimum thickness of one-quarter inch (1/4").
 - 10.4.4.2. The spoiler shall consist of two (2) identical blades, left and right, mounted with a five-eighth inch (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.
 - 10.4.4.3. Forward bracing is not permitted.
 - 10.4.4.4. Each spoiler 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.
 - 10.4.4.5. The rear spoiler shall be mounted in such a manner that the spoiler is centered on the rear of the vehicle.
 - 10.4.4.6. For 2007-2019 models, the rear spoiler must be five inches (5") in height and must be fifty-four inches (54") in width. Front braces are not allowed.

- 10.4.4.7. For all 2020-2026 models, the rear spoiler must be five inches (5") in height and must be sixty-four and one-half inches (64 ½") in width.
- 10.4.4.8. For all 2020-2026 models, the maximum height of the top edge of the spoiler, measured from the ground, shall be thirty-nine and seven-eighths (39 7/8").
- 10.4.4.9. The angle of the rear spoiler shall be no less than fifty degrees (50°) and no more than sixty degrees (60°)
- 10.4.4.10. Spoiler heights and angles will be measure with the car's frame sitting on four-inch (4") blocks.

10.5. Body

- 10.5.1. All competing cars will be full-sized stock American manufactured passenger car composite bodies as approved by the CARS Tour and the NASCAR Late Model Stock guidelines, as well as the approved supplier's specifications manual. No steel bodies are allowed.
- 10.5.2. Twisting or skewing of the body is **not** permitted.
- 10.5.3. Under-car panning is limited to a width of thirty-four inches (34") and can only extend from the nose to the rear of the radiator.
- 10.5.4. The air box between the radiator and the nose may not be any wider than thirty-four inches (34"). No air deflectors of any kind are permitted. All air for blowers or coolers must be pulled from the nose. Air may be blown to brake rotors only. No air may be blown to the tires or tire beads.
- 10.5.5. 2007-2019 AR Bodies and Five Star Bodies are approved. Refer to Appendix #1 for diagram and body dimensions.
- 10.5.6. 2020 through 2026 Next Gen Five Star Bodies are approved for use. Refer to Appendix #2 for diagram and body dimensions.
- 10.5.7. For 2007-2019 AR Bodies / Five Star Bodies:
 - 10.5.7.1. All bodies, regardless of manufacturer, must be mounted on chassis as dictated by the centerline of the chassis.
 - 10.5.7.2. All body / door panels must be mounted in a straight line with the front fenders and rear quarter panels within a tolerance of two inches (2').
 - 10.5.7.3. Rocker panels must be mounted perpendicular to the ground. **Rocker panels on the left and right sides must match and be the same size, shape and thickness.** Flaring is not permitted.
 - 10.5.7.4. Maximum tread width of sixty-four and one-half inches (64 ½") as measured from outside to outside of wheels at spindle height. The use of magnetic steel or aluminum spacers to gain proper tread width is permitted. The thickness of the wheel spacers, if used, must be the same, left and right, both on the front and rear wheels.

- 10.5.7.5. One-eighth inch (1/8") per side will be added for double-lip wheels.
- 10.5.8. For 2020-2026 Next Gen Five Star Bodies:
 - 10.5.8.1. All bodies must be mounted on chassis as dictated by the centerline of the chassis and tread width.
 - 10.5.8.2. All body panels must remain as manufactured. Streamlining of the contours of the vehicle to enhance the aerodynamic performance is not permitted.
 - 10.5.8.3. All side/door panels must be mounted in a straight line with the front fenders and rear quarter panels within a two inch (2") tolerance.
 - 10.5.8.4. Rocker panels must be magnetic sheet steel and must be mounted and remain perpendicular to the ground. **Rocker panels on the left and right sides must match and be the same size, shape and thickness.** Flaring is not permitted. The maximum outside width of the rocker panels from left to right side must not exceed seventy-seven and one-half inches (77 1/2").
 - 10.5.8.5. 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.
 - 10.5.8.6. Skid plates may be used to protect the oil pan. These plates must be manufactured so that at least fifty percent (50%) of the surface is open. These plates cannot contact the oil pan.
 - 10.5.8.7. The 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 is permitted.
- 10.6. Engines
 - 10.6.1. Crate Engines
 - 10.6.1.1. The Chevrolet Crate Engine (#88958604 and #19318604) are approved for use. The use of a 1.6 aluminum self-aligning rocker with three-eighth inch (3/8") stud is approved for the GM 604 crate engine.
 - 10.6.1.2. The Ford Crate Engine (#D347SR7) is approved for use. The approved spec cams for the Ford D347SR7 are the F303 and COMP FPC-D347SR.
 - 10.6.1.3. Crate engines must be used as supplied by the manufacturer and/or per the specifications manual.
 - 10.6.1.4. The use of a one-inch (1") maximum aluminum spacer plate placed under the carburetor will be permitted. Must be a four-

holed or open design. No tapered or beveled designs are permitted. No adapters are allowed.

10.6.2. Spec Engines

10.6.2.1. The General Motors “HMS Enforcer” spec engine is approved for use and must adhere to the guidelines / specifications found in the HMS Enforcer Specification Handbook. No unapproved modifications, lightening, or changes of any kind to HMS Enforcer parts is permitted. All engine parts with labels or laser etching as HMS/ENFORCER along with “OR-CODE” labeling must not be disturbed and must be readable at all times. The spec cam shaft as supplied as part of the HMS Enforcer package must as described by the Comp Cams specification sheet.

10.6.2.2. The General Motors “Upgrade” spec engine is approved for use. All GM “Upgrade” spec engines must follow the guidelines as defined in the NASCAR Rule Book. Intakes approved for use on the Upgrade spec engine are the Edelbrock #2975 Victor Jr. or the Edelbrock #2701. A maximum of 1.6 ratio rockers may be utilized.

10.6.3. Engine Location

10.6.3.1. Engines must be mounted so that the centerline of the crankshaft is in the centerline of the frame, front subframe, and tread width of the car.

10.6.3.2. 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 one inch (1”) forward of, the center of the right front upper ball joint.

10.6.4. Carburetor

10.6.4.1. For the Ford D347SR crate engine, the approved carburetors are: Holley Part #80541-1, Holley Part #80541-2, Holley Part #80541-3.

10.6.4.2. For the GM HMS Enforcer spec engine, the approved carburetors are: Holley Part #80541-1, Holley Part #80541-2, Holley Part #80541-3.

10.6.4.3. For the GM 604 Series crate engines, the approved carburetors are: Holley Part #80541-1, Holley Part #80541-2, Holley Part #80541-3.

10.6.4.4. For the GM Upgrade spec engine, the approved carburetors are: Holley Part #80583-1, Holley Part #4412HB, Holley Part #4412HBX, Holley Part #4412BK, or Holley Part #4412BKX.

- 10.6.4.5. No polishing, reshaping, grinding or plugging of any holes in the main carburetor body is permitted.
- 10.6.4.6. Boosters may be changed but must be the same type. The size and shape may 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.
- 10.6.4.7. Venturi must not be altered or reshaped. Venturi must remain a circular (round) cross section. The casting ring must not be removed.
- 10.6.4.8. The 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. The base plate may not be altered in shape or size. All vacuum holes must be threaded and plugged or sealed.
- 10.6.4.9. Butterflies may not be thinned or tapered. Idle holes may be drilled in butterflies.
- 10.6.4.10. Throttle shafts must remain stock and may not be thinned or cut in any manner.
- 10.6.4.11. Only metering blocks specific to the carburetor being used are acceptable. The number of holes and passages, and their locations, must remain as manufactured. Adding or plugging of holes and passages is not permitted.
- 10.6.4.12. Only Holley replacement parts specific to the carburetor are permitted.
- 10.6.4.13. The accelerator pump retaining screw may not be drilled for a discharge passage. The pump diaphragm must be thirty cubic centimeters (30cc) and remain as manufactured. A hole no larger than five-hundredths inch (0.050") may be drilled in the accelerator pump fuel passage on the float bowl side of the metering block above fuel level to relieve siphoning through the nozzles.
- 10.6.4.14. All cars must be equipped with a minimum of two (2) throttle return springs.
- 10.6.5. Carburetor Spacer / Gaskets
 - 10.6.5.1. For the GM HMS Enforcer spec engine and the GM 604 Series crate engines: A one-piece, solid, open aluminum carburetor spacer one inch (1") in thickness with a one-piece non-metallic

- gasket with a maximum thickness of sixty-five hundredths of an inch (0.065") is permitted.
- 10.6.5.2. For the GM "Upgrade" spec engine: A one-piece, solid, aluminum two (2) hole tapered carburetor spacer with a maximum thickness of one inch (1") with a two (2) hole non-metallic gasket with a maximum thickness of sixty-five hundredths of an inch (0.065") is permitted.
- 10.6.6. Air Cleaner
- 10.6.6.1. The air element and housing must measure at least twelve inches (12") and no more than fourteen inches (14") in outside diameter (OD). The element must measure at least one and one-half inches (1 ½") and no more than four inches (4") in height. The air element must dry. Spraying or soaking the air element is not permitted.
- 10.6.7. Drivetrain
- 10.6.7.1. Only a magnetic steel flywheel mounted to the crankshaft is permitted.
- 10.6.7.2. The minimum outside diameter of the starter ring gears for GM engines is twelve and seven-eighths inches (12 7/8"). The minimum outside diameter of the starter ring gears for Ford engines is thirteen and one-quarter inches (13 1/4").
- 10.6.7.3. The following flywheels are permitted as options:
Tilton Engineering 51-052-5 (104T) Early GM
Tilton Engineering 51-053-5 (104T) Late GM (Neutral)
Tilton Engineering 51-054-5 (104T) Late GM (Ext Balance)
Tilton Engineering 51-055-5 (104T) Ford (Small Block)
- 10.6.7.4. Only manual transmissions with four (4) forward gears and a reverse gear are permitted. All gears must be operable. Standard production OEM-type Muncie, T-10, and top-loader transmissions are permitted.
- 10.6.7.5. The fourth gear ration must be 1:00-1. No gear ratios between 1.00-1 and 1.23-1 are permitted for the three remaining forward gears.
- 10.6.7.6. Only OEM steel, angle-cut gears are permitted. Straight-cut gears are not permitted.
- 10.6.7.7. A one-piece steel driveshaft is required. The driveshaft must be painted white and be either two and three-quarters inch (2 ¾") or three inches (3") in diameter. Two (2) steel driveshaft safety loops are required with minimum dimensions of two inches by one-quarter inch (2" x ¼") are required, completely around the drive shaft and securely mounted.

- 10.6.7.8. The minimum clutch diameter is five and one-half inches (5 ½"). Steel multi-disc clutches with up to three (3) discs are permitted. Only conventional clutches mounted to the flywheel are permitted. Carbon fiber, "slipper," or "centrifugal" clutches are not permitted.
- 10.6.7.9. Only one-piece steel axles are permitted. Crown-type axles are not allowed.
- 10.6.7.10. Only metal drive plates are permitted. Drive plates must be the same thickness, left and right. Drive plates must be one piece with a single internal spline.
- 10.6.7.11. The following differentials are permitted for use:
 - Detroit locker ratchet type
 - Locked rear drive axle assemblies
- 10.6.7.12. Rear axle housing support bars or alignment bars are not permitted.
- 10.6.7.13. Cambered rear axle housings or rear axle housings will have a tolerance one-half degree (1/2°) with the car on four inch (4") blocks.
- 10.6.7.14. The rear axle housing must be centered between the main frame rails of the chassis, within a tolerance of one-half inch (1/2").
- 10.6.7.15. Only quick-change rear end center sections with a minimum cross section height of twelve inches (12") at the center of the rear axle with a side bell minimum diameter of twelve inches (12") and magnetic steel spur gears on the back side are permitted.
- 10.6.8. Electrical – Engine
 - 10.6.8.1. Electronic distributors are permitted and must mount in the stock location; maintain the stock firing order; be gear driven; and be equipped with a magnetic pick-up. Magnetos, crank triggers, adjustable timing mechanisms, or computerized systems are **not** allowed.
 - 10.6.8.2. Single- or dual-point camshaft driven distributors are permitted.
 - 10.6.8.3. Only one (1) **analog** ignition amplifier box is permitted and must be **mounted not more than eighteen inches (18") from the right-side door bar leg (Bar #2B), fully out of the Driver's reach**. Any wires from the distributor to the amplifier box must be run separately, not part of a loom or wiring harness. Amplifier boxes may not be modified or altered.
 - 10.6.8.4. The mag positive and negative wiring shall be a maximum of sixty-two inches (62") long. All wiring must be point-to-point.

- 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.
- 10.6.8.5. Any bare wires, splices, or 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.
 - 10.6.8.6. Only one (1) ignition coil is permitted. The ignition coil must be on the engine side of the firewall, or inside the car on the ignition system mounting plate.
 - 10.6.8.7. Only one (1) battery may be installed and that battery may carry a maximum nominal voltage of twelve (12) volts.
 - 10.6.8.8. All electrical wiring must be sealed, must be point-to-point, and must be easily traceable. Splices, bare or punctured wires are not permitted.
 - 10.6.8.9. All electrical switches must be on the dash within the reach of the Driver. Additionally, each switch must be operable and clearly marked as to function.
 - 10.6.8.10. No onboard computer or automated electronic recording devices of any kind are permitted.
 - 10.6.8.11. All vehicles must be capable of starting under their own power. Push starts are permitted by crew members within the garage area. At no time are crew members allowed onto the racing surface to push start a vehicle.
- 10.7. Engine Cooling System
- 10.7.1. The radiator must be stock-appearing and mounted in the standard location.
 - 10.7.2. The installation of air directional devices, baffles, dividers, and shields is not permitted. All air that enters the grill area must flow through the radiator core.
 - 10.7.3. The radiator must be mounted in the vertical position, and be within two inches (2") of perpendicular (90°) to the ground.
 - 10.7.4. No pressurized coolant systems are allowed other than the radiator cap. No Schrader valves or auxiliary access ports are permitted.
 - 10.7.5. OEM-type water pumps only may be used. The impeller may be modified.
 - 10.7.6. The shroud may be installed not wider than the radiator and a maximum of one inch (1") behind the fan blades.
 - 10.7.7. If used, a fan may be electric or crank-driven. A fan is not required.
 - 10.7.8. Only water may be used in the cooling system. The use of any additive to the water must be approved by the CARS Tour Executive Director or

Technical Director prior to use. Anti-freeze is not permitted and may not be added to the cooling system.

10.7.9. Portable cooling systems / devices are not permitted.

10.8. Fuel / Fuel System

10.8.1. The CARS Tour will specify the approved fuel for each Division. The specified fuel is the only fuel permitted. Approved fuel will be available at each Event.

10.8.2. All fuel used in competition must maintain the identical manufacturer's characteristics and specifications. CARS Tour Officials reserve the right to conduct fuel tests at any time.

10.8.3. A foam-filled bladder-type fuel cell with a twenty-two gauge (22ga) steel container is required.

10.8.4. The maximum fuel cell capacity is twenty-two U.S. gallons (22 g).

10.8.5. A one inch by one inch (1" x 1") cradle made of square steel tubing, with two lengthwise and two crosswise members, is required. The fuel cradle must be enclosed on four sides and the bottom with twenty-four gauge (24ga) steel sheet metal.

10.8.6. The fuel cell must be mounted with a minimum eight inches (8") of ground clearance.

10.8.7. Fuel cells should not be used more than five years after the date of manufacture.

10.8.8. One mechanical fuel pump in the stock location is allowed. Electric fuel pumps and pressurized fuel systems are not permitted.

10.8.9. Any fuel line running through the Driver's compartment must be painted red and clearly marked "FUEL".

10.8.10. **If used, the fuel filler neck must be located on the Driver's side rear quarter or under rear deck lid.**

10.8.11. Both the fuel filler and the fuel vent tubes must be equipped with check valves to prevent loss / spillage of fuel. Both types of check valves (steel ball type and flap type) are acceptable.

10.8.12. The overflow / vent tube cannot exceed fifty-five inches (55") in length as measured from the outside end of the vent mechanism to the fuel cell.

10.8.13. **The overflow / vent tube must exit the rear bumper Driver's side rear taillight.**

10.8.14. The overflow / vent tube cannot have a diameter greater than one and one-quarter inches (1 ¼").

10.8.15. All cars must have a minimum one-eighth inch (1/8") thick intrusion plate of steel or aluminum located between the fuel cell 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.

10.9. Engine Exhaust System

- 10.9.1. Exhaust headers are permitted. Exhaust headers must be made of magnetic steel and have tubes with a maximum outside diameter of one and five-eighths inches (1-5/8") and a maximum of thirty inches (30") in length.
- 10.9.2. All four (4) header tubes must enter into one collector tube at the same point on each side. "Merge" collectors or collector "spikes" are not permitted. "Tri-y" headers are not permitted.
- 10.9.3. Internal coating of the headers is not permitted.
- 10.9.4. **The y-pipe must be a maximum three inches in diameter on the inlet side and a minimum of three inches and maximum four inches at the outlet. The y-pipe may not have any internal configuration that reduces flow.**
- 10.9.5. Exhaust pipes must have an outside diameter of at least three inches (3") but no more than four inches (4"). The diameter of the pipe used must be the same for the entire length of the pipe.
- 10.9.6. Any device used to reduce or enlarge the inside diameter of the exhaust pipe is not permitted.
- 10.10. Suspension
 - 10.10.1. The minimum wheelbase on either side is one hundred four and one-half inches (104 ½"). The maximum wheelbase on either side is one hundred five and one-half inches (105 ½").
 - 10.10.2. Maximum tread width of sixty-four and one-half inches (64 ½") as measured from center to center of the front wheels at spindle height. The use of magnetic steel or aluminum spacers to gain proper tread width is permitted. The thickness of the wheel spacers, if used, must be the same, left and right, both on the front and rear wheels. One-eighth inch (1/8") per side will be added for double-lip wheels.
 - 10.10.3. Front and rear springs must be either coil or coil-over springs.
 - 10.10.4. One spring is allowed per wheel.
 - 10.10.5. 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.
 - 10.10.6. Front coil springs must have evenly spaced coils and a free height of the bare spring of a maximum of ten and one-half inches (10 ½"). Front coil springs must have a maximum outside diameter of five and three-quarters inches (5 ¾") and a minimum outside diameter of five and one-quarter inch (5 ¼"). Progressive or digressive rate springs are not permitted.
 - 10.10.7. Rear coil springs must have a free height of the bare spring of no less than eleven inches (11") and no more than sixteen inches (16"). 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 diameter of four and three-quarter

- inches (4 ¾") and a maximum diameter of five and one-quarter inches (5 ¼").
- 10.10.8. Front or rear coil-over springs may not exceed a maximum outside diameter of four and three-quarter inches (4 ¾") for the entire length of the spring. The free height of the front coil spring may not exceed sixteen inches (16"). All coils must be evenly spaced.
- 10.10.9. The use of a combination of spring types on either front or rear is not permitted; i.e. you may not have a coil spring on the front Driver side and a coil-over spring on the right side.
- 10.10.10. Spring pre-loaders are not permitted.
- 10.10.11. External travel-limiting devices (bump stops) are permitted on the front suspension only. One (1) bump stop is permitted on the right side and one (1) bump stop is permitted on the left. Bump stops are not permitted on the rear.
- 10.10.12. Devices limiting the travel of the suspension either up or down, including cables, chains and the like are not permitted. When jacking the vehicle, a minimum of two inches (2") of chassis movement is required before movement of the axle / tire assembly.
- 10.11. Shock Absorbers
- 10.11.1. One (1) shock absorber is permitted per wheel.
- 10.11.2. The follow shocks are approved for use:
Penske 7500 Series
Bilstein AS2 Series, AS2 Base Valve, and XVA Series
Advanced Racing Suspension 4000 Series
JRI ST/08 Series, **ST/24**
AFCO 21 Series Non-Adjustable, 26 Series Single Adjustable
AFCO 27B Series Base Valve, 63/64 Series
Howe 50 Series
- 10.11.3. All shocks must be revalvable, rebuildable, gas-pressurized monotube, deflective disc valve type with an integral gas reservoir.
- 10.11.4. Single adjustable shocks are permitted.
- 10.11.5. Base valve shocks are permitted.
- 10.12. Sway Bar
- 10.12.1. The main body of the front sway bar must be a one-piece, solid magnetic steel bar mounted perpendicular to the front subframe rails and centered under the front subframe.
- 10.12.2. The nominal length of the sway bar will be thirty-seven and one-half inches (37 ½") while the maximum inside diameter of the sway bar shall be three-quarter inch (¾") for the entire length of the bar.

- 10.12.3. Steel sway bar ends and arms only. The maximum diameter of sway bar splined ends is one and three-quarter inches (1 $\frac{3}{4}$ "). Sway bar arms must be the same length left and right.
- 10.13. Trailing Arms
- 10.13.1. Only a conventional two (2) link trailing arm type with the same configuration on both sides OR a three (3) link passenger car type is permitted. All link trailing arms must be made of solid construction. Adjustable links are not permitted. Bushings for truck arms that, in the judgment of CARS Tour Officials, allow excessive vertical or horizontal movement are not permitted.
- 10.13.2. I-Beam style truck trailing arms must be constructed of magnetic steel meeting ASTM-500 specifications using two (2) c-channels, measuring a minimum of one inch by three inches (1" x 3") in height with a minimum wall thickness of one-eighth inch (1/8") welded back-to-back. **The truck trailing arms may taper down in height from a minimum of three inches (3") when measured at the rise, forward of the U-bolt mounting sleeves, toward the front of the truck trailing arm to measure a minimum of two and three-quarters inches (2 $\frac{3}{4}$ ") in height when measured eight inches (8") rearward of the center of the moonball housing. The truck trailing arm may again taper down to attach the monoball housing to a measurement not to exceed eight inches (8") in length to the center of the moonball housing.** Truck trailing arms must be welded on the top and bottom with one-half inch (1/2") minimum stitch weld every eight inches (8") maximum along the entire length of the truck trailing arm. The minimum thickness of truck trailing material is 0.117 inches (15/128").
- 10.13.3. Both arms must be within one-quarter inch (1/4") of each other in length when measured from the center of the front mounting moonball to the center of the rear axle tube. The minimum length of trailing arms is forty-five inches (45"). The maximum length of trailing arms is fifty-one inches (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.
- 10.13.4. Passenger vehicle type trailing arms have a maximum of twenty-five inches (25") in length measured at the center of the mounting holes. Trailing arms must be constructed of one and one-quarter inch by two inch (1 $\frac{1}{4}$ " x 2") steel box tubing with a minimum wall thickness of one-eighth inch (1/8"). The two 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.

- 10.13.5. 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 using three-quarter inch (3/4") bolts. Moveable threaded-screw adjusters are permitted on the track bar.
- 10.13.6. Any component or device that will allow movement or rotation of the rear end housing is not permitted. U-bolts that hold the truck arms in place must be kept tight at all times.

10.14. Brakes

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

- 10.14.2. No electric actuators permitted for front brake rotors.
- 10.14.3. A maximum of two (2) three inch (3") flexible cooling hoses permitted per front brake caliper. Air inlets may be cut into the lower front bumper cover no larger than forty-eight (48) square 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 four inches (4") at any point. One (1) three inch (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 now lower than four inches (4") at any point. Brake fluid recirculatory systems are not permitted.
- 10.14.4. Inline fans in the front of the car must not be lower than the bottom of the subframe rails. Inline fans in the rear of the car must be mounted to the subframe 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.
- 10.14.5. Cooling must be directed to the brake rotors. Air may not be blown on tires and tire beads.

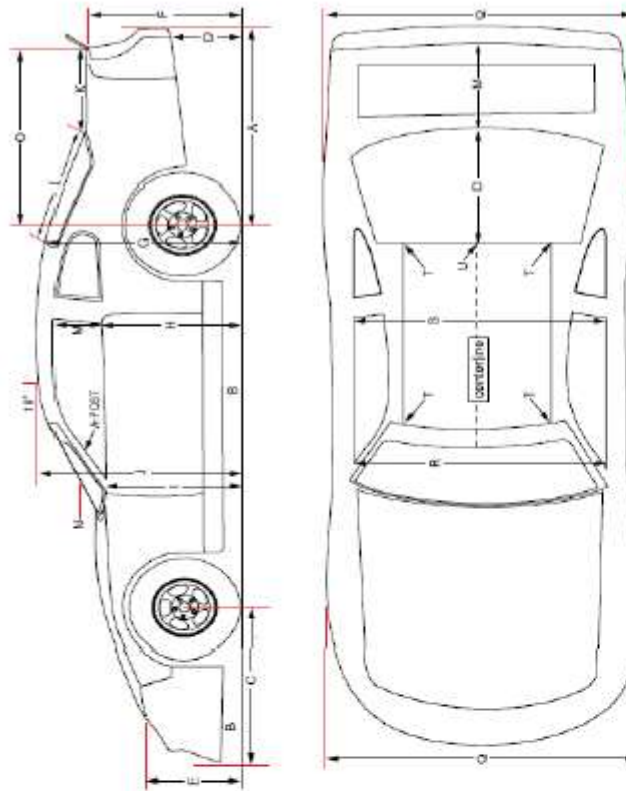
10.15. A-Frames, Spindles, and Hubs

- 10.15.1. Lower A-frame length must be not less than fifteen and one-eighth inches (15 1/8") and not more than sixteen and one-eighth inches (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 subframe rails.

- 10.15.2. Both lower A-frames must be of equal length. Offset spindles are not permitted.
 - 10.15.3. 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.
 - 10.15.4. Spindles manufactured from one-piece billet material are not permitted.
 - 10.15.5. Front and rear hubs must have the same dimensions on the left and right side. Offset hubs are not permitted.
- 10.16. Wheels and Tires
- 10.16.1. **Section 9, Tires** of these Rules applies to the Late Model Division.
 - 10.16.2. Only fifteen-inch (15") diameter, ten-inch (10") wide, five (5) studded steel wheels are permitted.
 - 10.16.3. All wheels must have the same width and offset.
 - 10.16.4. All studs and lug nuts must be of magnetic steel.
 - 10.16.5. Bleeder valves are not permitted.
 - 10.16.6. All wheels must have the car number displayed on the outside half of the wheel.

10.17. Late Model Stock Car Appendix 1



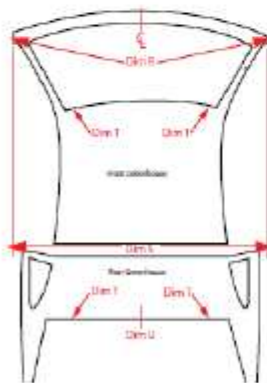
LMSC

Late Model Stock Car

- > Fits Late Model Stock perimeter chassis
- > 46" 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/lock lid intersection	34 1/2"
G	ROOF HEIGHT, REAR (MIN): at center rear edge	45 3/4"
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 exterior 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 1/2"
T	ROOF HEIGHT, CORNERS: at body lines, rear	44 1/2"
U	ROOF HEIGHT, rear: at centerline	45 3/4"



ROOF MOUNTING

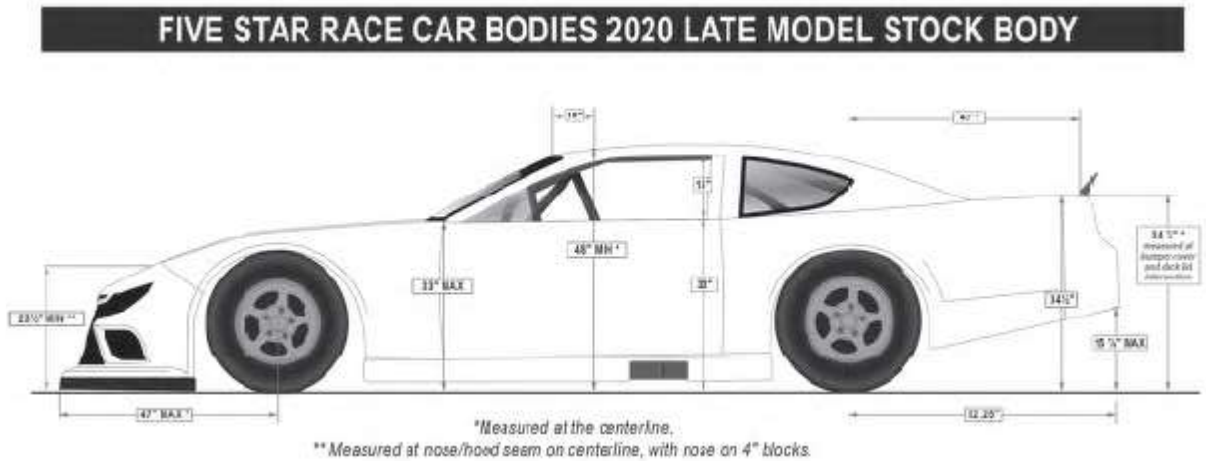
1. Properly locate your roof using the dimensions in the chart at right.
2. Confirm that Dim. J, measured 10" back from the windshield, on the centerline) is 48".

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.



10.18. Late Model Stock Car Appendix 2



10.19. Late Model Stock Car Appendix 3

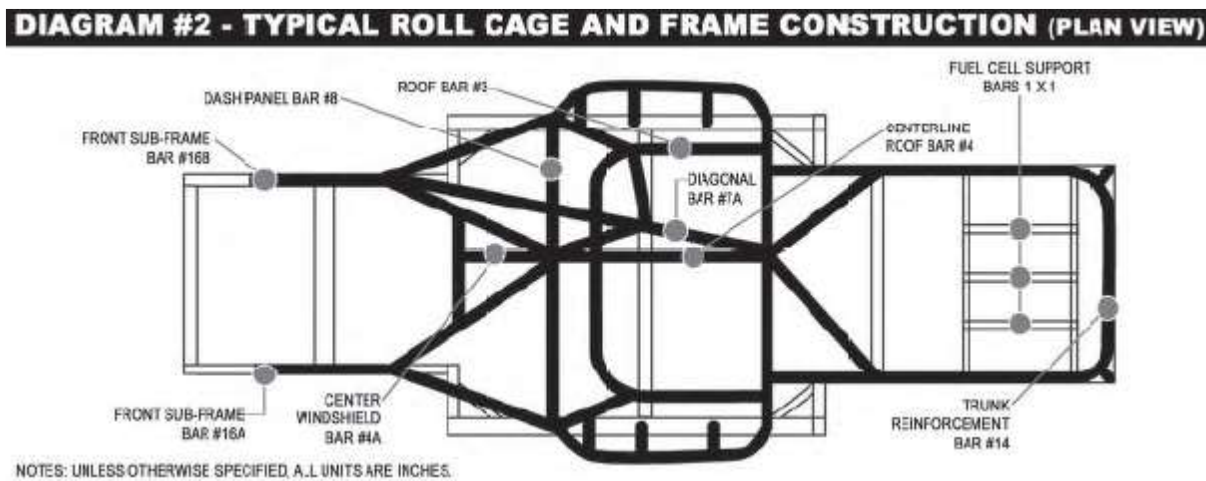
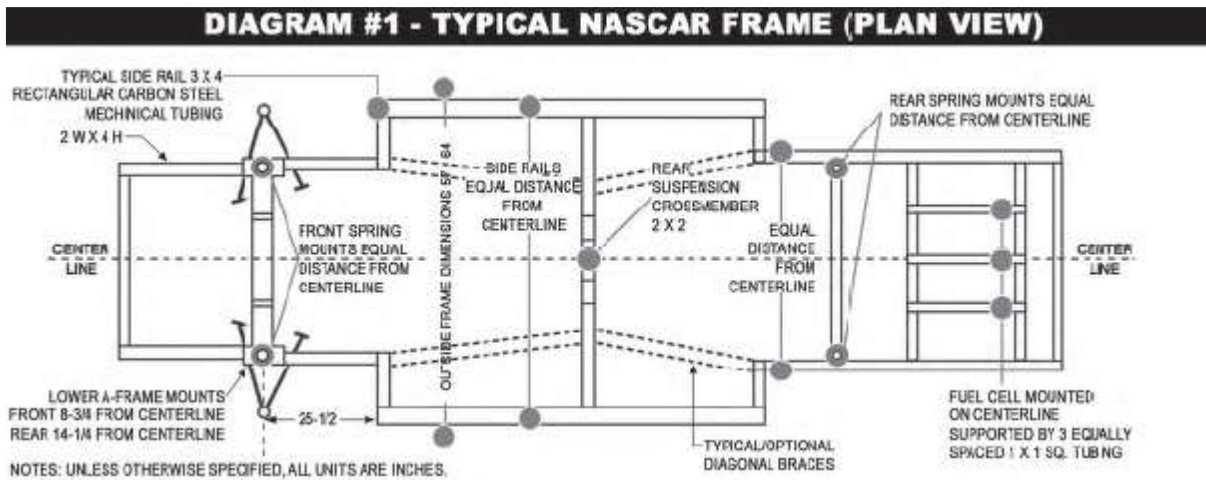


DIAGRAM #3 - TYPICAL LATE MODEL ROLL CAGE & FRAME CONSTRUCTION

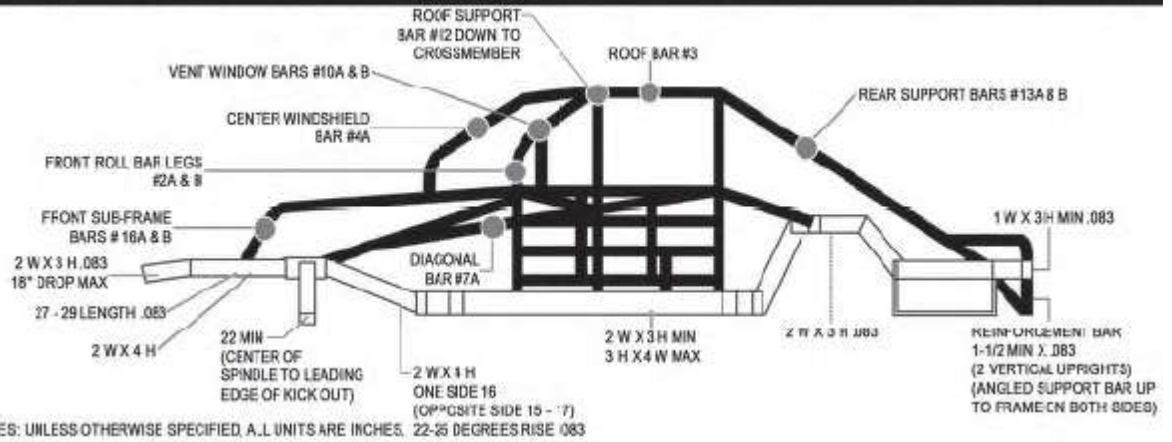


DIAGRAM #4 - EXPLODED VIEW OF BASIC ROLL CAGE (SOME BARS REMOVED FOR CLARITY)

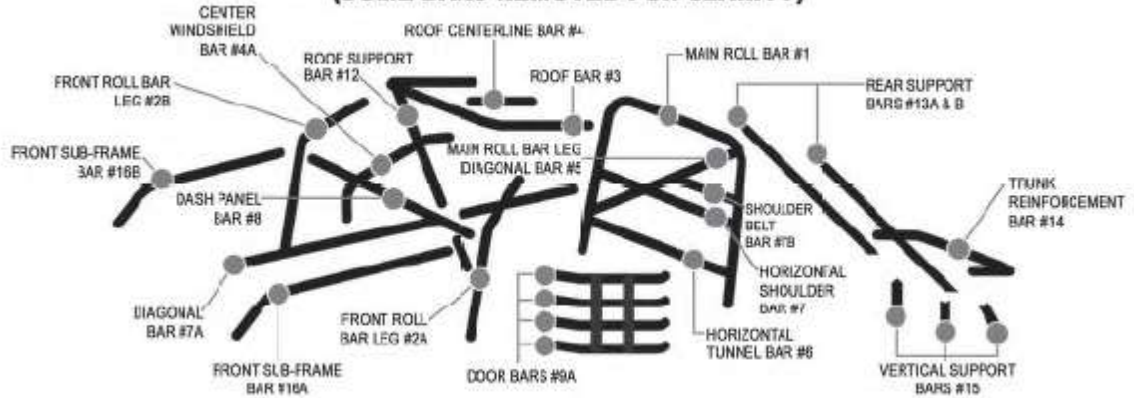
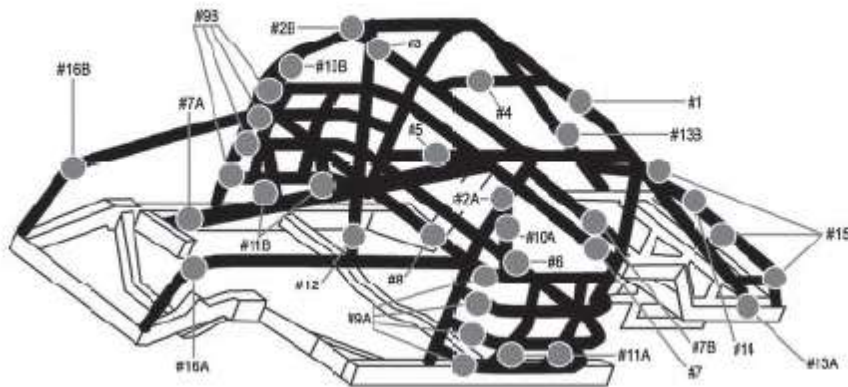


DIAGRAM #5 - BASIC NASCAR ROLL CAGE STRUCTURE (SOME BARS REMOVED FOR CLARITY)



11. PRO LATE MODEL RULES

11.1. General

- 11.1.1. The 2026 Pro Late Model Specifications and Guidelines issued by the United Late Model Rules Alliance (ULRA) are adopted and incorporated as specified in this section, except as noted.

11.2. Eligible Cars and Bodies Guidelines

- 11.2.1. 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.
- 11.2.2. The Five Star Next Gen body has been approved for competition with the 64.5" spoiler. The AR Revolution body is not permitted.
- 11.2.3. No panels allowed extending the top edge of doors.
- 11.2.4. 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".
- 11.2.5. 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.
- 11.2.6. All holes in body and interior not being used must be covered, **and remain so during the race.**
- 11.2.7. 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.
- 11.2.8. 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.
- 11.2.9. Rub rails are discouraged, may only be used if they are polycarbonate.
- 11.2.10. 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".
- 11.2.11. 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.
- 11.2.12. No types of underbody air deflectors are allowed.
- 11.2.13. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.

- 11.2.14. 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.
- 11.2.15. Only one naca-duct in either the left or right quarter window for helmet blower only.
- 11.2.16. 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.
- 11.2.17. Window tint of any kind will not be allowed on windows or spoiler.
- 11.2.18. A minimum of 3 vertical braces are required on rear window. Must be spaced to minimize deflection.
- 11.2.19. Interiors must be steel or aluminum only.
- 11.2.20. 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.
- 11.2.21. Minimum nose, body and frame height is 4" with a maximum of 8" while in tech for the purposes of tech inspection.
- 11.2.22. A full width opening deck lid, as outlined in the ABC rulebook, is required.
- 11.2.23. Spoiler braces must be constructed of round or hexagon rods only with a maximum diameter of 1/2".
- 11.3. Engines
 - 11.3.1. Basic Engine Guidelines for All Engines
 - 11.3.1.1. 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.
 - 11.3.1.2. Engines may not be offset more than one inch (1") from centerline of frame rails.
 - 11.3.1.3. Front center of the crankshaft must have at least ten inches (10") of ground clearance.
 - 11.3.1.4. Standard steel blocks only. No Carbon Compacted blocks of any type.
 - 11.3.1.5. A maximum 16-inch (O.D.) by 4-inch-tall air filter and housing must be used.
 - 11.3.1.6. 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.
 - 11.3.1.7. No intake manifolds can be painted or coated.
 - 11.3.1.8. No engine evacuation systems allowed.
 - 11.3.1.9. Original builder numbers/MS numbers must be retained on all engines.

- 11.3.2. Engine Options
 - 11.3.2.1. 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. Maximum 6500 rpm.
 - 11.3.2.2. GM Upgrade 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. This package with seals from an approved S.E.A.L. rebuilder will receive a 50 lb. weight break. Maximum 6500 rpm
 - 11.3.2.3. 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.
 - 11.3.2.4. McGunegill Ford # 425LM with 1.5 rockers. Maximum 6300 rpm.
 - 11.3.2.5. 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 chain covers can be replaced with steel covers.
 - 11.3.2.6. Maximum compression on all engines when measured by the series/track whistler is 10.0 max at all times.
 - 11.3.2.7. 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.
- 11.3.3. Carburetor/Spacer/ Air Cleaner:
 - 11.3.3.1. Holly 650 HP 4150-80541 (zinc or cast aluminum) four-barrel with no alterations allowed.
 - 11.3.3.2. 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.
 - 11.3.3.3. Any attempt to pull outside air other than down through venturis is not permitted
 - 11.3.3.4. A minimum of two return springs is required. Throttle stops recommended.

- 11.3.3.5. 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. Spacer plates cannot protrude into the intake.
- 11.3.3.6. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.
- 11.4. Minimum Chassis Eligibility Requirements
 - 11.4.1. Frame
 - 11.4.1.1. 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.
 - 11.4.1.2. 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"). 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.
 - 11.4.1.3. 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.
 - 11.4.1.4. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell. Rear sub-frame rails must be connected by a cross member of the same size tubing at the point of termination.
 - 11.4.2. Roll Bars
 - 11.4.2.1. 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.
 - 11.4.3. Basic Roll Cage
 - 11.4.3.1. 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.
- 11.4.3.2. 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.
 - 11.4.3.3. 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.
 - 11.4.3.4. 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.
 - 11.4.3.5. 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.
 - 11.4.3.6. 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.

- 11.4.3.7. 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".
- 11.4.3.8. 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.
- 11.4.3.9. 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.
- 11.4.4. Driver's box and foot box
 - 11.4.4.1. The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in.
 - 11.4.4.2. 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.
 - 11.4.4.3. 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.
- 11.4.5. Fuel and Fuel Cell
 - 11.4.5.1. 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.
 - 11.4.5.2. The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
 - 11.4.5.3. If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.

- 11.4.5.4. The bottom support frame must be constructed using a minimum of two (2) straps, 1 ½" 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.
- 11.4.5.5. 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.
- 11.4.5.6. The front side of cell is to be no closer than 10" to the back of the rear end tube.
- 11.4.6. Bumpers
 - 11.4.6.1. 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 ¾" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".
- 11.4.7. Chassis Right Side Body Bars
 - 11.4.7.1. 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 ¾" x .065" wall round or square steel stock.
- 11.5. Fuel System
 - 11.5.1. Spec fuel will be announced on event entry form. A minimum purchase may be required at each event. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen

- are not permitted. Street-use pump gas is not allowed. Use of such substances or additives will result in immediate disqualification.
- 11.5.2. No electric fuel pumps or forced induction of any kind are permitted.
 - 11.5.3. No icing or cooling of fuel system.
- 11.6. Exhaust
- 11.6.1. 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 ½" gap around the exhaust pipe. Maximum dimension of 13" x 8" with no more than a ¼" flare along the trailing edge. Pipe must not protrude through the door.
 - 11.6.2. 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.
- 11.7. Ignition
- 11.7.1. Battery powered ignition required. Vehicle MUST start under own power.
 - 11.7.2. 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.
 - 11.7.3. 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. All wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
 - 11.7.4. Approved ignition box must be used only as produced on original plate. Mounted on the right side of the car.
MSD part #6427 6CT with part #8252 Coil
- The mag positive and negative shall be a maximum length of 62 inches. Officials reserve the right to exchange boxes at any time.
- 11.7.5. Mandatory 6300-RPM for all Ford options and 6500-RPM for all Chevrolet options. This setup may be swapped out by CARS Tour Officials at any time.
 - 11.7.6. No Traction Control Devices of any kind are permitted. If any traction control device is found, the Driver and Owner will be disqualified from the Event and the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver/owner may receive a lifetime ban.
- 11.8. Suspension
- 11.8.1. No fifth (5th) coil or lift bar suspensions will be permitted. No birdcage setups 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.
- 11.8.2. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
 - 11.8.3. Minimum wheelbase of 101" with maximum of 105". The difference from left to right may not exceed ½ inch.
 - 11.8.4. 66-inch maximum tread width for all cars.
 - 11.8.5. No in-car driver adjustments other than one adjuster for brakes.
 - 11.8.6. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
 - 11.8.7. 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.
 - 11.8.8. Maximum one coil spring and one bump spring associated with each wheel.
 - 11.8.9. No hollowed-out or gun drilled bolts of any kind allowed on suspension components.
 - 11.8.10. Lower A-arms can have no type of panning between the lower control arm and strut arm.
- 11.9. Wheels and Tires
- Section 9, Tires** of these Rules applies to the Pro Late Model Division, except as specified below, in addition to these ULRA Specification and Guidelines.
- 11.9.1. Wheel max width is 10". Wheels, lug nuts and studs must be steel.
 - 11.9.2. Bleeders are not permitted.
 - 11.9.3. 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.
 - 11.9.4. 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.
 - 11.9.5. Air may not be blown or forced onto the tire or bead.
- 11.10. Transmission, Driveshaft, Rear End
- 11.10.1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted.
 - 11.10.2. Winters Aluminum Raptor Part # 60200 or Magnus / Integrity Transmissions "Muncie Style" 2 Speed part #13100 transmissions. Both transmissions will only be allowed low gear ratio options between 1.35 to 1.73 (no modifications, lightning or polishing allowed).

- 11.10.3. A minimum of one reverse and two forward gears is required.
- 11.10.4. 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.
- 11.10.5. No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5." No "slipper" or "centrifugal" clutches allowed.
- 11.10.6. 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.).
- 11.10.7. Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only.
- 11.10.8. 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
- 11.10.9. Max rear camber is + or – 1.5 degrees measured from a level rear axle tube or perpendicular bell.
- 11.11. Brakes
 - 11.11.1. Vehicle must be equipped with four-wheel hydraulic brakes.
 - 11.11.2. No carbon fiber or titanium rotors. Only steel rotors are allowed.
 - 11.11.3. Brake fluid circulators permitted. Liquid or gas cooling not permitted
 - 11.11.4. Two brake hoses per side with a maximum diameter of 3" each are permitted. Must attach to a spindle mounted duct only.
 - 11.11.5. Maximum of one blower/fan per side.
 - 11.11.6. Fans, ducts or hoses to the rear brakes will not be permitted.
- 11.12. Additional Rules
 - Section 7, Inspections and Section 12, Miscellaneous** of these Rules apply to the Pro Late Model Division, in addition to these ULRA Specification and Guidelines.
 - 11.12.1. Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified.
 - 11.12.2. No Data Acquisition equipment / wiring is allowed in the car on officially recognized race or practice days.
 - 11.12.3. No digital dashes are allowed.
 - 11.12.4. Cellphones, smart watches, or Bluetooth devices will not be allowed in the racecar at any time during qualifying or race, this is an automatic disqualification.
 - 11.12.5. See 4.6.5, Transponders.
 - 11.12.6. No cool down units, pumps, exotic fans are allowed.
 - 11.12.7. 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 the 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.

11.13. Safety

Section 8, Safety on Pages 34 – 38 of these Rules applies to the Pro Late Model Division, in addition to these ULRA Specification and Guidelines.

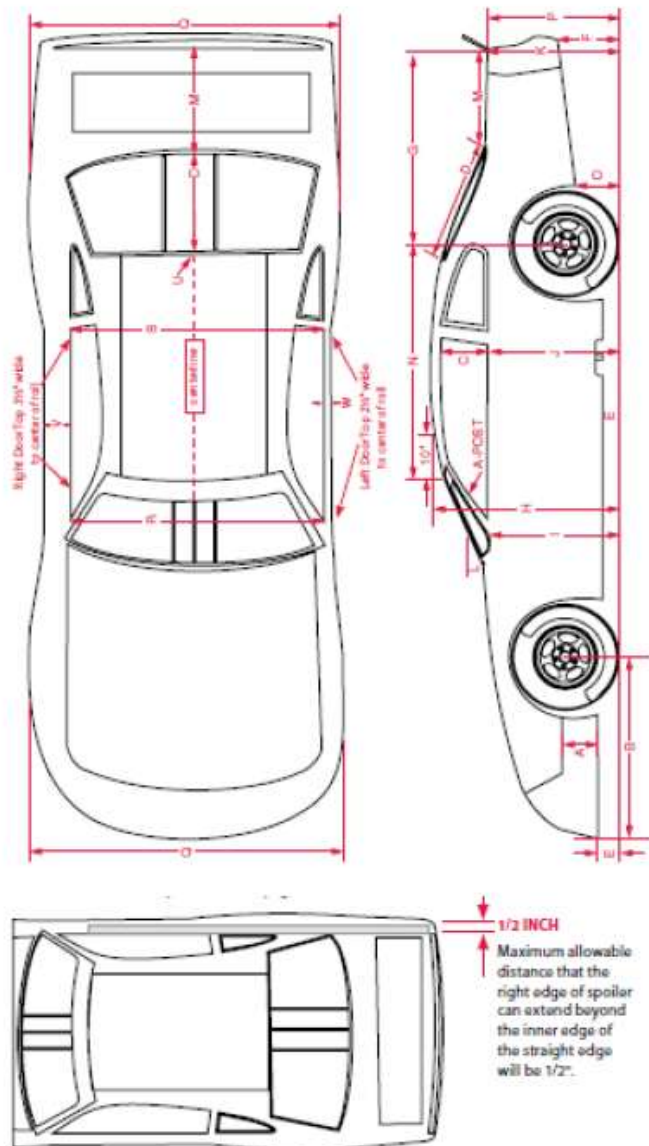
- 11.13.1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team in the designated spotters stand. Spotter must have standalone radio or scanner to monitor race control. All in car radios must be programmed with analog frequencies only.
- 11.13.2. SFI approved seat belts with a minimum of double shoulder harness and crotch strap will be required.
- 11.13.3. 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.
- 11.13.4. 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.
- 11.13.5. 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.
- 11.13.6. Approved clean, full driving suit, gloves and shoes for fire protection are mandatory. Fireproof socks and underwear are highly recommended.
- 11.13.7. 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.
- 11.13.8. 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.
- 11.13.9. 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.
- 11.13.10. Lead Inspection will be part of pre- and post-race tech. 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 result in a \$250.00 fine to the team.

- 11.13.11. 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.
 - 11.13.12. 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.
 - 11.13.13. 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 full-size number will be required on top, readable from the infield. Bottom of number towards driver's side.
 - 11.13.14. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
 - 11.13.15. No part of any cooling/oiling system may be located in driver's compartment.
 - 11.13.16. A automatic working fire suppression system (Strongly recommended) or driver accessible fire extinguisher is required.
 - 11.13.17. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed in close proximity to the point where the fuel exits the cell.
 - 11.13.18. Batteries must be securely fastened and mounted outside of the driver's compartment or in a box with a cover.
- 11.14. Official Decisions
- Disclaimers, Definitions, and Notices*** on Pages 4-5 of these Rules apply to the Pro Late Model Division in addition to these ULRA Specifications & Guidelines.
- 11.14.1. 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.
 - 11.14.2. Any disagreement over technical questions or operations will be resolved by series officials. When the decision is rendered, the decision is final and binding.
 - 11.14.3. 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.

11.14.4. 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.

11.15. 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 AR bodies	31½" 31¾"
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	32½"
J	DOOR HEIGHT (MIN): at rear	33"
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34½"
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 AR bodies	23¼" 23"
N	FRONT OF ROOF TO CENTER OF REAR AXLE	57½"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P	BUMPER COVER HEIGHT: at base of spoiler, on centerline	34¾"
Q	BODY WIDTH (MAX): at wheel wells	79½"
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	45½"
V	RIGHT DOOR TOP: to center of roll	3½"
W	LEFT DOOR TOP: to center of roll	2½"

* If Dimensions H, L, 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

12. MISCELLANEOUS

12.1. Equipment and General Accessories

- 12.1.1. Titanium, Inconel, or other exotic materials are not allowed for use on the race car unless specified by the CARS Tour.
- 12.1.2. The use of any part that is totally or partially-made of tungsten is not allowed.
- 12.1.3. No data acquisition equipment / wiring is allowed in the race car during Tour Events.
- 12.1.4. Digital dashes are not allowed.
- 12.1.5. Mobile phones, smart watches, and Bluetooth devices are not allowed in the race vehicle during qualifying or race.



Championship Auto Racing Series

349 Cayuga Drive
 Mooresville, NC 28117

www.carsracingtour.com