

ARCA POWERED BY JEGS

CHAMPION RACING ASSOCIATION

REVISED: 12-24-15

2016 Rules & Specifications

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS.** They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in his opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the series officials, whose decisions are final.



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General Rules for ALL Divisions (Pages 1-3)

I CONDUCT

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in Social Media deemed detrimental to CRA, its tracks or sponsors may subject the driver or team to sanctions. **UNSPORTSMANLIKE CONDUCT AND/OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.**
2. General appearance of drivers and crews must be neat and clean looking.
3. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other officials may be subject to penalties.
4. Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.
5. Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to penalties.
6. Any driver who, in the judgment of series officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
7. Any driver who intentionally causes a caution condition, without safety being an issue, by stopping, spinning, or any other action, is subject to 2-lap penalty.

II COMPETITION RULES

A. Finishing Positions

1. Finishing positions will be determined according to the most laps completed in the least time, regardless of whether the car is running.

B. Finishing Position Protest

1. Protests to finishing positions in any race must be made within fifteen (15) minutes after the un-official results are posted. Such protests must be in writing and must be given to the Chief Scorer or Race Director.
2. Scoring re-check decisions are final, and can not be appealed or litigated.

C. Inspections, Mechanical Protest

1. Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must present themselves at the inspection station immediately after the conclusion of the feature race for such inspection **and must not work on the car in any fashion until told to do so by a technical official.**

2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and will be grounds for disqualification.
4. Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for the official lineup. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Chief Technical Inspector or Race Director, along with a fee of \$300. Mechanical inspection with respect to such protest will be made following the feature race. \$75 of the fee will be retained by the series for administrative costs, with the remaining \$225 going to the winner of the protest.
5. A protest may only be filed by a competitor in the same feature race.

D. Common Technical Rules

1. **Spec Fuel or Fuel Standards may be announced at a later date. Sunoco Purple 110 is the Spec fuel of the ARCA/CRA Super Series.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, 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 and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting that event, in the event it is not the announced spec fuel. **Use of any fuel that contains oxygen is prohibited!!!**
2. Bleeders are not allowed. Use of tire softening or altering agents is not permitted. Use of such substances will result in immediate disqualification.
3. Vehicles must have 4-wheel hydraulic brakes.
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities. No driver adjustments other than brakes.
5. Carburetor restriction must be done with a solid plate or cone type system only, and may not be externally adjustable in any way.
6. **One Ignition Box Only.**
7. **No "U" Shaped Fuel Cells or non standard-shaped fuel cells.**
8. No Tungsten or similar weight allowed!
9. For the divisions that allow radios, no DIGITAL radios are allowed.
10. Data Acquisition is not legal on officially recognized race or practice days.

E. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and/or its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are

not limited to, lap penalties, position penalties, disqualification, suspension of license, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, or remainder of a season.

F. License Fee

1. In order to compete in any CRA Series for points awards or specified additional awards, drivers and car owners must purchase a Champion Racing Association license. An owner/driver must register a number with the series. Any licensee who permits another person to use his or her license or pit entry card will be subject to penalties.

G. Racing Rules

1. For the Super Series and All-Stars Tour, normal entry fee for each event will be a minimum of \$25 more per car, if filed after the deadline time printed on the entry form for the event. Non-member entries will be a minimum of \$50 more than member entry fees. For L. M. Sportsman and Street Stocks the normal entry fee will be \$15 less for members.
2. When supplied, teams are required to use uniform patches and car stickers in their designated and mandated position. Failure to do so may result in a minimum penalty of 10% of their purse for that event. Teams must also leave the top of windshield, front fenders and lower part of B-Pillars clear for use by Series sponsors decal stickers.
3. Normal CRA programs will consist of practice, qualifications, a possible last-chance race, and a feature. (.3 second breakout rule for all except Super Series & All Star tour).
4. Final session practice times may be used for qualification purposes for JEGS and Supers should unforeseen circumstance dictate the necessity during the event. Final session practice times may be scheduled in advance to replace traditional qualifying for the Late Model Sportsman and Street Stocks at select events.
5. Normal Super Series & All Star procedures call for the fastest twenty (20) cars in qualifications to be automatically transferred to the feature, to be lined up in order of the inversion drawn by the fast qualifier. Inversion draw can be a minimum of a Five (5), up to a maximum of a Ten (10) car inversion. Positions 21 - 22 will be the two owners highest in series points who have not yet qualified for the feature. Positions 23-24 will be the top two finishers from the last chance race.
6. Individual track promoters have the option to add additional starters to the feature race. These starters will be added to the feature according to qualifying times, series points or last chance race. These may be done at a reduced pay amount.
7. In the event that all cars qualifying for the event will make the event, the entire feature line-up will be by qualifications with the announced inversion.
8. If a promoter agrees to start all cars, above the previously announced number of starters, the field will be set on time with the appropriate inversion. For payoff purposes, the additional starters (at the reduced amount) will be the 2 slowest cars that aren't the 2 highest in points in qualifying positions 21 and slower.
9. A driver may qualify only one (1) car, and a car may be qualified only one (1) time for a race program. If a car is scratched following a successful qualifying attempt, a driver may qualify another car, provided that car has not yet qualified.
10. A driver, with his car, must either practice or qualify, to be eligible to start the feature. The only exception is with prior approval.
11. All driver changes must be reported to a series official prior to the race involved being called to the track. Any driver change prior to start will result in that car starting at the rear of the field.
12. No team may use a points-based starting position if they do not have a car in the pit area that is capable of competing.
13. Lineups for races and qualifying order will be posted in a conspicuous location. It is the responsibility of the driver to check his or her starting position and be ready to race when called for an event. Cars not ready to race may be placed at the rear of the starting lineup or disqualified from the event.
14. The starter may start any event whether all cars called are ready or not.
15. Any car that loses a wheel, has a hood or trunk lid come off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to disqualification at the discretion of the officials.
16. **Driver must remain with any disabled car to assist track removal.**
17. Officials may alter the rules or procedures at any time in the interest of fairness and/or safety.
18. Transponders must be on cars at all times when they are made available.

H. Eligible Owners & Point Standings

1. Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
2. 2016 point fund and contingency awards will be paid based on final owners point standings. Driver's standings will be kept for media and statistical purposes only.
3. Only legitimately earned points will be kept for car owners. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different

driver with a car previously ran by that team. (No longer will a team be able to put their number on another car without utilizing their regular driver) Once teams enter the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car.

4. All teams who enter a car and present it for competition, but fail to make a qualifying attempt will receive 25 points for their participation
5. The top teams from qualifying for the Super Series and JEGS Series will receive the following bonus points: 10-8-6-5-4.
6. Points for the feature results will be awarded in the following manner: 1st-100, 2nd-97, 3rd-94, with a 2-point drop per position to 26th and beyond being 50. The first car to not make the feature based on last chance race results or qualifying, will receive 49 points and each car beyond that one less point for each position. Heat races for support divisions will pay points in this manner: 10-8-6-5-4. Drivers must start the heat race to keep their starting position in the feature.
7. Any tie in the final point standings of any award will be broke by the highest number of wins, and if still tied, by the highest number of second place finishes, and so on, until the tie is broken.
8. Select points-earning events may be run for "Participation Points Only."

I. Rookie Eligibility

1. Drivers can apply for the rookie program if they have competed in no more than 45% events in one season. Any event where the driver does not complete 50% of the laps will not count towards their total races competed.
2. All rookie drivers must register and be approved by the series director.

J. Practice & Testing Guidelines

1. No Super Series or All Stars Tour team or driver may test at a given facility in the four days preceding a scheduled CRA points event, unless it is an officially sanctioned and announced open practice session. The penalty for a violation is that the driver may not start any better than 16th and no qualifying points or awards will be earned.
2. Inexperienced drivers, as determined by series director, may practice exclusively at any time prior to the event, if they have not raced at the facility before in this rules configuration and the facility is not a new track to the CRA schedule. This can ONLY be done with PRIOR event specific approval of the CRA series director.

K. Number Distribution

1. Teams that wish to reserve a number or start the season with their number from the previous season must purchase a license prior to January 1st, 2016. After that all numbers will be secured on first come basis with submission of Membership fee. No duplicate numbers. After sending in your paid membership you must call the office at 812-883-0455 to confirm your number. Number must be on racecar day of race and be legible. Numbers must be 24 inches high and 3 inches wide on doors and roof. A 6 inch high number must be placed in the upper corner of the windshield on the passenger side.
2. After the first race, duplicate numbers issues will be resolved with the number being used by the team with the most points. Letter designations allowed on temporary basis. Southern based teams may use an "S" designation at all times.

III FLAG RULES

A. Green Flag

1. At the beginning of each race, when the green flag is displayed, the track is "green all over" and all cars may commence racing at that time. On starts and re-starts, a driver must stay in their lane until reaching the finish line.

B. Yellow Flag

1. The yellow flag and lights signify caution, and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.
2. After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed or the red flag is displayed. Racing back to the line under caution will not be tolerated.
3. A pace car will likely be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.
4. Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution flag period.
5. Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.

C. Red Flag

1. The red flag and lights mean, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of position of cars on the track.
2. Pit crews may not service disabled or damaged cars on the racing surface during a red flag period.
3. Cars that pit during the red flag period must return to the tail of the field.

D. Black Flag

1. The black flag is a consultation flag, and indicates that a driver must take his or her car to the pits immediately for consultation with a series official. Scoring will stop on a car which is black flagged until the situation is rectified. Any driver who fails to heed the black flag after it has been displayed twice will lose two laps for every lap run from that point on. Any driver repeatedly ignoring the black flag may face suspension.

E. Layover Flag (Blue with diagonal stripe)

1. The flag is a courtesy flag, and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of officials.

F. Crossed Flags

1. When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.

G. White Flag

1. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.

H. Checkered Flag

1. When this flag is displayed, it signals drivers that the race has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

IV OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is made, such decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. Officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.
5. 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.
6. For support divisions, in the event of an excessive number of caution laps, officials may alter the weight requirement for fuel burn-off.

V SAFETY

1. Approved seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required. Sternum strap recommended.
2. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory for Super Series and JEGS Series for all tracks and Late Model Sportsman and Street Stocks on tracks ½ mile and larger (No Neck Collars). For Late Model Sportsman and Street Stocks at tracks under ½ mile, a suitable form of neck restraint is required (a neck collar at minimum). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place. **A strap type neck restraint is required for all series at all tracks.**
3. Helmet must be 2005 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
4. Approved, clean full driving suit and gloves for fire protection are mandatory.
5. Super Series and JEGS cars must have a working fire suppression system (preferred) or, at minimum, a driver accessible fire extinguisher. Sportsman and Street stocks are highly recommended to have at least a driver accessible fire extinguisher. Gauges for extinguishers must be easily visible for inspection.
6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
7. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece and be visible from the top. All lead weights must be securely fastened. Any lost weight may result in a \$10 per pound fine. No Tungsten or similar weight allowed!
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.

11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews. It must be located on the dash in the center in clear view, or must be mounted on roll bar behind driver within reach of window. "On" and "Off" switch must be clearly marked.
12. Numbers must be a minimum of 24" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
14. Roll cage must be constructed of 1 ¾" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell.
15. No part of any cooling system may be located in driver's compartment
16. Batteries must be securely fastened and mounted outside of driver's compartment
17. All cars must have an OBERG Vacuum Style (preferred) or ball valve type fuel shut off placed at the point the fuel exits the cell.
18. A driver that stops on the track should not get out of their car until safety crews arrive, unless a dangerous situation with fire exists.

VI SUBSTANCE ABUSE POLICY

A. Definition

1. Illegal drugs or substances are those substances defined and prohibited by local, state, and/or Federal laws.

B. General Prohibition

1. Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form by any participant in any CRA Series, either on a host track's grounds or in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc. All crewmembers and drivers are prohibited from being under the influence of alcohol during an event's scheduled activities.

C. Violations and Penalties

1. Any person found to be in possession of or under the influence of an illegal drug or drug substance on a host track's property, as defined above, or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, may be subject to penalties by the Champion Racing Association Series as follows:
 - a. Suspension from competition and eviction from host track property and denial of further entry to the host track for any CRA Series events for a period of time to be determined by series officials.
 - b. In the case of formal charges being filed in a court of law, upon notification to series Officials by the agency involved, the participant may be suspended from all forms of participation in any CRA Series until such time as the charges are fully adjudicated through the legal process.
 - c. In the case of a conviction by process of law, the participant may be prohibited from participating in any CRA Series events for a minimum period of one (1) year from date of conviction.

D. Appeal and Hearing

1. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by CRA, provided the suspended participant requests such a hearing, in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

E. Reinstatement

1. A participant suspended for violations of these rules, except in the case of persons charged with selling illegal drugs or drug substances, may, as the result of a decision reached through the hearing process, be reinstated if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed with the state, certifying that he or she is illegal drug independent, as a result of random and periodic examinations and urinalysis testing made at the request of Champion Racing Association officials.

F. Prescribed Drugs

1. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the director of competition prior to the participant's entry into series activities. Failure to notify will subject the participant to penalties as described in this section.

Race procedures will be distributed on race weekend by Series Director.

For administrative/procedural questions call:

Glenn Luckett 812-883-0455 / email luckett@cra-racing.com

For technical questions call:

Eddie Chew 317-439-3014 (after 5:15pm) / email eddiechew@cra-racing.com



2016 SPECIFICATIONS



IMPORTANT: Competitors **MUST READ** the "Additional Series/Track Rules" Section at the end for additional rules specific to a Track or Series.

A. Eligible Cars and Bodies Guidelines

1. All competing cars will be full-sized, stock American manufactured passenger car bodies. Current A-B-C Body Rules apply unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details. Also, no panels allowed extending top edge of doors. No under car panning outside of frame rails and no further than drivers' box front or rear of bottom of driver's seat. Any holes in body not being used must be covered and remain so during the race.
2. Rub rail are discouraged and may only be used if they are polycarbonate.
3. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum 1/2" gap around the exhaust pipe. Pipe must not protrude through door.
4. At all times, the ABC "A" measurement must maintain a min. length of 11.5 inches. Also, 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
5. The air box between the nose and radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead...air may only be directed to the brake rotors. **The duct work between the nose and the radiator may be no wider than 29" and may not be carbon fiber.**
6. Minimum Base Weight: 2750 lbs (see "Series/Track Additional Rules" section for additional weight breaks or penalties).
7. 58.0% Max. left side weight at all times (without refueling). For post-race total weight rules, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
8. 66 inch maximum tread width for all cars.
9. **Interiors must be steel or aluminum only.**
10. All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Issues discovered in pre-practice tech that are not fixed to satisfaction by pre-qual. tech will result in the loss of 1 qualifying lap.

B. Engines

Basic Engine Guidelines

1. **Use of any engine under 347 Cubic Inches will require a 50lb penalty.**
2. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback.
3. Engines may not be offset more than one inch (1") from centerline of car.
4. Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
5. Standard steel blocks only. No Carbon Compacted blocks of any type.
6. No Ford D3, SC, or other High Port heads. The following are the ONLY approved Ford heads: A, B, C, C3, and C35. These heads must remain unaltered other than porting and polishing. No altering of these heads will be allowed so as to change runner floor or roof height to raise port or ports, these heads will be considered high ports and are not permitted. Runner floor and runner roof heights must remain as manufactured from Ford.
7. No Overhead Camshafts.
8. A maximum 16 inch (O.D.) air element and housing must be used.
9. Carburetor restriction must be done with a solid plate or cone type system only, and may NOT be externally adjustable in any way. No adjustments may be made to the carb/restrictor package following qualifying. Teams will race with the same package they qualify with.
10. 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. **Starting in 2017, externally lightened blocks will receive a weight penalty to be determined, with the goal to eventually eliminate those blocks.**

9:1 Compression Engine 362 Max Cubic Inches/Cast Iron Block/ (This package may phased out in the near future)

1. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Officials.
2. Minimum valve angle: GM-18 degrees; Ford 9 degrees with 4 degrees valve center; and Mopar 12 degrees. (+/- 2 degrees)
3. Steel or aluminum cylinder heads.
4. Steel standard production crankshaft; balancing, lightening, stroking allowed.

5. Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.
6. Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carb height. No welded on spacers or air deflection devices allowed in intake. No part of carb spacer shall enter the intake.
7. 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time regardless of temperature. Booster bar may be removed from center of booster (max inside dia. of booster .473) and the booster may be tapered from the center seam down (booster must retain .700 length minimum) but all 4 boosters must be the same style. No other modifications are allowed on carbs.
8. 1" Maximum spacer allowed but cannot extend into manifold.
9. **8000 rpm max.**

Southern Super Parts Engine (SSPE)

Southern Super Parts Engine (May Be Claimed for \$21,000 + pulling fee)

1. Maximum Engine displacement is 362 cubic inches.
2. Maximum compression ratio is 11.5:1 with +.5 tolerance.
3. Any flat top piston permitted with 927 wrist pin and .043 x .043x 3mm ring package only. Pistons must not extend out of the top of engine block. Maximum racer cost of \$1400.00 per set.
4. Cast Iron engine blocks only.
5. Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 only.
6. Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250. Maximum advertised racer cost of \$1400.00
7. Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of \$1400.00 per set. No titanium rods permitted. Minimum rod weight 560 grams.
8. Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F Std 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 Std 225-SSPE. Must retain min. valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
9. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel.
10. No Titanium valve springs permitted. Maximum racer cost: \$425.00 per set. Titanium retainers permitted. Lock angles not specified.
11. Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum racer cost of \$700.00 per set. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm racer cost of \$1,500.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
12. Maximum 5 stage dry sump oil pump permitted. Max. racer cost of \$1,250.00.
13. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Max. racer cost of \$550.00.
14. Ignition System may only be Crane Cams Ignition part # 6000-6701. Mount on right side of car dials point out the passenger side. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Mandatory 8000 RPM Rev Limiter must be installed and fully functional. Absolutely no crank trigger pickups permitted.
15. Carburetor must be an unaltered 750 CFM 4779, 80528 Holley permitted. Carburetor must pass inspection at any time regardless of temperature. Maximum 1" carburetor spacer permitted on Ford motor only. Maximum 1/2" carburetor spacer permitted on Chevrolet motor only. Teams are required to bring a 1.350" carb restrictor that series officials may require to be used with this engine package. Details may be found on each event's entry form.

"Other Engines"

1. S.E.A.L. approved McGunegill, Hamner. Ford 374D and Florida SPEC "Sealed Engines" may also be used. **The 6 existing Ford 374D engines are grandfathered for the next two years. That package will be eliminated after that. No new Ford 374D engines may be built.** If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate

disqualification. Additional tech rules will apply. The maximum RPM is the series mandated 7600 for these engines. Rev limiting device must be operational at all times with RPM Dials securely covered. All Sealed engines must use the gauge legal, 750 carb as described in the SSPE section.

- The "ACE" Engine as commonly used in the ARCA Midwest Tour may also be used with a 750 carb as described in SSPE engine section. Series officials may add or subtract weight to ensure fair competition. **7600 rpm max.**
- Crate engines may also be used. Series officials may add or subtract weight to ensure fair competition. Cars utilizing crate engines must use the engine, carb and ignition specifications from the JEGS Series rules.

C. Fuel System

- Sunoco Purple 110 is the Spec fuel of the ARCA/CRA Super Series.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, 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 and loss of points.
- No electric fuel pumps or forced induction of any kind are permitted.
- No icing or cooling of fuel system.
- A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have 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.**

D. Ignition

- Battery powered ignition. Vehicle MUST start under own power.
- Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No Magnetos.
- All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
- All teams must only use **ONE** Crane Cams Ignition part# 6000-6700 (HI-6RC) and a Coil part# 730-0192 (PS92N), *mounted on a tray as specified at cr-racing.com.*

E. Suspension

- No fifth (5th) coil, or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. **Trailing arms must be solid, one piece construction with no moving parts, with one heim at each end of the trailing arm. Trailing arm mounts must also be solid and may not have the ability to move.**
- No cockpit, driver adjustments, other than brake bias.
- Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
- No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate D.Q. and suspension from series.
- One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.

F. Wheels and Tires

- Steel 10" wheels only. **Tires to be announced on the entry forms.**
- Bleeders are not allowed. Hidden bleeders will be checked for!!!**
- Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars that run the last chance race on qualifying tires will be allowed to change tires prior to the feature.
- 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.

G. Transmission, Driveshaft, Rear End

- Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
- A minimum of one reverse and two forward gears will be required.
- 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.
- No carbon fiber or nonstandard material clutches. **The minimum clutch diameter is 5.5".** No "slipper" or "centrifugal" clutches allowed.
- Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Drive shafts must be made of Aluminum or Steel only, and use no other materials (i.e. carbon fiber, etc).

H. Brakes

- Vehicle must be equipped with four-wheel hydraulic brakes.
- No carbon fiber rotors. **Only steel rotors are allowed (no titanium).**
- Brake fluid circulators permitted. Liquid or gas cooling not permitted.

I. Safety

- Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have the capability to monitor series race control with a scanner.
- Approved seat belts and double shoulder harness will be required, no older than three (5) years. A crotch strap will be required.
- 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.
- Helmet must be 2005 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
- Clean, full driving suit and approved gloves for fire protection are mandatory.
- Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
- Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
- 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.
- All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. Any lost weight will result in a \$10 per pound fine. **No Tungsten or similar weight allowed!**
- All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
- A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
- Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
- A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
- Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell. Main Frame rails must be a minimum of 2" x 3" rectangular steel.
- No part of any cooling system may be located in driver's compartment.
- Batteries must be securely mounted outside of driver's compartment.
- A working Fire Suppression system or driver accessible fire extinguisher is required. All cars must have an OBERG Vacuum Style (preferred) or ball valve type fuel shut off placed at the point the fuel exits the cell

OFFICIAL DECISIONS

- 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 on all participants.
- Any disagreement over technical questions or operations will be resolved by series officials. When decision is rendered, decision is final and binding
- 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.
- 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.

Additional CRA Rules Section

- Weight deduction for Crate Engines, per track, if any, will be announced on the event's entry form.
- Where a 750 carb is allowed for use, a team may also use a CRA gauge-legal 650, 390 or 500 2bbl. 9 to 1's may also use the 500 2bbl.
- 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 and including disqualification.
- All Competitors must read general rules section on pages 1-3.



2016 Rules



Important: All Competitors Must Read the General Rules Section on Pages 1-3

A. Eligible Cars and Bodies Guidelines

1. See Section "A" of Super Series Rules

B. Engines

Re-built engines must have the Sealed Engine Alliance Leaders (S.E.A.L.) seals from a re-builder on the S.E.A.L. approved list or carry a 25 lb penalty. Seals on all engines must remain in place and be unaltered.

The following engines may be used in competition:

GM #88958604 / Ford M06007-D347-SR / McGunegill Ford 425LM

1. The above engines must be raced as produced by the Manufacturer or within the rebuilder guidelines...EXCEPT WHERE NOTED IN THESE RULES.
2. The GM Engine may utilize 1.6 rocker arms, GM valve spring kit #12586484, Comp Cams valve spring kit #941-16, Champ Oil Pan # CP106LTRB, and may have the balancer replaced with an SFI approved aftermarket balancer. The GM Engine may use a 1" aluminum spacer with 1 paper gasket per side, not to exceed .065" thickness. Spacer must be open or 4 hole with NO taper or radius.
3. Teams that utilize an **UNALTERED, FACTORY** sealed GM Engine that does not exceed 435 horsepower on THE series approved Dyno, may deduct 50 lbs. This engine **MUST NOT** have any of the updates allowed in these rules and may **NOT** use the carb spacer outlined above.
4. The Ford D347 Engine may utilize the KEVKO Oil Pan and Pick-up #F201 & F201-1, as well as an SFI approved aftermarket balancer.
5. All Ford engines **MUST** use 1.5 rocker arms only.
6. All Engines must be located so the forward most spark plug is no more than four inches (4") from the center line of the upper ball joints.
7. Engines may not be offset more than one inch (1") from centerline of car.
8. Front center of crankshaft must have at least ten inches (10") of ground clearance.
9. No crankcase evacuation systems allowed.
10. 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

C. Carburetor & Fuel System

1. Holley 650 HP 4150-80541 is the only carburetor legal for use and it must remain unaltered from manufacturer. No epoxy or coatings of any kind.
2. The following list of tuning and replacement parts are permitted for use on the carburetor. Parts must be only genuine Holley replacement parts and must exactly match parts replaced: Jets, Bleeds, Needle & Seat, Emulsion Bleeds, Power Valves, Accelerator Pump Nozzles, Accelerator Pump Cam, and Carb Specific Floats (floats may be modified/angle cut)
3. A maximum 16 inch (O.D.) air element and housing must be used.
4. **Sunoco Purple 110 is the Official Fuel.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, 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 and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting that event, if a spec fuel is not announced.
5. No electric fuel pumps or forced induction of any kind are permitted.
6. No icing or cooling of fuel system.
7. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have 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 or non standard-shaped fuel cells.**

D. Ignition

1. Battery powered ignition. Vehicle **MUST** start under own power.
2. Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No Magnetos. One ignition box only.
3. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
4. Teams may only use the following ignition system: Crane Cams Ignition part# 6000-6700 (HI-6RC) and a Coil part# 730-0192 (PS92N), mounted on a tray as specified at cra-racing.com.
5. Rev limiting device must be operational at all times with RPM Dials securely mounted. Method of securing RPM limiting devices may be changed by officials. Ford Maximum RPM is 6300. Chevy Maximum RPM is 6400.

E. Suspension

1. No fifth (5th) coil, or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. **Trailing arms must be solid, one piece construction with no moving parts, with one heim at each end of the trailing arm. Trailing arm mounts must also be solid and may not have the ability to move.**
2. No cockpit, driver adjustments, other than brake bias.
3. Coil Springs and Spindles must be Steel. (Unless using the approved Coleman Spindle).
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities.
5. One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity

F. Wheels and Tires

1. Steel 10" wheels only. For standard points events the spec tires are Hoosier F40's on the left and F50's on the right.
2. Bleeders are not allowed. Hidden bleeders will be checked for!!!
3. Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars that run the last chance race on qualifying tires will be allowed to change tires prior to the feature.
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.

G. Transmission and Driveshaft

1. No quick-change transmissions or automatic transmissions will be permitted.
2. A minimum of one reverse and two forward gears will be required.
3. All transmissions must have a final gear ratio of 1 to 1 and no other gears may have a ratio numerically lower than 1.18.
4. Transmissions that utilize drop out features (i.e.: causing the disengaging of the cluster gear or auxiliary shaft) are **PROHIBITED**.
5. For transmissions using an external clutch, Super Series Rules apply to the clutch (See Section "G" Item #4).
6. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Drive shafts must be made of Aluminum or Steel only, and use no other materials (i.e. carbon fiber, etc).

H. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber rotors. Only steel rotors are allowed (no titanium).
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

I. Safety

1. See Section "I" of Super Series Rules

2016 Rules

Important: All Competitors Must Read the General Rules Section on Pages 1-3

Chassis Option and Base Weight Minimums:
(after race/qualifying without refueling)

Stock Clip with Standard Lower A-Frames 2775 lbs

*No Lower A-frame adjustments or Heim End A-Frames
 Add 25 lbs for Heim End A-Frames
 Add 25 lbs for Lower A-Frame Adjustable Chassis mount*

Stock Clip utilizing strut type suspension 2825 lbs

Manuf. Front Clip (w/ Stock-Type, non adjustable Lowers A's) 2800 lbs

*No Lower A-frame adjustments or Heim End A-Frames
 Add 25 lbs for Heim End A-Frames*

Manuf. Front Clip (w/ strut type suspension) 2850 lbs

Deduct 25 lbs for Non -Adjustable Frame Mounts

Manuf. Front Clip (w/ adj. A-Frame Mounts & Heim A-Frames) 2850 lbs

1. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
2. Maximum 58.0% Left Side weight at all times.
3. Maximum 58.5% Left Side weight for cars that utilize Full Perimeter Chassis (ie: Old Tour Type fabricated chassis or OEM frame) with a minimum of three door bars extending past the perimeter frame rails, or cars using Standard Crate Engines as used in JEGS/CRA All-Stars rules
4. Maximum 59.0% Left Side weight for cars that utilize Full OEM Stock frames from steering box mount to middle of rear axle (and use a stock type steering box - no rack, and 4 link suspension).

Suspension:

1. Base weights are with 5" coil springs front and rear. 2.5" springs may be used with a 25 lb penalty. Entire Spring must be 5" in diameter
2. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
3. Deduct 25 lbs for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
4. Aftermarket upper A-Frames allowed.
5. Base weights are for Steel shocks only. Aluminum Shocks may be used with a 25 lb penalty. One shock per wheel. No Canisters of any kind.
6. Maximum 8" wide steel wheels only. OEM, Floater or Quick Change rear ends allowed. If a Quick Change rear end is used, you must have a plate between the rear end and fuel cell.
7. Must have working brakes on all four wheels.
8. No fifth (5th) coil, or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. Trailing arms must be solid, one piece construction with no moving parts, with one heim at each end of the trailing arm. Trailing arm mounts must also be solid and may not have the ability to move.
9. Spec tires and usage rule, if any, to be announced at a later date.

Engine:

1. Engine must use cast iron block and heads.
2. No Dry-Sumps. Fords may use an external single stage pump, but the oil and sump must still be in the pan directly below the engine.
3. Headers allowed.
4. Aluminum intakes allowed.
5. Engine setback maximum 4" from a centerline between the upper ball joints (Strut-type, fab clip chassis must be max 2" setback for engines with rear mounted distributors/ 4" max for front mounted distributors).
6. Center of crankshaft must have a minimum 10" ground clearance.
7. Any two or four barrel carb allowed (no Predators).
8. Crate Engine usage must follow JEGS Series rules including carb and ignition box rules.

9. **Engine/Weight Combinations (to base weights above):**

Standard Approved Crate Package	Deduct 100 lbs
Crate Engine without current S.E.A.L. seals	Add 25 lbs
Engine 305 C.I. (+/- 5 C.I.)	Deduct 100 lbs
Engine 310 to 364 C.I.	Deduct 50 lbs
Sealed McGunegill (7200 rev limit) Steel Heads	Deduct 50 lbs
Aluminum Heads (excluding Crate)	Add 50 lbs
Engine over 410 C.I.	Add 50 lbs

Transmission:

1. OEM Style Transmissions (defined as standard style transmission with external, separate, clutch). External clutches must follow Super Series rules. ALL transmissions must have a working reverse gear.
2. Bert, Brinn or Falcon Type Transmissions are permitted as well.

Body:

1. Stock appearing bodies may be Aftermarket or OEM. Body should be ABC or similar stock appearing body. No outlaw, "Downforce", "Dirt Style" or square-sided bodies or body panels. Steel, Fiberglass or Plastic panels O.K. Standard 5-star or AR pavement short track noses, roof, and rear bumper covers must be used and may not be cut or altered. (Fenders, doors and ¼ panels MAY BE FABRICATED but must be similar in appearance to those produced by ARP/5Star for these rules).
2. All parts of car must be high enough to roll over scale ramps and scales freely.
3. Side windows may go no further back than 12" from the A-Post/Door corner and must go straight up at a 90 degree angle from the door.
4. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
5. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
6. Noses must be centered on car and no wider than 79.5".
7. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
8. The minimum roof height is 47", measured 10" from front windshield.
9. The maximum rear ¼ panel height is 34.5".
10. The maximum body width at any point is 79.5".
11. The rear deck should remain relatively flat side to side and front to rear.
12. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").
13. Rub rails may only be used if they are polycarbonate.

Additional Rules:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have 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.
2. The rules concerning material usage, such as carbon fiber, in the Super Late Model Section, apply to late model sportsman as well.
3. A collapsible steering column is highly recommended.
4. Radios are allowed. Drivers must use a Scanner to monitor race control or Spotter must use Scanner to monitor race control.
5. See General Rules Section on pages 1-3 for additional safety rules.
6. Officials may change any of CRA L. M. Sportsman rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.



2016 Rules

Important: All Competitors Must Read the General Rules Section on Pages 1-3

Chassis/Base Weight:

- Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
- 3100 lbs. base weight** minimum at all times, including after race with driver (no refueling after race). Max. left side weight is 57.0% at all times.
- Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
- Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Weight Jacks OK. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
- Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts. A min. of 3 windshield protection bars (min. 1/4" wide round stock) in front of driver are mandatory.
- No cage or body supports may run through the body or windshield.

Transmission:

- Standard Automatic transmissions w/ working torque converter... or an OEM manual transmission and min. 7.25" clutch.
- An aftermarket transmission with a 7.25" external clutch may be used with 75 pound penalty.
- Clutches must follow Super Series rules, and must be a min. of 7.25".
- Transmissions must have working reverse gear. Drive shaft loop is required.

Suspension:

- No Bump-Stops or suspension travel limiting devices. No coil binding.
- No aftermarket lower A-Frames (O. E. M. mounting towers only).
- No aftermarket or made for racing spindles Must be OEM style spindle.
- Standard aftermarket upper A-Frames may be used with a 35 lbs penalty. 25 lbs penalty for aftermarket mounting towers. No slider adjustable mounting towers.
- Factory or aftermarket trailing arms may be used. Must have single, non adjustable chassis mounting point only. Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other. Must be steel, non adjustable and utilize bushings welded into the trailing arm.
- No 3-Link or Panard Bar set ups.
- One shock per wheel. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable SHOCKS MUST ALSO BE ON A SERIES APPROVED LIST TO BE LEGAL!!! LIST IS PUBLISHED AT CRA-RACING.COM.
- Ford 9 inch rear ends OK. Rear Ends must be locked and utilize a spool, welded spider gears or an axle "plug" extension to lock the rear end. Cambered rear ends are not allowed. No Quick-change rear ends.
- Max. 78" tread width from outside to outside of tire at spindle height.
- Stock-type, steel brake calipers only. Brake caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all four wheels.
- Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
- Maximum 8" wide steel wheels only.
- Spec tires and usage rule, if any, to be announced at a later date.

Engine:

- Engine must be cast iron (block & heads). No Dry Sumps.
- Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
- Heads must be standard valve angle. NO shaft mounted rockers.
- Aluminum intake may be used with a 50 pound penalty.
- Headers may be used with a **25 pound penalty** (no 180's).
- Engines under 365 c.i. may deduct 50 lbs.
- Engines over 412 c.i. must add 50 lbs.

- CRA is developing and allowing the use of Chevy crate engine GM #88958604, unaltered, with original GM seals only. Left side and total weight breaks for specific tracks to be announced. Contact Eddie Chew for additional details.
- Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
- Exhaust must exit behind the driver and beneath car or under frame.
- 2 or 4 barrel carburetors only. No Demon/Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

Body:

- No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, Cutlass, and Camaro bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines may not be used or must get prior approval before building.
- An aftermarket firewall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
- Cars must have factory steel roof (A,B,C pillars considered part of the roof) and factory upper portion of rear 1/4 panels. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance. No "Dirt Style" bodies or components allowed.
- The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening. Cars with this roof will receive a left side weight penalty of 1%. They may only race at 56% maximum left side weight.
- Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
- Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections).
- Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
- Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
- Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
- Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
- Minimum roof height with standard roof rake is 48 inches.
- No spoilers allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty.
- All parts of car must be high enough to roll over scale ramps and scales freely.
- Rub rails may only be used if they are polycarbonate.

Additional Rules:

- A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
- A collapsible steering column will be required for 2017 and beyond.
- No Carbon Fiber use of any kind, other than personal safety devices.
- Radios Not Allowed. Drivers MUST use a scanner to monitor race control.
- See General Rules Section on pages 1-3 for additional safety rules.
- Officials may change any of the CRA Street Stock rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.