

Revised 2-1-22

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

1 CONDUCT

- 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.**
- General appearance of drivers and crews must be neat and clean looking.
- 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.
- Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.
- 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.
- 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.
- 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.

11 COMPETITION RULES

A. Finishing Positions

- Finishing positions will be determined according to the most laps completed (including those earned through announced race procedures) in the least time, regardless of whether the car is running.

B. Finishing Position Protest

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

C. Inspections, Mechanical Protest

- 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.**
- 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.
- 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.
- 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. An engine protest that requires an engine teardown (as determined by the chief technical inspector), requires a \$1000 protest fee.

- Post-Race Body infractions are the responsibility of the tech inspector and protest of them are not allowed.
- A protest may only be filed by a competitor in the same feature race.
- Officials have the right to confiscate and keep any illegal parts or components.
- Alcohol is not allowed in the post-race technical inspection area until all cars have cleared technical inspection.
- Lab testing of tires may be done at any time.

D. Common Technical Rules

- 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!!!**
- Bleeders are not allowed. Use of tire softening or altering agents is not permitted. Use of such substances will result in immediate disqualification.
- Tires may not be altered in any fashion including grooving or siping.
- Vehicles must have 4-wheel hydraulic brakes.
- 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 ONE adjuster for brakes.
- Carburetor restriction must be done with a solid plate or cone type system only, and may not be externally adjustable in any way.
- One Ignition Box Only.
- No "U" Shaped Fuel Cells or non-standard shaped fuel cells.
- No Tungsten or similar weight allowed!
- For the divisions that allow radios, no DIGITAL radios are allowed.
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- Air Jacks may not be used during a break or pit stop during a race.

E. Penalties

- 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, indefinite or remainder of a season.

F. License Fee

- 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. The listed owner must be the same entity who receives the purse check.

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 \$100 or up to 10% of their purse for that event. Teams must also leave the top of windshield, front fenders and first 12" of the door for use by Series sponsors decal stickers (subject to penalty above if not the color/dimensions supplied by Series). Select windshield sticker and fender/door decals may be absolutely required to participate in an event.
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 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 from the time registration starts, must be reported to a series official prior to that driver taking to the track. Any driver changes prior to start of a race and after qualifying 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/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. 2022 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."
9. The final four scheduled races will be utilized as the playoffs or "Chase". Prior to the start of the final four races, the top 8 teams in wins (then points) that have attended 70% of the points events are eligible for the Chase. Prior to the season's LAST event, the regular season points champion and the top 3 CHASE TEAMS in Wins (then points) during the CHASE and were at all CHASE events, will race for the season's championship, with the highest finishing team in that event declared the season's champion.

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 completed.
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. Only registered Series Rookie drivers and very inexperienced drivers, as determined by the 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.
3. Race day private testing is not allowed in the L. M. Sportsman and Street Stocks.

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 31, 2022. 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 number issues will be resolved with the number being used by the team with the most points.

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 a red flag period will restart at 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 (or that segment) 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 or were not 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 or different 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 are required, no older than five (5) years or within set specific expiration date. A crotch strap is required. Sternum strap recommended.
2. 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 2010 Snell standard or better (2015 Recommended) and have sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets).
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 3/16" aluminum 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. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.

13. 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.
14. No part of any cooling system may be located in driver's compartment.
15. Batteries must be securely fastened and mounted outside of driver's compartment
16. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed at the point the fuel exits the cell. All rear deck lids must be secured with a quick release type of pin or fastener.
17. 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 6:00 pm) / email eddiechew@cra-racing.com



2022 Super Late Model Specifications & Guidelines

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

- All competing cars will be full-sized, stock American manufactured passenger car bodies. 2018 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' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 1/2" and the maximum width of frame is 53 1/2". Any holes in body not being used must be covered and remain so during the race. The Five Star Next Gen body has been approved for competition. The AR Revolution body is NOT permitted
- 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch of straight-line deflection and must be smooth, no bead rolls or breaks.** Front nose valance may only be a single layer and may only be a maximum 3/16" thick and may be only a maximum of 3" tall and may not cover any of the grill screen.
- Rub rail are discouraged and may only be used if they are polycarbonate.
- 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.
- At all times, for original ABC bodies, 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. Measurements strictly enforced!
- The air box between the nose and radiator may have no pieces wider than the radiator. 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. No cool down units, pumps, exotic fans allowed.
- 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. **Only one naca-duct in the left or right quarter window for helmet blower only.**
- 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). Only exception is that tape MAY be used on the radiator grill opening and brake ducts in the nose.
- Window tint of any kind will not be allowed on windows or spoilers.
- Titanium, Inconel or exotic metal are not allowed for use in any way on the race car. No hollowed-out bolts of any kind on suspension components.
- 66-inch maximum tread width for all cars.
- Interiors must be steel or aluminum only.
- See minimum chassis eligibility and requirements**
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days. No digital dashes allowed. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.
- Scoring transponders must be placed in the series designated location.
- 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-qualifying tech will result in the slowest of the two qualifying laps be used for qualifying time.
- Minimum Base Weight: **2800** lbs (see "Series/Track Additional Rules" section for additional weight breaks or penalties). 58.0% Max. left side weight at all times (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.
- Minimum/ Maximum Nose Height will be: Minimum nose, body and frame height is 4" and Maximum of 8". (While in tech for the purposes of tech inspection)

B. Engines

Basic Engine Guidelines

- 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.
- Engines may not be offset more than one inch (1") from centerline of car.
- Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
- Standard steel blocks only. No Carbon Compacted blocks of any type.
- A maximum 16-inch (O.D.) air element and housing must be used.

- 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.
- 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.
- Externally lightened blocks will receive a 25-50 lb total weight penalty.
- All oil pumps must be mounted to front of the engine.

Southern Super Parts Engine (SSPE)

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

- Maximum Engine displacement is 362 cubic inches.
- Maximum compression ratio is 11.5:1 with +.5 tolerance.
- Any flat top piston permitted with 927 wrist pin and 1mm x 1mm x 2mm ring package only. Pistons must not extend out of the top of engine block. Max. racer cost of \$1500.00 per set.
- Cast Iron engine blocks only. No lightened blocks.
- 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 or 2892 only.
- 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 \$2200.00
- Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of \$1600.00 per set. No titanium rods permitted. Minimum rod weight 540 grams.
- 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 227-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.
- 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.
- No Titanium valve springs permitted. Maximum racer cost: \$500.00 per set. Titanium retainers permitted. Lock angles not specified.
- Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum racer cost of \$750.00 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 \$1,600.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
- Maximum 5 stage dry sump oil pump permitted. Max. racer cost of \$1,500.00.
- 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 \$700.00.
- Mandatory 7800 RPM Rev Limiter must be installed and fully functional, per these rules. Absolutely no crank trigger pickups permitted. **RPM limit subject to reduction in 2022.**
- 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.

"Other Engines"

- 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 another year. That package will be eliminated in the near future. 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. NO Internally lightened blocks.
- 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. 7800 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 **National Pro Series rules, without restrictors.**

C. Fuel System

- See individual series for their specific spec 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.

2. No electric fuel pumps or forced induction of any kind are permitted.
3. No icing or cooling of fuel system.
4. 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

1. Battery powered ignition. Vehicle MUST start under own power.
2. Max. 16 Volt Battery. Car must be able to start with a 12-volt battery. No Mags.
3. **The Nelson Specialties SFI harness or the Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed.** No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.
4. **One Crane/Fast Ignition part # 6000-6701 or JMS - Daytona Sensors' part # 6000-6701K only as produced and mounted on right side of car dials pointed out the passenger side on original plate. The mag positive & negative shall be a maximum length of 62 inches. This set up may be swapped out by officials at any time.**
5. **No Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner may receive a lifetime ban from all events.**

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. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
2. The wheelbase difference from left to right may not exceed 1/2 inch.
3. No driver adjustments other than ONE adjuster for brakes.
4. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
5. One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.
6. Maximum one coil spring and one bump spring associated with each wheel.

F. Wheels and Tires

1. Steel only 10" wheels, lug nuts and studs.
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, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
2. A minimum of one reverse and two forward gears will be required.
3. 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.
4. No carbon fiber or nonstandard material clutches. **The minimum clutch diameter is 5.5".** No "slipper" or "centrifugal" clutches allowed.
5. 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).
6. 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**

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.
4. **Two hoses per brake, with a maximum 3" flexible hose to the brake and the hose must attach to a spindle duct only.**
5. **Fans, ducts or hoses to the rear brakes will not be permitted.**

I. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have scanner to monitor race control.

2. Approved seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.
3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be 2010 Snell standard or better (2015 Recommended) and have sticker visible for inspection. Full-face helmets required. Only Snell S. A. helmets will be allowed (No "M" rated helmets).
5. **Professional manufactured aluminum racing seats with a SFI rating is highly recommended. The Kenny's Components JL1 seats are approved if bolted in 6 locations with a minimum of 3/8 bolts, but any other carbon fiber seat must have prior approval and may be required to have a minimum SFI rating of 39.2.**
6. Clean, full driving suit and approved gloves for fire protection are mandatory.
7. 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.
8. 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.
9. 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.
10. 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. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$1500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team.
12. 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.
13. **Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.**
14. 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.
15. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield.
16. No part of any cooling system may be located in driver's compartment.
17. Batteries must be securely mounted outside of driver's compartment.
18. A working Fire Suppression system or driver accessible fire extinguisher is required. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed at the point the fuel exits the cell.

OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding.
2. Any disagreement over technical questions or operations will be resolved by series officials. When decision is rendered, decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.

Additional CRA Rules Section

1. All Competitors must read general rules section on pages 1-3.
2. Weight deduction for Crate Engines, per track, if any, will be announced on the event's entry form.
3. 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.
4. **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.
5. 9 to 1 Engines may be used. Must contact Chief Technical Inspector for guidelines.
6. Unless otherwise specified on the entry form, the spec tire will be Series Designated Hoosier F45 left and F50 right.
7. Sunoco Purple 110 is the exclusive and Mandated Spec Fuel. The only other fuels allowed will be the standard racing fuel used at the track hosting that event, if the spec fuel is not available.
8. **CRA will also allow use of the MSD 6427 6CT Ignition Box.**
9. **CRA protest and penalty rules and decisions supersede national rules for CRA events.**



2022 National Pro-Late Model Rules

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

*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such 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. Speedway rules 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.

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

*Unsportsmanlike-like conduct can carry a minimum \$500.00 fine and/or suspension.

*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.

*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.

*Any issue that is discovered in pre-practice tech that is not fixed to officials' satisfaction by pre-qualifying tech will result in the loss of one qualifying lap.

General / Weight:

1. Minimum weight 2800. All specified weight requirements will be with gas, oil, water and driver prior to racing. 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.
2. Maximum left side weight will be 58.0 percent at all times without fueling.
3. Added weight must be in block form of no less than five-pound blocks (no pellets). Dislodged weight cannot be returned to car for weighing after race. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No Tungsten or similar weight allowed! Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$1500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team.
4. Titanium or exotic metals are not allowed anywhere on car for use unless specified.
5. Added weight must not be used as panning or aero advantage.
6. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
7. No hollowed-out bolts of any kind on suspension components.

A. Frames: (See minimum chassis eligibility and requirements)

1. Straight rail, perimeter and OEM front clip frames permitted.
2. No chassis adjustment from inside car except for brakes.
3. Frame and roll cage, including weight box, must be inside of left front and left rear tires.
4. No types of under-body air deflectors or panning allowed. All air for brake blowers or coolers in the engine compartment must be pulled thru 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. No reverse naca-ducts.
5. No under car panning outside of the frame rails and no further than drivers' tub front or rear at the bottom of the frame and lead cannot be used as panning or aero advantage.
6. Maximum drivers tub length is 52 ½" and the maximum width of frame is 53 ½" on any chassis and No panning of any kind may extend rearward beyond the rear edge of the driver's tub.

B. Engines:

1. Unaltered GM # 88958604 / 88869604 with factory seals only will

receive a 25 lb. weight break.

2. GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms, Comp Cam valve springs #941-16 (**inner spring removed**), Champ oil pan # CP106LTRB and Balancer.
3. Ford # M06007-D347-SR with 1.5 rockers.
4. McGunegill Ford # 425LM with 1.5 rockers.
5. Crate engines may be refreshed, but must retain all manufacturers' specifications unless specified. No reground cams. Maximum compression on all engines 10.0. 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. Only the top five drivers finishing a race, their crew chief or owner may protest a crate engine from a driver finishing the race ahead of the protesting Driver. The protest will be limited to one car and must be made within 10 minutes after completion of the feature event with the cash only protest fee to the Tech Director. The protest fee will be \$1500 Plus \$250 Track Fee. The protest fee will not be accepted should Officials determine the protest fee has been made on someone else behalf or the fee is from more than one party. Failure to accept protest will result in the driver being claimed forfeiting all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again.

C. Ignition:

1. One Crane/Fast Ignition part # 6000-6701 or **JMS – Daytona Sensors' part # 6000-6701K** only as produced and mounted on right side of car dials pointed out the passenger side on original plate. 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 6300-RPM for all Ford options and 6500-RPM for both Chevy.** This set up may be swapped out by officials at any time.
2. **The Nelson Specialties/ SRL harness or the Quick Car part number #50-2053 spec wiring harness is mandatory. All wiring must be sealed. No unplugged wiring.**
3. One battery permitted. Maximum 16 volt and mounted securely outside of driver's compartment.
4. NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner **may** receive a lifetime ban from all events.

D. Carburetor/Spacer/ Air Cleaner:

1. Holly 650 HP 4150-80541 four-barrel with no alterations allowed.

2. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.
3. Any attempt to pull outside air other than down through venturis is not permitted.
4. A minimum of two return springs is required. Throttle stops recommended.
5. Unaltered 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.
6. **All rebuilt engine options must be equipped with a one piece, 1/2" thick, adjustable base plate produced by Allstar Performance or DAY Racing Products PN# ALL26180 equipped with four 1.250" base plate inserts PN# ALL26186 produced by Allstar Performance with 1 paper gasket per side not to exceed .065" in thickness. Base plates & inserts must NOT be altered.**
7. Air cleaner maximum diameter of 16-inches and cannot be removed at any time and may not be sprayed or soaked with any type of chemicals or liquids. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.
8. No heat shields or any other type of hot air deflection device or airflow deflection device allowed in engine compartment.

E. Engine Placement:

1. Measured from the center of #1 spark plug hole to the center of the top ball joint with in ¼" tolerance is 4" inches.
2. Engine must be in center of frame with 1" tolerance.
3. Center of crankshaft to ground clearance 10".

F. Exhaust:

1. Any type single flange steel tubular header will be permitted, No Inconel permitted. Exhaust system must exit behind driver. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door and no more than ½ gap around pipe.
2. 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.

G. Cooling System:

1. All cars must have catch can or hose to exit at windshield.
2. Water only must be used in cooling system. Any additive to water, i.e., Water Wetter, must first be approved by a Speedway Official. Any driver found using unapproved coolants must pay a \$100 fine before driver can compete at Speedway.
3. The duct work between the nose and the radiator may be no wider than 29" and may not be carbon fiber. The standard opening for the grill screen area, as approved for manufacturer's production, must be maintained at all times. Only ABC manufacturer's standard mesh screen may be used for the radiator opening in the nose.
4. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels except front grill screen and front brake ducts (unless approved for repairs).
5. No cool down units, pumps, exotic fans allowed. If you have to ask it's not legal.

H. Transmission/Clutch:

1. Must have transmission with at least two forward and one reverse working gear. Jerico type transmissions permitted. **Winters Aluminum Raptor Part # 60200 or Magnus / Integrity Transmissions sealed "Muncie Style" 2 Speed part #13100 transmissions will receive a 25-pound weight break. Both transmissions will only be allowed low gear ratio options between 1.35 to 1.73 (no modifications, lighting or polishing allowed). Any unsealed transmission will be subject to disassembly for inspection.**

2. No Rankin or direct drive type, quick-change or automatic transmissions permitted.
3. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 ½" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal.
4. Clutch housing assembly or cover may be made of steel or aluminum.

I. Spindles:

1. Aftermarket steel spindles permitted. **(Exception: approved Coleman Spindle with aluminum arms)**

J. Brakes/ Brake Cooling:

1. Front and rear disc brakes mandatory. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
2. Only cast steel rotors will be permitted.
3. No carbon fiber, fiberglass or titanium brake parts allowed.
4. All air intakes must be routed either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake **and the hose must attach to a spindle duct only.**
5. **Fans, ducts or hoses to the rear brakes will not be permitted.**

K. Wheels / Tires:

1. Only 10" Racing steel wheels, steel studs and steel lug nuts allowed and must have decal with correct car number.
2. No Air bleeders permitted.
3. No blowers or hoses will be allowed to blow air on tire or wheel.
4. Hoosier Designated Tire Only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
5. Maximum tread width allowed is 66" (No Tolerance).

L. Shocks / Springs:

1. One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.
2. Maximum one coil spring and one bump spring associated with each wheel.
3. Steel Coil over or bucket type springs permitted only. No titanium, air or carbon fiber.

M. Rear-ends/Drive Shaft:

1. **Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover, with a spool and minimum 8" ring gear are the only type of rear-end allowed.**
2. No Independent rear suspension.
3. No fifth (5th) coil, torque arm 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.
4. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
5. **Minimum wheelbase of 101"** and a difference from left to right may not exceed ½ inch.
6. Steel or Aluminum drive shaft only and must be painted white or silver. No carbon fiber wrapped in aluminum.
7. Minimum of one 360-degree loops, 1" x 1/8" steel.

N. Fuel System / Cell:

1. Track fuel required. This will be the only fuel permitted to be used and must be unaltered. Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. Use of such substances or additives will result in immediate D.Q.

2. Manual, block mounted stock type fuel pumps only. No electric fuel pumps.
3. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment.
4. Fuel cell mandatory, maximum 22 gallons vented with maximum 1" vent to outside left rear of body. No "U" Shaped Fuel Cells or non- standard-shaped fuel cells. OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV is Mandatory.

O. Body:

1. Refer to CURRENT ABC Rulebook for all body rules and all panels must have ABC stickers. The Five Star Next Gen body has been approved for competition. The AR Revolution body is not permitted.
2. Minimum/ Maximum Nose Height will be: Minimum nose, body and frame height is 4" and Maximum of 8". (While in tech for the purposes of tech inspection)
3. At all times, the original ABC bodies "A" measurement must maintain a min. length of 11.5 inches and 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at center and up to the hood seam. Only ABC manufacturer's standard grill screens may be used for the radiator opening in the nose.
4. No panels allowed extending top edge of doors. The car body must be acceptable to Speedway Officials at all times. No car will be allowed to start a race without a full body.
5. **12-inch A-pillar vent windows are mandatory with a maximum of 1-inch of straight-line deflection and must be smooth, no bead rolls or breaks.**
6. Front nose valance may only be a single layer and only be a maximum 3/16" thick and may be only a maximum of 3".
7. Window tint of any kind will not be allowed on windows or spoilers.

P. Interior / Safety:

1. Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
2. Car may have an installed dash panel with optional gauges. No digital dashes will be allowed.
3. Cellphones, Watches or Bluetooth devices will not be allowed at any time, this is an automatic disqualification.
4. No in-car timing devices during competition. No driver adjustments in car other than one brake bias adjuster allowed.
5. **Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.**

6. Quick release steering wheel is mandatory. Center top section steering post must be padded with at least 2" of padding material.
7. All roll bars surrounding driver must be padded. Padding must be acceptable to Speedway Officials.
8. **Professional manufactured aluminum racing seats with a SFI rating is highly recommended. The Kenny's Components JL1 seats are approved if bolted in 6 locations with a minimum of 3/8 bolts, but any other carbon fiber seat must have prior approval and may be required to have a minimum SFI rating of 39.2.**
9. SFI/FIA 5-point harness and window net required; net must release at top left corner. No older than 5 years old.
10. Rear view mirror permitted inside of car only.
11. Approved SFI/FIA helmet and fire suit, shoes and gloves required any time vehicle is on racing surface. Nomex head sock highly recommended.
12. SFI/FIA Head and neck restraint will be mandatory.
13. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
14. **Only one naca-duct in the left or right quarter window for helmet blower only.** No reverse naca-ducts.

Q. Sway Bars:

1. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Helm joints may be used for attaching the sway bar arms to the lower control arms.

R. Late Model Rule Enforcement:

1. The Chief Tech Inspector shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than stipulated.
2. any variance of these rules by participant that may ultimately led to a reduction in safety, or an increased risk, to any participant, shall be exclusive responsibility and liability of party or parties responsible for the variance. The management of the speedway and the promoters shall not be responsible or liable for rules as provided.
3. Officials reserve the right to confiscate the parts.

<i>Additional CRA Rules Section</i>	
1.	All Competitors must read general rules section on pages 1-3.
2.	CRA will also allow use of the MSD 6427 6CT Ignition Box.
3.	CRA protest and penalty rules and decisions supersede national rules for CRA events.
4.	Bert and Brinn transmissions may be used in 2022 with a 25lb weight break but may not be eligible for use in 2023.

SUPER AND PRO LATE MODEL NATIONAL MINIMUM CHASSIS ELIGIBILITY AND REQUIREMENT

(CRA Requirement Date 2022 TBA)

A. Frame:

1. All chassis components must be made of magnetic steel and welded. The chassis must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded and have a minimum overall height of 39". Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.
2. Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing minimum 2" x 3", with a minimum wall thickness of .083" (recommended .120"). All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 53 1/4", and 50" minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container, and must not exceed the length of the frame rail.
3. Front sub-frame rails must be a minimum of 2" x 2" by .065" on the front clip from the front of the A-frame forward.
4. Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell.

B. Roll Bars:

1. At a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness. Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.

C. Basic Roll Cage:

1. The main roll bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail.
2. The distance from the center of each of the front roll bar legs to the center of the main roll bar must not measure less than 40-1/2". Each of the front roll bar legs must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be constructed from a continuous length of tubing.
3. The halo must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length and remain parallel within 1-inch to the main frame rails with a minimum height of 38". The outside-to-outside width of the halo must be a minimum of 28" front to rear and a minimum of 25" from side to side.
4. The main roll bar diagonal bar must be made from a minimum of round steel DOM tubing 1-1/2" by .090" (.000 tolerance) minimum wall thickness and must form a straight line, with no bends and must begin near the upper left and or right bend of the main roll bar and after intersecting the horizontal shoulder bar, should be supported from that point down to the main sub frame.
5. The dash panel bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 16-1/2" above the main frame rail.
6. The door bars must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness on the left side, must have a minimum of three (3) bars (Design A) or minimum of four (4) bars (Design B) equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top left side door bar minimum height must be a minimum vertical height of 18-7/8 inches from the top of the main frame rails. Left side door bars must be convex in shape and convex outward past the main frame rail. The left side door bars must have a minimum of six (6) vertical supports with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4" by .090" (.000 tolerance) minimum wall thickness

magnetic steel seamless round tubing. All door bars must be plated from the top door bar to the frame rails.

Design A (3 door bars) - minimum 0.090" solid steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

Design B (4 door bars) - minimum 0.062" (1/16") steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.

7. Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" (.000 tolerance) with a minimum height of 15", maximum of 20 1/2" and one diagonal bar of 1-1/2" x .065".
8. The left side vertical vent window bar must be made from a minimum of round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be welded from the upper surface of the top door bars on the left side to the front roll bar legs.
9. The two rear down support bars must be made from round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top and connects with the sub frame.

D. Driver's box and foot box:

1. The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in.
2. The left side of driver's foot box must be plated with a minimum plate of 9" high by 12" long and a minimum .090" thickness steel plate and welded in place to protect the driver's feet.
3. Behind the driver's seat must be plated with a minimum .090" thickness steel plate, at minimum 10" tall by 12" wide and welded in place.
4. **The driver's foot box must be made of steel and welded in place.**

E. Fuel and Fuel Cell:

1. Fuel cell must be mounted in a minimum structure of 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance).
2. The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
3. If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.
4. The bottom support frame must be constructed using a minimum of two (2) straps, 1 1/2" x 0.125" minimum thick magnetic steel or 1" x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance). These supports must be welded to the fuel cell front and rear cross members. The support straps must extend down the front and rear equally spaced and under the fuel cell container.
5. A reinforcement plate of not less than 11 gage aluminum (.125" thick) flat plate must be installed in front will be mandatory and behind the fuel cell container is highly recommended. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (minimum 3/16' diameter bolts) with two (2) bolts on each side.

F. Bumpers:

1. Nose/front bumper, tail/rear bumper cover must be a minimum 1.250" x .065" OD steel tubing. All supporting substructure must be constructed of a minimum 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083".

G. Chassis Right Side Body Bars:

1. Chassis right side door bars commonly called the outrigger or the kick-up bar supporting structures must be a minimum 1.250" x .065" OD steel tubing only. All supporting substructure must be constructed of a minimum 3/4" x .065" wall round or square steel stock.



2022 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 w/ Standard Lower A-Frames (nonadjustable mounting points)	2750 lbs
Stock Clip utilizing strut type suspension	2825 lbs
Manufactured Front Clip	2850 lbs

(Items below apply to ALL Clip types)

Use of 5" Standard Springs	deduct 25 lbs
Steel Shocks	deduct 25 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. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
2. Deduct 25 lbs for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
3. Aftermarket upper A-Frames allowed.
4. One shock, one coil spring and one bump spring per wheel. No Canisters of any kind. Bump spring pre loaders are not allowed.
5. Teams utilizing 4 shocks from the APPROVED Economy Shock List on the CRA website may deduct 50 lbs. (under TECH tab at cra-racing.com.)
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. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
9. Economy Suspension Package: Teams may deduct 100 lbs for using only one non-adjustable AFCO 21 Series Shock per wheel (or ShadyBowl Specific LM Shock, or shocks from CRA Economy Shock List) AND no bump springs, bump stocks, coil binding or chassis stops of any kind. Will be checked at a minimum, by putting front tires on ½" blocks and nose or cross member must touch the ground. Only one 360 degree spring rubber permitted per wheel.
10. The Standard Spec tire is the Hoosier D800.

Transmission/Rear End:

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.
3. Cars must utilize a working locked rear end (i.e. a spool or similar).
4. Teams using an aluminum case, internal clutch transmission (i.e. Bert/Brinn/Falcon) the SPEC Magnus sealed "Muncie Style" 2 Speed Transmission part #13100, **or unaltered standard 3 or 4 speed Saginaw or Muncie transmissions may deduct 50 lbs.**

Engine:

1. Engine must use cast iron block and heads.
2. 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 and aluminum intakes allowed.
4. 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).
5. Center of crankshaft must have a minimum 10" ground clearance.

6. Any two or four-barrel carb allowed (no Predators).
7. **CRA Super or Pro Ignition system required for any package with rpm limits.**
8. Crate Engines must follow JEGS Series rules including carb and ignition box.
9. **Engine/Weight Combinations (to base weights above):**

Standard Approved Crate Package (w/JEGS Series Restrictors)	Deduct 50 lbs
Box Stock 604 Factory Sealed & Unaltered (w/o CRA updates)	Deduct 75 lbs
Box Stock 602 Factory or CRA Sealed & Unaltered	Deduct 125 lbs
Aluminum Heads (excluding Crate)	Add 50 lbs
Dry Sump Engine	Add 50 lbs

Additionally, For Track ½ Mile or Larger

Engine under 364 C.I. (excluding Crate)	Deduct 50 lbs
Sealed McGunegill (7200 rev limit) Steel Heads	Deduct 50 lbs
Engine over 410 C.I.	Add 50 lbs
Standard Approved Crate Package (w/JEGS Series Restrictors)	Deduct 100 lbs
Box Stock 604 Factory Sealed & Unaltered (w/o CRA updates)	Deduct 125 lbs
Box Stock 602 Factory or CRA Sealed & Unaltered	Deduct 175 lbs

Body:

1. Except where specified below, this division will use rules 1-14 under the "Eligible Car and Body Guidelines" in Section "A" of the Super Series rules.
2. 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, Aluminum, 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). The Five Star Next Gen body has been approved for competition. The AR Revolution body is NOT permitted
3. All parts of car must be high enough to roll over scale ramps and scales freely.
4. 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.
5. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
6. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
7. Noses must be centered on car and no wider than 79.5".
8. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
9. The minimum roof height is 47", measured 10" from front windshield.
10. The maximum rear ¼ panel height is 34.5".
11. The maximum body width at any point is 79.5".
12. The rear deck should remain relatively flat side to side and front to rear.
13. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").
14. Rub rails may only be used if they are polycarbonate.
15. 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). Only exception is that tape MAY be used on the radiator grill opening.

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.

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

Chassis/Base Weight:

1. Cars must utilize street-type American chassis (1965 or newer). 105" min wheelbase.
2. **3200 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. No weight may be mounted on, or added to, any moving parts.
3. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
4. 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.
5. 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.
6. No cage or body supports may run through the body or windshield.

Transmission:

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

Suspension:

1. No Bump-Stops or suspension travel limiting devices. No coil binding. Nose height must be a minimum of 4" at ALL times (untouched after race included).
2. No aftermarket lower A-Frames (O. E. M. mounting towers only).
3. No aftermarket or made for racing spindles Must be OEM style spindle.
4. 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.
5. 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. Lower trailing arms must be no longer than 22" and upper arms must be no longer than 11.5" (1" tolerance on both without weight penalty). 50lbs per inch over tolerance weight penalty)
6. No 3-Link or Panard Bar set ups (even if they were stock for chassis).
7. **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 THE **UPDATED** SERIES APPROVED LIST TO BE LEGAL!!! LIST IS PUBLISHED AT CRA-RACING.COM.
8. 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 without weight penalty. No Quick-change rear ends. **Rear axles must be the same diameter.**
9. Max. 78" tread width from outside to outside of tire at spindle height.
10. Stock-type, steel brake calipers only. Caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all 4 wheels.
11. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
12. Maximum 8" wide steel wheels only.
13. Other than Bristol, the 15" Hoosier Comanche is the standard spec tire for this division.
14. Built-in air jacks are not allowed.

Engine:

1. Engine must be cast iron (block & heads). No Dry Sumps.
2. Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
3. Heads must be standard valve angle. NO shaft mounted rockers.
4. Aluminum intake allowed with NO penalty.
5. Headers may be used with NO PENALTY (no 180's or over the top headers).
6. Economy Engine Package: Engines under 365 c.i. with max compression of 10.5 to 1, **Valve Spring Pressure can't exceed 100 lbs closed and 270 lbs open, 1:5 roller rockers max ratio** and max rpm of 7000 rpm deduct 100 lbs on 1/2 mile or larger tracks (LOR Excluded)

7. On Tracks 1/2 mile or larger (excluding LOR), engines over 412 c.i. must add 50 lbs.
8. **CRA Super or Pro Ignition system required for any package with rpm limits.**
9. Use of Chevrolet 602 and 604 crate engines are allowed. See separate rules sheet under TECH tab at cra-racing.com.
10. 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.
11. Exhaust must exit behind the driver and beneath car or under frame.
12. Starters must be mounted in stock location.
13. 2 or 4-barrel carburetors only. No Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

Body:

1. No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, and Cutlass bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines must get prior approval before racing.
2. An aftermarket firewall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
3. 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 and engines (Body Excluded). 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. No 2008 and newer Challengers, nor 2010 and newer Camaros, nor 2005 and newer Mustangs...without a weight penalty.
4. 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.
5. Body dimension sheet and additional body rules are posted under the "TECH" tab on: cra-racing.com. Max body width is 79 1/2", and must be centered on track width.
6. Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
7. 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).
8. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled. Horizontal center line of front bumper/cover must have a minimum height of 16 inches.
9. Rooflines must have stock appearance ("Chopped Roofs" may result in penalty).
10. Side windows may go no further back than 6" 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 14.5" in vertical height.
11. 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.
12. Minimum roof height with standard roof rake is 50 inches.
13. 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.
14. Rub rails may only be used if they are polycarbonate.
15. No under car panning. No metal below frame rails. No redirecting of air under the car.
16. No body parts or add on pieces to direct air anywhere on the car.

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 ten inches (10") ground clearance.
2. A collapsible steering column is highly recommended.
3. No Carbon Fiber use of any kind, other than personal safety devices.
4. Tracks under 1/2 mile, Radios Not Allowed. Drivers MUST use a scanner to monitor race control. On tracks 1/2 mile and bigger, teams may have one-way communication with the driver, and only with a spotter in the designated spotter area. Spotter or driver must monitor race control. No radios in race car, only a scanner.
5. See General Rules Section on pages 1-3 for additional safety rules.
6. 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.