

2018 2019 Late Model

SECTION – 6 LATE MODEL DIVISION

Open to two-wheel drive American automobiles provided they comply with, and adhere to, specifications as outlined for this division. ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF FRRRC OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THRU INSPECTION UNNOTICED. EFFORTS TO TAKE ADVANTAGE OF “LOOP HOLES” IN THESE RULES WILL NOT BE TOLERATED. ALL RACE CARS WILL BE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANY TIME.

6.1 COMPETING MODELS AS APPROVED BY FRRRC

FRRRC Limited Late Model races are open to approved 1988 to 2013 models of American made passenger cars.

6.1.1 Approved Competition Models

The following are approved competition models: All

ABC Bodies are approved for competition- **Made pre 2018**

CHEVROLET 1988-2013 Monte Carlo

DODGE 1998-2004 Avenger 2001-2008 Intrepid 2005-2008 Charger 2010-2013 Challenger

FORD 1998-2008 Taurus 2006-2013 Focus 2010-2013 Mustang

PONTIAC 1988-2008 Grand Prix

The new 2019 Gen 6 body is NOT allowed in FRRRC Competition.

All cars must maintain a wheelbase of 103.0 inches + or – 2 inches at all times.

The maximum overall width of all cars, as measured from the outside of the right body or tires to the outside left body or tires, is 82 inches. The tread width will be measured with the fivestar referee, 66 inches ACTUAL centers with FRRRC referee reading of 64.00 max before and after each event. FRRRC referee is setup for 10 inch rims, therefore 2 inch difference in reading. Max tread width to be measured without driver in car. Car must comply with the 4 inch ground clearance rule. No shock tie down allowed during tread width inspections.

6.1.2 Other Approved Models

Other models may be approved, provided they are of the same body configuration and meet the spirit and intent of competitive racing. Mid American Series cars may compete in the Limited Late Model Division as long as the car is in compliance with all Mid American Series rules.

6.1.3 Identification and Marking

FRRRC reserves the right to assign car numbers, and to assign or restrict the display of graphics and advertising on race cars. Offensive graphics or slogans are not permitted. All Competitors agree to accept FRRRC's decision in this matter. Officially issued numbers must be at least 16 inches high by 3 inches wide and neatly applied (paint or decals) to both doors. Numbers, as large as possible and in contrasting colors to the body, must be applied to the front headlight cover, rear taillight cover, and upper right corner of windshield. Where requested, participating sponsor's emblems, or decals will be placed in the position designated by FRRRC Officials. Failure to place participating sponsor's emblems on a race car may result in ineligibility for contingency prizes.

6.2 GENERAL CAR WEIGHT REQUIREMENTS

6.2.1 Overall Car Weight

The specific minimum weights for all cars are listed below. All weights are with the driver.

~~All cars must maintain a minimum of 42.0% right side weight at all times.~~

No fuel burn off allowance for qualifying.

2650 lbs – 602 sealed crate (40 % right side weight / 6200 chip)

2675 lbs – B-Mod (40 % right side weight / 7000 chip –see 1/4 late claimer rule)

~~2725 lbs~~ 2700 - Sealed Crate Engine Car (With upgraded valve springs, carb space and balancer)

40 % minimum right side weight / 6700 chip

(must have FRRC or IMCA approved inspection seals to run) (GM P/N 88958604 ONLY)

2750 lbs -NON Sealed Crate Engine Car (With upgraded valve springs, rockers, carb spacer and balancer)
(GM P/N 88958604 ONLY) 42% minimum right side weight / 6700 chip

~~BOTH 604 crate packages MUST have a 6700 chip~~

2750 – FRRC Spec 42 % minimum right side weight; no chip required

2825 – Big 8 Chev Concept 42 % minimum right side weight and 7400 chip

~~2850~~ 2875 – Big 8 Ford Concept 42% minimum right side weight and 7400 chip

2875 2900 – Big 8 LS 42% minimum right side weight w/ 7400 Rev Chip + Must have Wegner approved weights added to each side of engine block. Total add on weight 40 pounds.

(All Big 8 motors do NOT need to add big 8 penalty weight for brakes etc or follow Hub max price rule)

ALLOWANCE (NO RHS HEADS ALLOWED) 1 lb. per scheduled lap fuel burn off.

Mid American Series cars See Mid-American Stock Car Rules.

The following weight adjustments will be made to individual cars: Deduct Weight Full perimeter car (Refer to 6.4.1.1 Perimeter Frame) (Right side door bars cannot be “X” design).

Add Weight Cars without: leg & shoulder protectors; 50 lbs. 1/8” floor & tunnel; seat 16-1/2” to 18-1/2” from door bars Minimum Specification Car 75 lbs. Lightweight Bolts 25 lbs. Cars exceeding 64.0 inch tread width 100 lb. / inch over 64.0. Any kevlar body parts 25 lb.

Template Body Car A Short Track Bodied Car that conforms to a FRRC template ($\pm \frac{1}{2}$ -inch) and Five Star Guideline Dimensions, and has the following: 3 front and 2 rear inside window stiffeners; dash board; 1/8 inch steel floor and tunnel; padded door bars; padded aluminum seat; single lever shifter; and 10 inch high fuel cell. Minimum Specification Car A car that is not a Template Body Car.

6.2.2 Added Weight

Any weight (ballast) added to the car must be secured by no less than two $\frac{1}{2}$ -inch diameter bolts. The maximum spacing between bolts is 10 inches. Loose weights are prohibited. No weights may be added outside the body. The front weight must be angled at 45 degrees. Added weights must be painted a bright color (safety orange preferred) and have car number on weight.

6.2.3 Car Weights

After Race All heat race winners and the top 5 finishers in the semi and feature races must weigh in immediately after the race. Any weight that falls off a car during competition cannot be returned to the car for determining weight after a race. A fine of \$1.00 per pound of weight lost will be assessed to car.

6.3 GENERAL CAR REQUIREMENTS

6.3.1 Car Bodies

The car body must meet the following requirements: Standard approved bodies may compete with an approved V-8 engine equipped with an approved carburetor. Bodies may be steel, aluminum, fiberglass, or plastic.

Wheel wells on steel and aluminum bodies must have a rolled edge. Cars must be neat appearing and standard in appearance. Body panels damaged during an event must be repaired or replaced in a reasonable period of time. Cars with unrepaired or unpainted body panels may not be allowed to compete. The decision of FRRC Officials about appearance is final. Templates will be used by FRRC Officials to check any cars with questionable dimensions or configurations. The tolerance for template cars is $\pm \frac{1}{2}$ inch. Cars with questionable dimensions or configurations may be required to add additional weight. FRRC Officials will determine the amount and location of additional weight.

The decision of the FRRC Official regarding any additional weight is final, non-appealable, and non-litigable. All cars must have complete bodies, hoods, fenders, and an approved front and rear bumper. Push bars on front bumper are prohibited. Rear of car between bumper and deck lid must be enclosed. All body panels must be fastened in an approved manner. The use of hood, roof, or trunk, rails, wings, or ridges are prohibited. Rub rails mounted on the outside of the body are prohibited. Only pin type hood and trunk pins permitted. Full windshield and rear window of lexan are mandatory.

A minimum of three stiffeners must be installed inside the windshield. The stiffeners must be attached to the roof panel or roll bar and dash panel in an approved manner. Stiffeners must be installed so as not to obstruct the driver's vision. Rear window must be equipped with two stiffeners attached, inside, in an approved manner. Stiffeners must be attached at the mid point of the window and adequate to prevent deflection. Side door windows are not allowed. A 10-inch vent window is permitted. Back side of vent window must be at right angle to top of door. Hinged or removable trunk lid mandatory. All cars must have a 1/8-inch steel floor and drive shaft tunnel. The tunnel must extend above drive shaft and have a 1-inch, 90-degree lip. The floor area to the right of the seat may be raised to the top of the drive shaft tunnel and extend at an angle to the top right side door bar and seal off below the right window opening. Interior area of car must be of steel or aluminum and be completely enclosed from front to rear firewalls. Underbody aerodynamic enhancing trays, shelves, wings, deflectors, or panels are prohibited.

6.3.2 Body Height and Body Ground Clearance Requirements

All body height and body ground clearance measurements are made without the driver in the car. No tolerance for measurements for cars without driver.

6.3.2.1 Body Height Requirements

The roof height will be measured at a point 8 to 10 inches behind the top of the windshield on the roof centerline.

The minimum allowable roof height for a Minimum Specification Car is 46 inches, with a maximum slope of 3 inches, and 47 inches for a Template Body car. Quarter panel height, where it attaches to the rear bumper cover, shall be a minimum of 33½ inches left side and a maximum of 35½ inches right side. Front and rear bumper height, measured at the top of the bumper, shall be a minimum of 15 inches, and a maximum of 18 inches.

6.3.2.2 Body Ground Clearance Requirements

Front air dam clearance shall be no less than 4 inches. Rocker panel clearance shall be no less than 4 inches. Minimum height of quarter

panels, behind rear tire, shall be 10 inches. 6.3.3 Rear Spoiler Rear spoiler on all cars must be 6.50 inches in height, 60 inches in width and must have a 70 or 90 degree angle. No rudders or forward mounting brackets are allowed. Maximum height from ground to top of spoiler is 41 inches.

6.4 FRAME AND ROLL CAGE

No carbon fiber parts of any kind allowed. Driver safety related items may be carbon fiber. (examples: helmet, seats, haans) (Decorative type carbon fiber at the descension of the FRRC Officials & Tech Crew.... Example Gauge cluster mounting backplate)

All frames and roll cages must be acceptable to FRRC Officials. The frame and roll cage must meet the requirements described in the following paragraphs. All chassis must have safety vehicle pickup points clearly marked, front and rear.

All chassis's must be equipped with a fuel cell protector bar that is adequately braced and extends a minimum of 1 inch below the bottom of the fuel cell. All cars must have a front bumper of round steel tubing. All cars must have a rear bumper of round steel tubing no less than 1¼-inches in diameter that extends 6 inches, or more, beyond frame rails.

6.4.1 Frame

All main frames must be either stock passenger car frames or after market construction. All aftermarket main frame rails must be steel box tubing minimum 10 inches in circumference and must have a minimum wall thickness of 0.083 inches. Drilling or hole sawing of frame is prohibited. Plating of stock frame for strength or rust repair is permitted. Stock passenger car front stubs or fabricated front stubs permitted.

6.4.1.1 Perimeter Frame

Perimeter frames must meet the following requirements: side rails must be magnetic steel box tubing a minimum of two (2) inches in width by three (3) inches in height, maximum 3 inches by 4 inches and must have a minimum wall thickness of no less than 1/8 inch. All frame rails must be parallel. The minimum distance when measured from outside of the left frame rail to the outside of the right frame rail will be no less than 57 inches. Three horizontal right side door bars with 6 vertical uprights required, minimum size 1¼" x 0.083 tubing. Weight boxes permitted to be welded to the outside of the frame rail cannot exceed six (6) inches measured from the inside edge of the frame rail. The weight box cannot exceed the length of the straight frame side rail. Rocker panels must remain in standard location. The centerline of the frame side rails must be within one (1) inch of the centerline of the front and rear tread width.

6.4.2 Roll Cage

Roll cage installation and workmanship must be acceptable to FRRC Officials.

The roll cage must be a four-post design consisting, in general, a vertical main hoop; roof or top hoop; and left and right front post. It is recommended that all right angles must be gusseted. The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally braced. The main hoop must have a horizontal bar at the midpoint. All bars in the main hoop must be round steel tubing no less than 1¼- inches in diameter and have a minimum wall thickness of 0.095 inches. The top hoop must attach to the main hoop, and left and right front posts. The left and right front posts must be connected by a horizontal "dash" bar. All bars in the top hoop, left and right front posts, and dash bar must be round steel tubing no less than 1¼-inches in diameter and have a minimum wall thickness of 0.095 inches. The driver's side must be equipped with four, or more, equally spaced horizontal bars. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces. A foot protector bar is mandatory. All driver side door bars and braces must be round steel tubing no less than 1¼-

inches in diameter and have a minimum wall thickness of 0.095 inches. All door bars on the driver's side must be plated. The top door bar must be no less than 29 inches from the ground. The passenger side must be equipped with a minimum of two door bars. The bars may be "X" design. Horizontal bars must be equally spaced and connected by two, or more, equally spaced vertical braces. All passenger side door bars and braces must be round steel tubing no less than 1¼-inches in diameter and have a minimum wall thickness of 0.083 inches.

On offset chassis cars, the outward passenger side bars must be steel and curve inward at the front and attach to the frame. The jack posts must be guarded, or inside the body. All roll bars exposed to the driver, and left side door bars, must be padded.

6.5 SUSPENSION.

The front suspension must be independent. McPherson Strut type suspensions and leaf spring front suspensions are prohibited. Steel tubular upper control arms, only, are permitted. Stock power steering or power rack allowed. Independent rear suspensions are prohibited. Solid upper, lower and panhard links only. Spring loaded upper & lower links, 5th spring, Watts linkages, or slider rear suspensions are prohibited. No sliding ball joints allowed. Damper shock permitted on leaf spring cars. Non adjustable, steel or aluminum coil over shocks permitted. No external adjustments (compression, rebound) permitted on shock absorbers. Schrader valves are permitted. Also see 6.10 for claim rule. Remote reservoir shock absorbers are prohibited. Computerized, electric, hydraulic, pneumatic, or remote controlled devices, which can change the handling characteristics of the car, during the race, are prohibited. Bump stop systems are prohibited. Shocks must have a solid shaft. Hollow shaft shocks are prohibited. No Bac-Kar type canister or similar suspension limiting device. Spring coil binding is prohibited on all cars. Inspection of coil binding will be done at FRRC discretion.

6.5.1 Spindles, Wheel Bearings, and Hubs Spindles

Wheel bearings, and hubs must be heavy duty. Wide 5 hub allowed. Steering arm may be modified and ball joint holes may be enlarged or reduced to fit ball joints.

6.5.2 Brake Components

Front and Rear Each wheel must be equipped with a brake in proper working condition. Disc or drum brakes are permitted. Maximum of 4 pistons per caliper. Inboard brakes are prohibited. Disc brake calipers may be claimed for \$190.00 per wheel. Disc brake rotors must be steel. Aluminum or composite rotors are prohibited. No floating style rotors. Brake balance bar, or brake proportioning valve is permitted.

6.6 ENGINE REQUIREMENTS

6.6.1 General Eligibility

Only V-8 engines with a maximum displacement of 362.0 for General Motors. The maximum compression ratio is 10.80 to 1 with flat top pistons and valve reliefs cut into pistons.

6.6.2 Engine Location

All General Motors V-8 Spec and Un-ported engines must be located so that the centerline of the forward most spark plug hole is no more than 2 inches back from the center of the upper ball joint on fabricated style stubs and 3 inches back from the center of the upper ball joint on stock style stubs. All General Motors V-8 Sealed Crate engines must be located so that the centerline of the forward most spark plug hole is no more than 4 inches back from the center of the upper ball joint.

6.6.3 Engine Ground Clearance Requirements

Engine ground clearance measurements are made without the driver in the car. No tolerance for measurements for cars without driver.

Engine skid plate recommended. The skid plate shall be fabricated from steel no less than 1/8 inch thick or aluminum no less than 1/4 inch thick. The skid plate shall extend from the back of the front cross member to the front of the bell housing. The skid plate shall be wider than the oil pan at its widest part. The skid plate shall attach to the front cross member and front frame rails, in an approved manner, by a minimum of four bolts.

6.6.4 Factory sealed, engines are approved

Manufacturer Part Number GENERAL MOTORS

88958604 All engines must be sealed by the factory, or FRRRC approved factory repair facility.

All Big 8 series approved vendors are acceptable. B & B Race Engines is also approved to rebuild FRRRC Crate Engines.

Any engine seals that have been tampered with, or removed, will result in an immediate two year suspension from FRRRC Events. Internal Engine Components must remain as they came from the manufacturer. No modifications are permitted. FRRRC reserves the right to impound a Sealed Crate Engine, at any time, for additional inspection.

6.6.4.1 Engine Block

Block must be a factory production cast iron block with external measurements identical to standard production engine. All engine block markings must remain. Grinding of any kind on the engine block, including the valley under the intake manifold, is prohibited. Angle milling of block is prohibited.

6.6.4.2 Harmonic Balancer

The original OEM harmonic balancer that came with the engine may be used. Smaller ASA style harmonic balancers than the original OEM will be allowed.

6.6.4.3 Oil Pump, Pan and Cooler

Wet sump oil pumps only. Dry sump oil pumps are prohibited. Any aftermarket oil pan, with kick out with out access holes going through the pan. All inspection and drain plugs must be safety wired. Along with quick change rear cover plate (bottom 3 nuts minimum). If found not wired, car will be removed from line for the next event and must show inspectors that safety wiring is in place before allowed to compete in next race. External engine oil coolers are permitted. Oil cooler may not be located in the driver's compartment.

6.6.4.4 Cylinder Heads

Cylinder heads must remain stock. (for the year and production of the engine based on the serial number). All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No material may be added to the combustion chamber.

6.6.4.5 Camshaft, Valve Lifters, & Rocker Arms

Only the original OEM camshaft that came with the engine may be used. Only the original OEM chain and sprocket camshaft drivesystem may be used. Camshaft journals must be stock for engine. Rev kits are prohibited. BeeHive Valve Springs are allowed. Only the original OEM valve lifters that came with the engine may be used. 1.5 rocker arms will be allowed on GM Crates (88958604) ONLY.

6.6.4.6 Intake Manifold

Only the OEM intake manifold that came with the engine may be used. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other alterations to the original, as cast, intake manifold is prohibited. A 1 inch carb spacer is allowed.

Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches each, may be used between the intake manifold and carburetor.

6.6.5.1 Engine Block

Block must be a factory production cast iron block with external measurements identical to standard production engine. Block may be align honed, bored and honed, and decked for zero deck.

6.6.5.2 Crankshaft and Harmonic Balancer Only an OEM GM crank or a steel Callies Dragonslayer and compstar, howards track smart 3 #353485712t crankshaft is permitted.

Minimum journal diameter is 2.100 inches. Maximum stroke is 3.480 inches. Minimum crankshaft weight is 47.0 lbs., after balancing. Only solid steel type harmonic balancers are permitted.

6.6.5.3 Pistons and Rods

Any, coated, flat top piston may be used. Valve reliefs may be cut into pistons. Minimum weight of piston plus pin is 450 grams. Only the following magnetic steel connecting rods are permitted: Manufacturer Rod Length Part # Manley Sportsmaster 6.000 inches 14103-8 Manley Sportsmaster 5.700 inches 14101-8 Crower Sportsman 6.000 inches SP 93206 Crower Sportsman 5.700 inches SP 93205 and comp products#rpm600p, Minimum rod weight is 560 grams.

6.6.5.4 Oil Pump

Pan Wet sump oil pumps only. Dry sump oil pumps are prohibited. Steel oil pan only. Any after market oil pan, without an oil recovery pouch or power kickout on passenger side, may be used. All oil pans must be equipped with a ¾ inch plug for inspection. The plug must be directly in-line with a rod journal. Engines equipped with a windage tray must provide a hole in the tray, in line with the plug. All inspection and drain plugs must be safety wired.

6.6.5.5 Cylinder Heads

FRRC Spec Engine must run only General Motors Cast Iron Vortec cylinder heads (Casting P/N 10239906 or 12558062). General Motors Vortec cylinder head P/N 25534351 & 25534371 are prohibited. Titanium valves are prohibited. Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No material may be added to the combustion chamber. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve. The maximum valve sizes, as measured across the face, are as follows: Intake Exhaust 1.940 inches 1.500 inches The maximum allowable spring diameter is 1.26 inches.

6.6.5.6 Camshaft, Valve Lifters, & Rocker Arms

Hydraulic roller camshaft may be used.

Chain and sprocket camshaft drive system only. Any all steel, hydraulic roller lifter is permitted. Camshaft journals must be stock for engine. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.550 inches, measured at the valve or lobe lift. Lobe center is 110 degrees. Overlap is 74 degrees. The maximum camshaft intake and exhaust duration is 246 degrees at 0.050 inches lift. Rev kits are permitted. Only steel push rods are allowed. Roller rocker arms are permitted. Maximum rocker arm ratio is 1.5 to 1. Shaft type rocker arms are prohibited. Stud girdles are permitted.

6.6.5.7 Intake Manifold

Intake manifold must be "7116" Performer RPM Intake for Vortec heads. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other modifications to the original, as cast, intake manifold is prohibited. An adapter plate, with a straight bore and a maximum thickness of 1½-inches, may be used between the intake manifold and carburetor. No chamfering, grinding, or drilling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used on the adapter plate.

6.6.7 Carburetor

Late Model Spec and BIG 8 Legal Cars engines must run a Holley Model 4412 two-barrel carburetor. Sealed Crate Engines must run a 650 cfm. 4bbl Holley 4150HP carburetor (model # 80541-1). A 1 inch carburetor spacer plate is allowed on the crate motor. FRRC reserves the right to exchange any carburetor, on any Sealed Crate engine, at any time. The carburetor must meet the following: A. Carburetor Body – No polishing, grinding, or drilling permitted. B. Choke – The choke may be removed. C. Choke Horn – The choke horn may not be removed. D. Boosters – The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard. E. Venturi – Venturi area must not be altered. Casting ring must remain. F. Butterflies – Butterflies must not be thinned or tapered. G. Throttle Shafts – Throttle shafts must not be thinned. H. Metering Block – Metering block may not be changed, or modified. Any attempt to pull outside air other than down thru the venturies is prohibited.

6.6.8 Air Cleaner and Air Intake

6.6.8.1 Air Cleaner

All cars must be equipped with an air cleaner during competition. The air cleaner must be no more than 14 inches in diameter and may not protrude thru the hood.

6.6.8.2 Air Intake

Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat, with a vertical face at 90 degrees to the floor of the air box. Cars may also run the ABC fiberglass air deflector at the back of the air box. No devices for directing the flow of air into the air cleaner are permitted. The maximum opening in the hood, or Windshield Cowl Panel, for air intake, is 2½" x 20".

6.6.9 Ignition System and Battery

Only one MSD compatible ignition box, mounted out of the reach of the driver, permitted. Sealed Crate engines must run a MSD 6-AL ignition box, mounted out of reach of the driver. Magnetos and crankshaft-triggered ignitions are prohibited. 12-volt battery and electrical systems only. A, labeled, centrally located, master on/off switch, to cut off all electrical power to the car, is required. The battery must be located between the frame rails, and be securely installed. The battery may not be located in the driver compartment. The battery may not be located forward of the radiator, or behind the rear end of the car. **Big Eight and LS require 6 ALN with 7400 chip.**

6.6.10 Exhaust System

All cars must have a complete exhaust system that must be equipped with a muffler. All exhaust must exit the car behind the driver but not past the rear axle of the car. All exhaust exit pipes must be pointed down toward the ground. Max of 5.0 inches o.d. after the collector. Under car exhaust systems are allowed. Exhaust systems are allowed to exit the side of the car. Side exhaust systems must be equipped with a braced plate located on the inside of the body panels. Exhaust exit pipes are to be welded in the center of the plate with the ends flush to the plate. A maximum of 2 holes are allowed in the side of the body panel. All

decibel readings will be taken from a location in a consistent location throughout the year. All exhaust must meet the maximum decibel limit of 95 db.

6.6.11 Cooling System

Electric fans are permitted. Use of antifreeze is prohibited. All cars must be equipped with an overflow or catch tank. Factory catch tanks are permitted. Tin cans are prohibited. Radiator must mount in front of engine. Radiator shrouds must retain the same shape as OEM shrouds. Shrouds must be metal or OEM and extend to fan blades.

6.7 DRIVE TRAIN

6.7.1 Clutch, Bell Housing, Transmission, and Drive Shaft

Any two, three, or four, speed, American made, manual transmission is permitted. Transmissions with internal clutch are prohibited.

Bottom load transmissions are prohibited. Automatic transmissions are prohibited.

Drop Cluster transmissions are prohibited. All transmissions must work in reverse. All cars must be equipped with a scatter-proof bell housing. Cars equipped with an enclosed clutch are not required to have a scatter-proof bell housing. A 3-inch diameter hole is required in the bottom of the bell housing for inspection purposes. The clutch on Spec engines must be no less than 5.5 inches in diameter and be mounted to the crankshaft. Carbon fiber clutches are prohibited. The clutch on Sealed Crate engines must be no less than 5.5 inches in diameter and be mounted to the crankshaft. Carbon fiber clutches are prohibited. Retail cost of clutch must not exceed \$1,000. All cars must be equipped with a loop that surrounds the drive shaft. The loop must be a minimum of 1/8" x 2" steel and fastened to the frame or cross member and be approx. 6" to 8" behind front universal joint. Drive shaft must be minimum 2½ inches, o.d. All driveshafts must be made of aluminum or steel. All other materials including carbon fiber are prohibited.

602 crate, B-mod and 604 crate engine packages are allowed to compete with the 2 speed Brinn style transmission with internal clutch.

6.7.2 Rear End

Only quick-change rear ends with a minimum ring gear O.D. of 10" are permitted. Only fully locked rear ends and open rear ends are permitted. Axle tubes must be steel. Aluminum axle tubes are prohibited. Cambered axle tubes are allowed. (Tolerance ± 1 degree) Aluminum drive plates are permitted. Axles must be steel. Titanium axles are prohibited.

602 crate, B-mod and 604 crate engine packages are allowed a O.D. of 10' non quick change rear end. They may also use a Ford 9" rear end.

6.7.3 Wheels and Tires

6.7.3.1 Wheels

The wheels must be steel and meet the following requirements:

- A. After market steel racing wheels only.
- B. All wheels must be 15 inches in diameter and no more than 8.0 inches wide.
- C. Wheels, less tire, weights, and valve, must weigh a minimum of 15.0 pounds.
- D. Wheel studs must be a minimum of 9/16 inch diameter. Eight bolt rear ends may use stock studs if all 8 are used. Only four 9/16 wheel studs are required in eight bolt rear-ends.
- E. Wheels must be attached with 1-inch, steel, lug nuts. Lug nuts may not be altered.
- F. 5x5 spacer plates must be same diameter as hub face, and a full ring, not individual spacers. Wide five must have full ring, not individual spacers.
- G. Wheel covers are prohibited.

6.7.3.2 Tires

For the 2018/2019/2020 FRRC Race Seasons, Racetek Chassis is the preferred Hoosier Racing Tire Vendor of WIR and will be at WIR weekly selling and mounting new Hoosier Racing Tires. The FRRC recommends you utilize their services.

A. FRRC approved tire for 2018 - Hoosier D800 8.0-27.0-15

B. A FRRC approved tire is unaltered in anyway from the manufacturer. The tire must be used on the correct location, have the correct FRRC markings, and if not new, be from your used or impound inventory. Tires not meeting these specifications must be pre-certified by FRRC Tech.

C. The four (4) tires used during a car's qualifying must be used on that same car for all events within that program.

D. Four (4) new tires are permitted the first FRRC racing program of the current year. All other FRRC racing programs will allow a maximum of one (1) new tire and three (3) previously impounded tires. All cars must impound 3 warm tires weekly. If racing events are canceled after racing begins a vote of the drivers present at the canceled program will vote on how many new tires will be allowed at the next program. A car that begins a FRRC program using more than the allowed number of new tires will forfeit any qualifying points and money earned, will start the first heat, semi-feature (if scheduled) and feature (by way of transfer) in the rear.

E. Prior to post qualifying weigh in, every car must submit it's dated program tire sheet to FRRC tech. This sheet will identify, via bar code numbers, the six (6) tires available to that car. The six (6) bar code numbers will include the new, impound and spare tires.

F. A spare tire is one that has within the current racing season, been previously used by that car for one entire FRRC racing program or been impounded after a FRRC racing program by that car. Exceptions subject to FRRC tech.

G. Failure to submit dated program tire sheet within the specified timeline will result in that car forfeiting any qualifying points, and money earned. That car will start the first heat, semi-feature (if scheduled) and feature (by way of transfer) in the rear.

H. Every competing car must present three (3) tires to the impound area within 15 minutes of the car's final event of the program. Those tires must be warm. No warming devices allowed. Tires for import must have correct FRRC markings. Non compliance will be subject to discipline by FRRC Officers. **A tire sheet for the following week must be turned in with the 3 warm tires.**

I. If a FRRC program is canceled after qualifying and before heat races begin, all four (4) qualifying tires will be impounded. These four (4) tires will be released at the next FRRC program, changing that program into a no new tire program. for those cars present at the cancelled program.

J. The impounded tires will be released at the beginning of the next FRRC racing program. The impounded tires are to be used only on that car that impounded them. The four (4) tires used during a a car's qualifying must be used on that same car for all events within that program. Spare tire usage being the only exceptions.

K. A car requiring a replacement tire any time after qualifying will be dealt with as such: New tire by another new tire, start in rear of all remaining events in that program. New tire by designated spare, keep earned starting position in remaining events in that program. Replacing an impounded tire with a new tire is NOT AN OPTION. Replacing an impound tire with a designated spare, keep earned starting position in remaining events in that program.

L. FRRC Officers/Tech have the right to confiscate at any time, tires/wheels that are to be evaluated to confirm their legality.

M. Tire rule violations will be classified as major infractions and punished as such unless

specified else wise. Major infractions result in a loss of all points and all money earned during the program.

6.8 FUEL SYSTEM

Electric fuel pumps are prohibited. Fuel filler must be mounted on the inside of the quarter panel. Fuel line may not be exposed in driver's compartment.

6.8.1 Fuel

Cell All cars must be equipped with, either a 1/8 inch thick fuel cell tub, or 18 or 20-gauge fuel cell container protected by 1/8 inch thick steel plates. The installation must be FRRC approved. Fuel cell must be located behind the rear end, between the frame rails. The fuel cell must meet FIA – FT3 specifications. Rubber type fuel cell bladders mandatory. Fuel cell must be filled with foam manufactured for use in fuel cells. Minimum height to the bottom of the fuel cell container is 10 inches. All fuel cells must be equipped with check balls or flaps.

6.8.2 1/8 Inch Fuel Cell Tub

The fuel cell tub must be 1/8 inch thick steel (10 gauge) and must have a 1 inch lip. The front, bottom, and rear must be one piece. The top may be either 18 or 20 gauge steel, and have, two, 1 inch by 1/8 inch steel straps, in each direction.

6.8.3 Fuel Cell Container with 1/8 Inch Protector Plates

The fuel cell container may be either 18 or 20 gauge steel and must have a 1-inch lip. The container must have, two, 1 inch by 1/8-inch steel straps, around the top, sides, and bottom, in both directions. The top may be either 18 or 20 gauge, steel. The 1/8-inch, steel, fuel cell protector plates must be mounted on the outside of the frame. The plates must cover both sides and rear of the fuel cell. The only holes allowed in the plates are for attachment or a 2 inch hole for safety vehicle pickup points. Any over the axle style rear tail style chassis must use approved 1/8 inch magnetic steel fuel cell can. Any chassis with incorrect fuel cell can, will be asked to change or be disqualified. The cell must be bolted in with a minimum of 14-3/8 bolts with flat washers on top and lock washers on bottom. The top for this cell will be 18 gauge steel with straps in both directions. A sonic tester will be used to check fuel cell can thickness.

6.8.4 Fuel

The fuel must be automotive gasoline only. The gasoline must not be blended with alcohols (such as methanol or ethanol), ethers, aniline or its derivatives, or oxygenated additives (such as nitro methane or nitro propane). The use of nitrous oxide is prohibited. FRRC has the right to sample a competitor's fuel at any time, during an event. Samples will be tested by FRRC and/or any outside laboratory at FRRC discretion.

6.9 MISCELLANEOUS EQUIPMENT

6.9.1 Steering Components

All cars must have either a collapsible, two piece steering column, or a minimum of two swivel joints. The steering column must have an impact collar, no less than 1½ inches in diameter, welded to, or bolted to the column forward of the column support inside the driver's compartment. A metal (no plastic) quick release coupling, acceptable to FRRC, on the steering wheel is mandatory. The center of the steering wheel must be padded with resilient material.

6.9.2 Seat

Seat must be made of aluminum and installed in a manner acceptable to FRRC Officials. Highly recommended that the center of the seat be a minimum of 17½ inches from the inside of driver's door bar. No less than 4, ½ diameter inch, bolts must be used to attach seat to frame and cage. A flat steel washer no less than 1½ inches in diameter must be installed

between the head of the bolt and seat. Seat must be equipped with a fully padded cover. Headrest on seat is mandatory.

6.9.3 Seat Belts and Shoulder Harness

A quick release lap belt and double shoulder belt no less than 3 inches wide is mandatory. A submarine belt is also mandatory. Seat belt and shoulder harness must be date stamped and not more than three years old for SFI rated belts and not more than 5 years old for FIA rated belts. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. The belts and harness must be attached to the roll bar cage with high quality hardware, no less than 3/8 inch in diameter.

6.9.4 Helmet

A helmet that meets SA2015 Snell Foundation specifications is mandatory. Head and neck restraint system mandatory. (SA2010 approved for 2018 SEASON ONLY if you have 2018 proof of purchase)

6.9.5 Drivers Suit

It is mandatory that a driver wear a fire retardant suit (free of rips and tears) and gloves while on the race track. It is recommended that a driver wear fire retardant socks and shoes. Drivers will not be allowed on the track unless wearing a fire retardant suit and gloves. If a driver removes his/her gloves during an event, the driver will be black-flagged.

6.9.6 Fire Control System

It is mandatory that each car be equipped with a on-board fire control system. The on-board system should be at least 5- pound capacity and Halon 1301 or equivalent.

6.9.7 Window Net

It is mandatory that each car be equipped with either a 1-inch web or knitted mesh window net on the driver's side. The minimum allowable length is 12 inches. The window net must attach to the roll cage at the bottom and release with a seat belt snap or FRRRC approved release on the top front corner of the window net. Window net must be in place while competing. Net must be mounted according to manufacturer's recommendations.

6.9.8 Two Way Radios

Two Way radios are mandatory. It is required that all teams submit their frequency to FRRRC officials. A spotter, with a two way radio, must be located in the area designated for spotters.

6.10 CLAIMS

Claim on disc brake calipers is \$190.00 per wheel pads (plus 20% fee which goes to FRRRC limited late model point fund). Claim does not include brake hose, caliper hose fitting, or brake. Claim on all shock absorbers is \$200.00 per shock (plus 20% fee which goes to FRRRC limited late model point fund). Claim does not include shock hardware, coil-over kit (if so equipped) or any springs.

6.11 Transponders

Transponders are required on every car and are to be working and turned on whenever the car is on the racing surface. Only 1 transponder allowed per car. Transponder to be located 8 inches forward of the front side of the rear end axle tube to the center of the transponder.

6.12 Raceivers

A receiver or scanner capable of receiving track personal instruction is required by all team spotters. Information relayed from track personal must be relayed to the driver via spotter. Failure to comply with instructions may result in disqualification or black flag from the event.