

ACSS – PRO LATE MODEL

ELIGIBLE CAR MAKE AND MODEL: 1999 THROUGH 2008 OR APPROVED BY AUTO CITY SPEEDWAY Chevrolet Monte Carlo or Impala, Pontiac Grand Prix Ford Taurus or Fusion Chrysler Intrepid or Charger

NOTE: 2008 RULE UPDATES There has been some revisions for the 2008 race season. Every driver & team will be subject to these rule changes, with no exceptions!

Each team will need to provide a paid receipt for their current engine or a rebuild certificate from an approved engine builder in the 2008 season.

Please familiarize yourself with the following pages!

WEIGHT

All cars to weigh 2700lb. Minimum, race ready full of fuel and driver IN the car, sitting in upright position with helmet in lap or on head. Maximum left side weight allowed is 59% of total vehicle weight, before and after the race. NO EXCEPTIONS!

BODIES: ALL DIMENSIONS TO BE TAKEN FROM FIVESTAR AND ARP'S GUIDELINE CHART WITH DRIVER OUT OF CAR! The new common template bodies (ABC) by Fivestar and ARP in 2008 will be MANDATORY!

All bodies must be either Five Star or ARP and must fit template. No mixing of manufacturers or makes. The fenders must be full contoured fiberglass or plastic no aluminum or steel fenders will be accepted. A stock appearing, professionally prepared racecar is the primary objective of this series. After market parts such as long quarter panels, carbon fiber roofs, hoods or other manufacturers noses are NOT LEGAL. No square corners or flat sides. Rear bumper cover must not be altered or have the lower edge cut off. Stock dimension windshield and rear window are required, both braced internally to prevent bowing in at speed. All window openings (windshield, side quarter windows, side vent & rear window) must be covered with clear Lexan or plastic only. Tinted or smoked OK, except for windshield. Hood must be stock shape and fit template (carburetor air must enter from the base of the windshield and cutout at rear of hood not larger than three inches by twenty inches). All cars must have a tow hook, chain or eye welded to the front of the car and rear deck must open to allow quick and easy pick-up by tow truck. Body dimensions are to be in accordance with the manufacturers drawings (47 in. roof ht. 4 in. nose to ground ht. 4 in. rocker panel ht. And 102 in. min. wheel base, etc). Spoiler is to be constructed with the upper 5 in. of clear lexan material. The width of the racecar shall never exceed a maximum of 80" at any given point. No steel or metal rub-rails allowed.

In addition to the car number on the doors a small car number (approx. 5 in) shall be located on the right front air dam and on the right rear bumper area, this will help scorers, flag man and the spotters. Roof numbers should be facing drivers door. Body and engine make must match - Ford to Ford, Dodge to Dodge, GM to Chevrolet and Pontiac.

Summary of Above:

1. Template from body manufacturer must fit all specifications.
2. Rear Bumper MUST Remain Stock
3. 102" Wheel Base Minimum Both Sides
4. Rocker Panel and Nose Height 4" Minimum To Ground
5. Frame Height 3" Minimum
6. Spoiler 6 1/2" High, 60" Wide, Clear Lexan
7. No steel or metal Rub-rails, Plastic or Lexan only
8. Width of Racecar cannot exceed 80" at any given point

CAR NUMBERS / DECALS:

All car numbers will be registered on a first come/ first serve basis and will be registered to the car owner. There will not be any duplicate numbers or numbers with letters allowed. All numbers registered during the season will be made available to returning drivers the following season. If the race team or owner does not reserve the number by the set deadline then that number will once again be made available. Car #s must appear in contrasting colors on roof, both doors, front & rear - right side of car. Numbering will be from 0 - 199. A.C.S. retains the property and rights to all numbers issued.

CHASSIS:

Offset chassis from all manufactures will be allowed. Perimeter chassis will also be allowed. The main frame rails must be steel, ten inches in circumference, such as 2 x 3 x .125 thick tubing or greater. Drilling holes to lighten any part of the car will not be permitted.

Side rails must be located within the normal tread width of the car. Frame must have drive shaft containment hoop front and rear. Wheelbase is 102 in. min. (both sides) and tread width is 65 in. + or - 1 inch measured from centerline of both front tires. Frame to ground clearance is 3" minimum. Drilling holes in frame or body to lighten weight is prohibited. Rub rails must be clean & flat, made of plastic or lexan only - no steel or metal allowed.

WHEELS AND TIRES:

All wheels must be steel and designed for racing. 15-inch diameter and 10 inch width maximum. The approved series tire is the **Hoosier 27.0/10.0/15, Left 3035 and Right 3045**. Tire relief (bleeders) will not be allowed. Tires may not be altered by chemicals or by any other means (this is grounds for disqualification). Tires can be tested at any time. All cars must start race with the same tires they qualified on and are to be used on the day of the race. Tire Soaking is prohibited! Any competitor suspected of soaking tires will have their tires impounded and sent for testing, by the tire manufacturer. If found to be in non-compliance, you will be fined the cost of the test and not be allowed (suspended) to compete for the following TWO (2) races.

BATTERY:

Battery must be securely mounted to a mainframe rail member outside the driver compartment, separated from the fuel cell. All cars must have battery ON/OFF switch. Switch must be mounted in clear view for safety worker.

ENGINE:

The engine used in the series will be the G.M. 410 horsepower crate engine, part number 88958604 or the FORD crate engine, part number M-6007-D347. DODGE crate engine part number P5007958. All engines will be sealed by the manufacturer and or by a certified Auto City Speedway official or approved engine builder for the 2008 season. Any team found to have tampered with engine seals will be subject to suspension from competition. A.C.S. officials reserve the right to impound and or replace any competitors crate motor at any time. Any engine found altered and deemed illegal will be confiscated. Engine must be mounted eleven (11) inches min. center of crankshaft to ground. ALL engines will be mounted in car with #1 spark plug three and half plus or minus .5 inches behind left front upper ball joint. After market engine damper allowed – must have SFI approved sticker. Oil coolers are ALLOWED. The GM crate motors are allowed a 1.6 rocker arm ratio and valve spring and keeper upgrade. The Ford motors are to have 1.5 rocker arm ratio only.

AIR BOX:

May not in close entire bottom of carburetor, 2/3 of carburetor must be visible at all times.

CARBURETOR:

The carburetor will be 650 cfm Holley 4150 HP P/N 80541-1 and MUST REMAIN "BOX STOCK". ACSS officials reserve the right to exchange any competitor's carburetor at any time. No carburetor spacers or drop in spacers allowed. Carburetor must be securely fastened to the intake manifold with only one singular .0625 (1/16") or smaller flange gasket allowed between the carburetor and intake manifold. A one inch, (1") tall spacer with 4 non-tapered holes will be permitted for use on the GM crate engine.

IGNITION:

Any style ignition system will be allowed. MSD IGNITIONS WILL BE MOUNTED AWAY FROM DRIVERS REACH. ALL MSD BOXES MUST BE MSD6AL OR MSD6ALN with 6300 RPM REV. CHIP (Chip provided by A.C.S.) ASA 6300 RPM Crane ignition also allowed. A.C.S. reserves the right to exchange any competitor's ignition box with other competitors at any time. Only one ignition box allowed in system.

EXHAUST:

All cars must have working mufflers and must pass THE RESPECTIVE SPEEDWAYS NOISE RULE. Cars that do not meet this requirement will not be allowed to compete in the event. Exhaust must exit under car behind driver. NO cars will be allowed to compete with exhaust that exits out the side of the car. No holes or vent holes allowed in any body panel except for brake cooling only - no exceptions!

FUEL:

All fuel must pass all appropriate fuel tests required by ACS. No electric fuel pumps will be allowed. No fuel lines routed through drivers compartment. No oxygenizing agents allowed. We reserve the right to take fuel samples for analysis. Fuel cells are required to have two, one-inch wide minimum, steep straps, top and bottom. Fuel cells must be mounted ten inches minimum from the ground (race ready) all (4) four SIDES MEASURED. Fuel cell must be securely fastened to the framework, NO MOVING PARTS. Post race (after event) inspection tolerance will be 1/4 (.250) to 1/2 (.500) inches. Maximum capacity of fuel cell is 22 U.S. gallons, minimum is 15 U.S. gallons, no pressure type fuel systems or refueling systems are permitted. Fuel cells are mandatory, complete with min. 18 gauge steel enclosing container (no aluminum permitted) and integral foam filled bladder. Dry break systems will be allowed. If dry break system is not used, fuel cell must have a secure, screw type cap accessible only by opening rear deck lid. Deck lid must open on all cars.

TRANSMISSION AND DRIVE TRAIN:

Transmissions will be allowed from any manufacturer and must be available for purchase by any competitor for a maximum of \$2000.00 (Racer listed price).

Transmission must be automotive type unit and working reverse gear is mandatory. All cars must have a working on board starter. No independent rear suspension permitted, and no open tube rear ends allowed.

Clutch disks may not be smaller than 5.5 inches. (With the exception of internal clutch style transmission.) No carbon fiber clutches, brakes or drive shafts. Bell housing must have minimum 2 1/2 inch hole at bottom (to allow clear view of clutch). Quick-change rear ends allowed.

Ford 9 inch rear ends are allowed. Rear end tubes may be cambered 1.5 degree maximum. No titanium or magnesium parts of any kind are allowed. Aluminum axle tubes will be allowed. If a driver is found to be shifting that driver will be subject to a one (1) lap penalty. No automatic transmissions will be allowed. Rear end center sections will be the only exception to the no magnesium rule.

Transmission coolers are ALLOWED.

BRAKES:

Only ferrous material rotors will be allowed. No re-circulators or shut off devices allowed in brake system. All four brakes must work. Front to back valves ok – no right to left valves allowed. Any four (4) piston brake calipers allowed from any manufacturer.

SHOCKS:

Shocks will be allowed from any manufacturer as long as they are not equipped with reservoirs and are available for purchase by any competitor for a maximum of \$300.00 (racer listed price.) A.C.S. OFFICIALS MAY PURCHASE SHOCKS FROM ANY COMPETITOR FOR \$300.00.

IN CAR RADIOS:

In car radios will be optional. Any car using a in car radio must place a 1"x 3" letter R ,in contrasting color, on rear of car - right of car #. MIRRORS: Mirrors mounted "inside the race car" are allowed. All mirrors must be mounted in a safe location inside the race vehicle.

ONBOARD COMPUTER AND ANALYSIS EQUIPMENT:

These are not allowed anytime, and if found you will be subject to penalties.

SAFETY REGULATIONS:

All competing cars must have a four point roll cage structure constructed of 1 3/4 in. min outside diameter D.O.M. steel tubing with the entire structure integrally welded to the primary frame structure. **Roll cage shall have a min. of four horizontal driver's side door bars.** Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section. Bottom bay of car in cockpit section must have "X" member or equivalent spanning laterally between mainframe members. The driver's seat shall attach via aircraft quality hardware to a sub structure attached to the roll cage and primary frame members.

Foot well area of driver's compartment shall be protected from side impact by a sub structure running from the left front main roll cage upright to left side frame integral with frame and roll cage members. A designed for racing, five point restraint system for drivers is mandatory, including minimum three inch wide lap belt, shoulder harness and crotch straps with a central release, and metal to metal fastener. All seat belts must be no older than three years old. Two vertical bars to protect drivers' feet are mandatory. Seat belts will be checked as part of safety inspection with three year maximum age allowance. Drivers are required to wear Nomex underwear and fire retardant driving shoes are strongly recommended. Driver must have a helmet conforming to Snell Foundation SA-2000-SFI 31 standards or exceeding. Eye protection is required at all times. All cars must carry on board only one (1) fully charged mounted fire extinguisher of B or C dry chemical type, 2 1/2 pounds minimum capacity. Automatic on board fire extinguisher systems are strongly recommended. Drivers side window net with a quick release mechanism are mandatory. Main side window openings (driver and passenger) may have vent windows between the windshield pillar and the door no wider than twelve (12) inches measured from the base of the windshield pillar backwards along the top of the door. (ABC book) Passenger window opening must maintain at least 15 inch by 23 inch opening. All crews must have a 2 1/2 lb or larger fire extinguisher in their pit area at all times, a can of oil dry is also recommended. All lead on the car must be painted white and have the car numbers painted on it. All lead must be solid block type. No bb's or liquid type weight allowed. All lead must be securely bolted to or enclosed inside the frame (NO HOSE CLAMPS) If you lose a piece of lead on the racetrack you will be black flagged and replace the lead to the satisfaction of an official before returning to the track. All roll bars near the driver's head, and the steering shaft must be covered with the roll bar padding (not pipe insulation). Quick release steering wheel hubs are required, but they must be of steel construction (no plastic). A head and neck restraint system is MANDATORY.

SUMMARY OF SAFETY:

1. Helmet Snell 2000 SFI31
2. Belts no more than 3 years old.
3. Fire Extinguisher 2 1/2 lb. B or C Classification
4. Fire Suit Gloves, Shoes and Socks all fire retardant.
5. Eye protection
6. Side window net
7. Roll bar padding
8. HEAD AND NECK RESTRAINT SYSTEM IS MANDATORY.

SPECIFICALLY NOT ALLOWED:

No operator controlled, radio controlled, computer controlled or automatic traction control devices, ignition re-tarders, weight transfer, weight shifting, weight jacking, or weight altering devices. No aluminum fuel cell containers, engine blocks, wheels, or plastic wheels. No Kevlar or carbon fiber period. No titanium, ceramics, or magnesium. No nitrous oxide equipment, fuel injection, super-charging or turbo charging, no ledges, shelves, horizontal deflectors, straight sides, square corners, coffin style interiors, tub interiors, multi plane spoilers, side boards, winds, skirts, scoop noses, fins, vertical ramps, interior wings, aerodynamic tunnels, or flat roofs. No Ram Air or Hood Scoops allowed. No lead shot or liquid type ballast allowed. Brake bias control is the only "in car" adjustment permitted.

Infractions found in pre-race inspection or after a race will be subject to appropriate penalties, which can include: loss of points, cash fines and/or suspension.

The following infractions will not be tolerated, and may result in dismissal from the series.

1. Drug or alcohol abuse
2. Fighting
3. Refusal to exchange ignition box or carburetor
4. Use of traction control devices
5. Tampering with seals on Crate Engine
6. Tire soaking
7. Refusal to exchange carburetor
8. Verbal and/or physical abuse towards any official, fan, promoter, sponsor or competitor
9. Action during competition deemed unsafe by series officials. I.e. intentionally spinning or crashing another competitor.

TRACK PROCEDURES:

A.C.S. reserves the right to confiscate any illegal parts or parts in question. Three cautions by one driver will result in black flag for that owner.

ROOKIE ELIGIBILITY

To be eligible for rookie status including bonuses and awards for Rookie of the Year you must have not competed in over 10 Super Late Model events. You must turn in a current driving experience resume to A.C.S. officials before entering your 1st race. Officials will have the final say in rookie eligibility.

GENERAL RULING

A. All participants are subject to inspection at ANYTIME during an event. Auto City reserves the right to change, alter, modify, or remove any rule to level the field of competition.