FLAT ROCK SPEEDWAY

TOLEDO SPEEDWAY

2026 OFFICIAL RULE BOOK

Automobile Racing Club of America

Outlaw Super Late Model
Figure 8
Street Stock
Late Model Sportsman
Enduro/Factory Stock

arcaracing.com
$5.00



COMPETITOR SITE

To access our Members Site go to toledospeedway.com/competitor or flatrockspeedwy.com/competitor for following information:

- PDF version of Official Toledo / Flat Rock Rule Book
- Printable Schedules
- License Applications
- W9 Forms
- Rule Changes
- Event Information
- Enduro Entry Blanks

For assistance in accessing the site, contact ARCA Member & Employee Services Manager Tyler Reamer at treamer@arcaracing.com.



Table of Contents

Officers	4
General Regulations	5
ARCA Outlaw Super Late Model Specifications	16
ARCA Figure 8 Specifications	24
ARCA Street Stock Specifications	31
ARCA Late Model Sportsman Specifications	38
ARCA Enduro / Factory Stock Specifications	45

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For Official Souvenir Merchandise go to:
toledospeedway.com or flatrockspeedway.com

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SECTION 1
THE ARCA RULES

1. Auto racing is, by its very nature, dangerous. ARCA members assume the risk of serious injury or death by their participation and must accept responsibility for advising spouse and/or next of kin of this fact. The rules and/or regulations set forth herein are designed to provide for the orderly and timely conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern all events, and, by accepting membership and participating in these events, all participants agree to have accepted compliance with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the orderly conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The ARCA official in charge shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. ARCA members accept responsibility for the continuing and ongoing inspection of race facilities, race vehicle and related equipment, track conditions, safety equipment and personnel, and to report to ARCA officials promptly any inadequacy or unsafe condition.

2. ARCA rules are intended to provide for the competitive, orderly and timely conduct of ARCA sanctioned events, and to provide for competitors to participate as fairly and equally as possible. From time to time, unforeseen circumstances may dictate the need for race events to occur under extraordinary conditions, subject to special rulings by ARCA officials. ARCA officials may make determinations regarding race procedure, competitor eligibility, or other matters which may deviate from established rule/procedure, in the interest of the sport as stated above.

3. ARCA rules may be amended from time to time by distribution of bulletins to all registered drivers, owners and crew chiefs or as otherwise determined by ARCA as applicable.

4. ARCA officials' interpretation of the meaning/application of rules shall prevail at race events and be final. By accepting membership in ARCA, ARCA members agree that interpretation of rules by ARCA officials are non-appealable, except as provided in the ARCA Rule Book. All ARCA members agree that interpretation of rules by ARCA officials are non-litigable.

5. The term weekly competition refers to weekly ARCA sanctioned racing at Flat Rock and Toledo Speedways.

SECTION 2
MEMBERSHIP/COMPETITOR LICENSES

A–General

1. Eligibility - ARCA is dedicated to the highest degree of professionalism, sportsmanship, and integrity in stock car racing. For that reason, ARCA may accept or reject a license application at its sole discretion, in the interest of the sport of stock car racing and/or ARCA. Conduct detrimental to the sport of stock car racing and/or ARCA, whether in the course of competition or not and/or whether the person was a member of ARCA or not, may result in rejection of a membership application by ARCA.

2. Licenses must be secured from ARCA by all Drivers before taking part in any sanctioned events. Single Event license may be secured for entry to pit area at designated events only.

3. Fees for licenses listed on membership application must be paid before entering.

4. ARCA will issue all licenses from its headquarters.

5. All license applications are subject to the approval or rejection by ARCA. A license shall be used only by the member to whom it is issued. Any member who allows any person to use, or attempt to use, member license in any manner and/or creates, uses or attempts to use unauthorized license shall be subject to disciplinary action and/or suspension.

6. All licenses must be displayed to ARCA official in charge as directed when registering at a race meet or other event.

7. Any injured or suspended member shall not participate in any event without approval of ARCA officials. ARCA reserves the right to request a doctor's release at any time.

8. Broadcast and Other Rights—ARCA exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by ARCA, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds, and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any ARCA event and that ARCA is and shall be the sole owner of any and all intellectual property rights (including but not limited to patents, copyrights, trademarks, design rights and other proprietary rights) worldwide in and to these works, and in and to any other works, copyrightable or otherwise created from the images, sounds and data arising from, during or in connection with any ARCA event. In addition, each member, to the extent not already owned by ARCA, assigns to ARCA exclusively and in perpetuity any and all rights set forth above. ARCA members represent and warrant to not grant to any third party the rights described herein and agree to take all steps reasonably necessary, and all steps requested by ARCA to

protect, perfect or effectuate ARCA's ownership or other interest in these rights. ARCA members may not take any action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these ARCA rights. ARCA members agree to timing and scoring information and use thereof as determined by ARCA in the racing vehicle for each event.

9. Advertising Promotion and Other Projects—Each ARCA Member grants to ARCA, by virtue of participation in ARCA sanctioned racing events, rights to use Member's name, likeness and photographs of vehicles taken during events, in any way, medium or material (including without limitation by and through television, radio, air wave, cable and satellite reproductions, transmissions over the Internet and public and private online services authorized by ARCA and the like) before, during and after the events, for promoting, advertising, reporting or recording the event or any other ARCA sanctioned event, and for sales and other purposes of commerce, and relinquishes in perpetuity, all rights thereto for such purposes.

10. ARCA Substance Abuse Policy is available to all members and shall establish guidelines for the use of substances referenced therein for all participants in all ARCA sanctioned events.

B-Driver License

1. All rookies may be required to attend rookie meetings and/or pass rookie test before practice and/or qualifying.

2. Any driver participating in any ARCA sanctioned on-track activity must have a current valid ARCA Driver License for the respective division/activity.

3. MINIMUM AGE ELIGIBILITY REQUIREMENTS FOR NON-ARCA RACING SERIES DRIVER LICENSE:

A. Minimum of fourteen years of age (minimum fifteen years for ARCA Late Model division) considered for eligibility based on:

i. In-person meeting with ARCA Officials.

ii. Completed Driver Background Profile/Resume including references.

iii. Private on-track test session with ARCA designated observer.

iv. Initial approval subject to restrictive/probationary status for designated period.

v. Minor Release and Waiver document with signatures of each and every parent/guardian.

vi. Any and all requirements to be completed to ARCA discretion at Applicant's expense.

B. Minimum of sixteen years of age considered for eligibility based on:

i. Minor Release and Waiver document with signatures of each and every parent/guardian.

C. Owner License

i. Owner may be subject to penalty if vehicle does not meet rules and/or specifications.

D. License Regulation and Registration

i.Before entering the pit/racing area, a release and waiver, and/or registration forms must be signed by all competitors. Entering pit/racing area without approval of ARCA officials is prohibited.

SECTION 3
GENERAL REGULATIONS

1. Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

2. ARCA officials reserve the right to reject or allow pit/track entry of any individual and or equipment for any reason at its sole discretion.

3. Physical contact, verbal abuse, assault, or threat by any competitor to any ARCA official or persons serving under their orders shall be subject to penalty and/or suspension.

4. Subject to approval of ARCA officials, a promoter may run any type of race program.

5. Failure to notify ARCA officials in advance of any change in driver, or permitting a race vehicle to be driven in a practice, qualifying or race event without such prior notice shall be subject to penalty and/or suspension

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6. Car and crew shall be presentable in their appearance.

7. The interpretation of rules pertaining to race procedure or scoring positions by ARCA officials shall be final and not subject to protest.

8. Drivers, Owners and/or Crew Chiefs assume responsibility for actions of their team and are subject to discipline/penalty as a result of actions of their team.

9. Drivers, Owners and/or Mechanics shall have no claims against or cause of action for damages, expenses or otherwise against ARCA or its officials or promoter by reason of disqualification and/or damage to equipment.

10. Conduct or actions detrimental to the sport and/or ARCA, unsportsmanlike driving, fighting, or taking part in any demonstration which impedes the orderly process of an event shall be subject to penalty and/or suspension.

11. Any race car may be mechanically inspected by ARCA officials at any time.

12. Race track meets may occur under extra ordinary conditions, subject to special rulings

13. ALL RULES AND REGULATIONS IN ARCA RULE BOOK ARE SUBJECT TO INTERPRETATION BY ARCA OFFICIALS IN CHARGE.

14. ARCA, in its sole discretion, shall have the right of approval or rejection of any and all aspects of any and all sponsorship programs, including but not limited to images, graphics, identification, presentation and implementation. Request for approval shall be submitted prior to intended use.

SECTION 4
SAFETY

All types of racing are subject to the following:

1. Auto racing is dangerous by its very nature. ARCA members assume the risk of serious injury or death by their participation, and must accept their responsibility for advising spouse and/or next of kin of this fact. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the orderly conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. ARCA members accept responsibility for the continuing and ongoing inspection of race facilities, race vehicle and related equipment, track conditions, safety equipment and personnel, and to report to ARCA officials promptly any inadequacy or unsafe condition. Neither ARCA, nor its officials, nor its track owner/promoters, can or will be responsible for the adequacy of a competitor's race vehicle, racing equipment or racing activity in competition.

2. The head or arm of any driver shall not extend outside the door of a closed body race car while driven in any event or on track.

3. Officials in charge must be at their post before any race cars enter the track for race event activity.

4. No race, time trial or practice shall start unless there is adequate safety and emergency equipment on the track premises. (It is the responsibility of the promoter to provide the equipment.)

5. Only one person shall occupy a car at any time.

6. At no time will non-competing members be allowed on, across track or infield, unless approved by ARCA official.

SECTION 5
RACE TEAM PARTICIPANT MEMBERS INSURANCE PLAN

1. The ARCA Participant Accident insurance program is provided to ARCA racing team participant members only, and excludes all individuals who are participating in the race event as non-racing team participants. All references to ARCA Members as provisions of Section 5 shall be defined as such.

2. Each ARCA member with a competitor or pit permit, and who has signed the Release and Waiver sheet for the event for which the competitor or pit permit is issued, is entitled to insurance as arranged by ARCA if accidentally injured as the result of external violent and visible means while participating in said event. All competitors in ARCA sanctioned events agree to abide by the insurance plan. The insurance plan applies only at ARCA sanctioned events.

3. Fully licensed ARCA members are entitled to excess insurance which will pay medical expenses, up to the stated limit of coverage and per the terms and conditions of the policies issued by any track or policies issued for the ARCA sanctioned event. Any medical expenses the ARCA member incurs while participating in the ARCA sanctioned event, and who have followed proper registration procedures, will be paid on an excess basis once all other valid and collectible insurance the ARCA member may have, has been exhausted. Upon receipt and acceptance of the member's license application by ARCA, the ARCA Excess Insurance policies will become effective for the member for claims arising on, or after, this date per the terms and conditions of the policies issued. The policies increase coverage for the ARCA member from $15,000 (minimum medical coverage provided to licensed competitors at all ARCA sanctioned events) to $500,000.

4. Any member returning to competition after injury shall be deemed to be physically fit and further disability insurance and/or medical insurance shall cease as of that date. Any member returning to his usual occupation after injury shall not be entitled to further insurance as of that date.

5. Any member involved in an accident while on the racing premises and who does not report to the ARCA officials in charge of the event within 24 hours or before leaving the premises (providing such member is able to make such a report) may not be eligible for insurance prescribed under the insurance plan.

SECTION 6
INSPECTIONS

1. ARCA official in charge of a race meet shall determine the method and type of vehicle inspection, and number of vehicles to be inspected.

2. ARCA reserves the right to set up an impound area and determine how many people are allowed in this area. ARCA reserves the right to impound vehicles competing in the

sanctioned race. Any and all vehicles will be subject to inspections before, during and after races. Refusal to comply with this request will result in penalty. ARCA officials assume no responsibility for impounded vehicles.

3. Each vehicle must be prepared to pass rigid safety inspection before it will be permitted to compete.

4. Anything not covered by "rule book" or technical bulletins is to be submitted to ARCA 30 days prior to its intended use for interpretation and/or approval. Any discrepancies between rule book and technical bulletins issued after rule book printing, technical bulletins prevail.

5. ARCA reserves the right to confiscate any part and/or equipment determined to be unapproved, illegal and/or which requires additional examination to evaluate.

6. If a vehicle does not arrive at the track by the designated time, ARCA reserves the right to refuse that vehicle, owner and/or driver entry/participation in event.

SECTION 8
ARCA QUALIFYING AND RACE PROCEDURE

1. Whenever it becomes dangerous, unsafe or impractical to continue a race within the discretion of the starter/race director, a race may be stopped. Furthermore, at the discretion of ARCA Officials, if said race event reaches or surpasses the halfway point and due to unforeseen circumstances cannot continue, said event will be considered officially completed as of the last lap completed by the leader prior to the race halt.

2. When official discretion of winning positions is made by representative in charge, all races shall be considered finished.

3. The size of the field in a feature event will be determined by entry blank and/or ARCA officials.

4. No vehicle will be started or allowed to continue in competition which, in the opinion of presiding race officials, is a hazard to the other vehicles in the event.

5. All drivers are required to attend all mandatory drivers' meetings and/or mandatory participation events (autograph sessions, pre-race introductions, etc.) in order to be allowed to compete; penalty may be issued if driver is late or absent unexcused.

6. Scoring transponders issued by ARCA officials must be returned before leaving the track. Penalty may be issued.

7. Refer to Race Procedure Sheet for respective track (Flat Rock Speedway/Toledo Speedway). Available at the track and upon request.

SECTION 9
OFFICIAL FLAG RULES
GREEN FLAG

ARCA Officials may make special rulings on starts and restarts at race director's discretion. For example, after a red flag, caution flag may constitute official restart of race.

PASSING FLAG

(Blue flag with yellow stripe) Faster vehicles are approaching. Vehicles being overtaken are to yield to overtaking traffic.

YELLOW FLAG

The yellow flag signifies caution and this flag will be displayed immediately upon determination. All vehicles must slow and hold position and form a single line behind the lead vehicle. Drivers failing to abide by caution flag rule/procedure subject to penalty.

RED FLAG

The red flag means that the race must be stopped immediately regardless of the position of the vehicles on the track. The red flag may be used at ARCA Officials discretion for safety or other reasons. Cars should be brought to area designated by ARCA Officials, if possible, and kept on the track proper.

BLACK FLAG

Driver is to report to ARCA official immediately for consultation. Disregarding black flag may result in vehicle no longer being scored or complete disqualification. Drivers causing unnecessary delays in race are subject to black flag. Black flag does not mean immediate disqualification.

WHITE FLAG

Signifies one lap remaining in race. Vehicles may not receive any type of assistance after white flag has been displayed followed by checkered flag. Violation will result in vehicle not being scored on that lap. When used during caution period or prior to start of race signifies one lap until green flag.

CHECKERED FLAG

When the checkered flag is displayed, the race is officially over. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to distance traveled and order across finish line on final lap regardless of whether the vehicle is still running or not. All vehicles must complete last full scored lap under their own power. No vehicles may be pushed across the finish line.

SECTION 10
PENALTIES

1. Violation of any ARCA rule, regulation or procedure, as determined by ARCA officials, may result in ARCA member/participant being penalized by disqualification, probation, suspension, fine of championship points and/or monetary fine.

2. Any driver, owner, crew member and/or vehicle may be restricted from pit area and competition while under suspension and/or fine.

3. Until suspension is lifted, the vehicle with which the suspended member is registered, may be restricted from competing.

4. ARCA Procedure for penalty of prize money and championship points regarding post-race inspection and official finishing position, if disqualification:

A. Disqualified teams prize money to be placed in point fund (portion may be paid as tow money).

B. Any and all championship points earned in race to be forfeited

C. No points and/or prize money will be transferred to another vehicle or driver (except Factory Stock 500 Series).

SECTION 11
PROTEST

1. Scoring of a race, time trial timing, inspection decisions and race procedure decisions are not subject to protest.

2. Protests of any nature must be accompanied by a cash bond within time period as specified in rules for each division.

3. For complete specifications and rules in each separate division, individual division specifications are to be followed.

4. When a protest is upheld by ARCA, the bond will be paid to the prevailing party, except as noted.

5. ARCA officials shall set up rules and regulations of protests.

6. Any person or persons against whom a protest is lodged, shall have the right to file answers to the charges.

7. Decisions by ARCA official in charge at track will be final on any and all protests, except as provided in Section 12.

8. Only a licensed ARCA Driver participating in that race event may file a protest.

ARCA OUTLAW SUPER LATE MODEL DIVISION
SPECIFICATIONS

1. MODELS: This division is limited to U.S. Production models, either sedan or hard top coupes. No convertibles, station wagons, trucks, jeeps, suburbans or corvettes. Front engine conventional mounted 6 or 8 cylinders only. 102" minimum wheelbase.

2. BODIES: No extra body parts or skirting. No vents, louvers, holes in any body part outside of the hood. Louvers are permitted in the hood. Provisions must be made for net, bar or plate over the driver's head. A 24" x 15" x 3/16" aluminum or 24" x 15" x 1/8" steel plate mounted to the roll cage between the body and the roll cage on driver's side is mandatory. No more than 2" drop permitted at any point on roof. Hood and rear deck lid must be removable and securely fastened down in 4 corners by hood pins or hinges at all time that car is on the track. Hood scoops allowed (maximum height 4") in stock height position. NO ram air induction. Rear deck lid maximum of 28" from base of rear window to base of spoiler. Deck lid must be removable or have access panel 12" X 12" minimum. Rear deck lid drop or "belly" may have a maximum of 1" drop, checked from side to side of rear quarter panels. All rub rails maximum of 1" by 1", no sharp edges and must have closed ends. **Back panel must be minimum 14", perpendicular to the ground, fully enclosed.** Windshield and rear glass mandatory, lexan, with minimum of two supports secured at top and bottom. No unapproved view obstructing materials in or on front or rear window glass (Reserved for division sponsors). **Approved wrecker quick hook-ups mandatory at both ends.** Jacking posts allowed but must not extend beyond body. Overall construction, workmanship and appearance subject to ARCA official's approval. No open-end bumpers. No aluminum or composite bumpers, steel only. No aluminum door bar assemblies or jacking posts (outside of roll cage) or rub rails. NO carbon fiber body components permitted, except roof. No non-stock appearing bars permitted. (Except acceptable wrecker quick hook-up). Cars with no bump stops, rubbers, coil-bind setups, chains, bolts, straps, etc. will receive 50 lb. weight break.

A. REAR SPOILER: 8 inch high by 72 inch wide made of clear material. Bracing may be from front or rear. For front bracing, there are a maximum of 3 supports with a maximum of 3/4 inch round tubing only. Rear bracing must be inset from the sides of the quarter panel a minimum of 3 inches on both sides. Maximum of 1 inch rear facing lips only on rear spoiler. Maximum height of 42 inches from the ground to the top of the spoiler. The right rear quarter panel and rear spoiler must be inside of right rear tire.

B. ROOF HEIGHT: Minimum of 45", measured 10" back from the windshield, no more than 2" drop permitted front to back in center of roof. Maximum drop side to side is 2-1/2". Minimum roof 38" length x 45" width.

C. GROUND CLEARANCE: 3" minimum clearance of all parts of car, including chassis, except tires.

D. WINDSHIELD AND REAR GLASS: Full front windshield required. Rear glass may be any continuous elliptical shape resembling stock design, but may not come to a point. NO tear drop style rear windows. No V shapes or concave windows, must remain flat in the center. Rear window must have enough bracing in center to keep window from deflecting. Vertical rear window brace required, placed in center of window.

E. BODY WIDTH: Maximum of 82" at widest point, steadily decreasing in width to a maximum of 76" at the center of rear axle, then tapering to a maximum of 72" at the rear spoiler. Body panels are to appear symmetrical (the same) from side to side (excluding roof), sides of body must run in a vertical fashion. No "swoop" in body panels.
F. SIDE WINDOW OPENINGS: Minimum side window openings **minimum** of 12" high by 22" wide. Driver must be able to get out of car on both sides with helmet on. No add-on pieces in window area. No boxing in window openings.
G. SHELF: 4" maximum, measured from front windshield post back to front of C pillar plus 1 inch maximum side body radius. C pillar may taper inward no more than 9" from the edge of the body, at a point 52" forward of the base of the rear spoiler. C pillar is to be made of aluminum in a shape resembling body style of car's nosepiece, and may not be concave in any direction.
H. NOSE PIECE: After-market nosepiece to be mounted in a conventional manner. "Unaltered' TruForce nosepiece permitted; for all nosepieces, maximum 82 inches wide. The nosepiece front overhang is to be a maximum of 45 inches from the center of the hub to the tip of the nose, including the lip/splitter on the front of the nosepiece. The maximum width of the lip/splitter on the front edge of the nose piece will be 4". The maximum length of the splitter across the leading front edge of the nose will be 70" before the radius of the splitter begins on each side. The lip/splitter along the sides of the nose piece side flairs will taper back evenly from the front 4" measurement back to a maximum of 1". The nose piece side flair will be flush with the top of the fender. There will be no added shelves, ledges or lips of any kind built into the nose piece or side panels-with the exception of the splitter. Both front corners of the nosepiece lip/splitter must have a radius to prevent sharp edges. The nosepiece will have no more than a 1 ½" of belly built into the face of the nose. **No underside Nose Panning will be allowed of any kind.** Any nose piece cut up & deemed too radical for the intent of the conventional nose piece rule or that is laid back or flattened out too much may be assessed up to a 100 pound weight penalty, at the officials discretion. Not all factory nose pieces or side panels may be legal just because someone has produced a radical nose piece or side panels. Maximum nose height is 8 inches, measured from bottom of nose to ground.
I. REAR BUMPER HEIGHT: Minimum 12" from ground to bottom of bumper.
J. NUMBERS: Cars MUST be registered with ARCA to be eligible for point fund awards, to reserve number and for points to be kept. Numbers will be issued by ARCA. Numbers will have minimum 18" height and minimum 3" width and be applied on both doors and on roof so number can be read from outside track. Numbers must be contrasting in color. The number must also be in the top right corner of the windshield in white and on the rear of the car.
K. APPEARANCE: All cars will be presentable at all times. Numbers must be contrasting in color with body color and neatly applied. If number is not readable from scoring tower, car will not be scored. ARCA decal must be properly displayed throughout season to be eligible for point fund awards. Area from rear of door forward reserved for 17car number and ARCA approved participating companies only.

3. ENGINES: Maximum 8200 rpm permitted. Engine is subject to inspection at any time. Ignition box must be wired to 6-pin connector plug end (per MSD diagram). If this plug end is not in place and rpm cannot be checked with "Buzz Box", car will not compete. U.S. manufactured cast iron block only. No aluminum blocks. Engine location: 4 inch maximum set back. Ford engines maximum set back 5 inches. Engine and components may not be remotely adjustable. Crankshaft harmonic damper if used is recommended to meet SFI specification 18.1. Any engine not included must be submitted in writing to ARCA 30 days prior to intended use.

A. CARBURETORS: Maximum of one (1) four barrel carburetor. Two carburetor return springs in good working condition must be used. Must have ARCA approved metal or non-flammable air cleaner arrestor and air box.

B. IGNITION: ARCA has the option to provide a one for one replacement for any ignition box, which has run in competition. Box must be mounted out of reach of driver, towards right side of car. All wiring must be exposed and be in plain view and plug end to have GM weatherpack connectors.

4. RADIATORS: Any type may be used providing it does not alter the hood or body sheet metal. All radiators must be mounted in front of the engine and must not protrude through hood. Over flow hose must exit lower right corner front windshield and go straight up (do not install an angle fitting). Water is only acceptable coolant, no ethylene glycol content (anti-freeze).

5. FAN: All cars must have an approved fan in stock like position. All fans must have fan shroud. Electric fan recommended.

6. TRANSMISSION: Stock automotive type transmissions with working neutral and reverse gears mandatory. Must be mounted in conventional manner. Rear axle assemblies, quick change, full floaters, or truck rear ends are mandatory. All cars must have a scatter-shield over the flywheel housing of at least 1/4 inch metal thickness, or have approved type of bell housing. Two oval (360 degree) shape brackets, no less than 2" wide and 1/4 inch thick are to be placed around the driveshaft and fastened to the driveshaft tunnel or cross member. Driveshafts constructed of carbonfiber or composite type materials not allowed. Driveshaft must be painted white.

7. EXHAUST: Exhaust must exit behind the driver out of the lower 1/3 of car. Working mufflers mandatory. All cars must have working mufflers that will pass 100 DECIBEL NOISE TEST. Interior of muffler may not be altered in any way. Modifications may be made only to inlet and/or outlet. Cars that exceed db level will not be allowed to compete.

8. STARTER: Must be in working order. Motor should be able to start with its own battery. One battery maximum per car. Battery must be securely fastened in engine compartment or behind rear firewall. It must be covered and not in the same compartment as the driver. Battery must be kept charged. Master battery switch must be mounted on roll bar behind driver within reach of window. "On" and "Off" switch must be clearly marked.

9. **WEIGHT: With driver in driver's seat as if race ready, total weight for all cars will be 2700 lbs. minimum.** Cars with "No Bumps" will be 2650 lb. minimum. Engine weight ratio subject to revision if competition proves necessary to change. **All added weight must be painted white, have proper car number on it and must be double bolted. Weight must be block type and weight a minimum of 5 lbs. each.** No welded in weight allowed. Allowances for gas usage and laps run. Illegal weight or non-secured weight will be confiscated and fines assessed. Maximum 60% left side weight. The only acceptable material for weight is lead. All car measurements, minus weight, will be done in single, consistent manner, according to driver's preference - either driver in the car or out of the car. There will be no combination used in determining measurements.

10. BRAKES: All cars must have four wheel, hydraulically actuated brakes in working order. No titanium or carbon fiber brake rotors.

11. FUEL CELL: Approved type fuel cells are mandatory complete with 16 gauge metal enclosing container and internal bladder (foam filled). NO "U-shaped" fuel cells or non-standard shaped fuel cells. Fuel cell which meets SFI specification 32.1 recommended. Fuel cell must have a secure, screw type cap and **fuel may be added only by opening the trunk lid. It is highly recommended that all fuel vent lines have a 1-way check valve or flapper valve which meets SFI specification 32.2 attached and be securely mounted.** 22 gallon maximum capacity. Fuel cell must be protected by an X-frame type of welded bars with 2 one inch square tube supports under the fuel cell. They must be welded from each side of the frame to form an X from the rear fire wall to the rear of the car at the inside of the main frame rail to inspector's discretion. **All** fuel cells to have steel plates or similar strength aluminum plates mounted in front of and rear of cell, minimum 1/8 inch thickness, to inspector's approval. Fuel cell must be located to the rear of rear axle and between the inside edges of the rear tires. Fuel cell must be minimum of 8" off the ground at its lowest point. Metal neck and cap required. A solid metal (no aluminum) firewall must be welded in place to separate the driver from the fuel tank. No non-metal fuel line inside of driver's compartment. No part of the fuel lines shall be located below the bottom of the frame or along the outside of the frame. No pressure-type fuel systems allowed. No electric pumps allowed unless motor does not have manual set up for pump. Pump is to be wired in with working oil pressure shutoff safety switch (Corvair-type sender switch.)

A. FUEL: Only racing, straight pump gasoline, or E-85 pump gasoline permitted. No methanol, or nitrous oxide systems allowed. Any containers, lines or activating mechanisms found any time may be confiscated by ARCA. Any such materials found subjects competitor to penalty, fine and/or suspension. Fuel may be tested at any time.

12. ROLLCAGE AND CHASSIS: Chassis may not be adjustable from cockpit. No electric, hydraulic or pneumatic jacking devices. No holes may be drilled in the chassis for lightening purposes. Center section frame rails must have a perimeter of minimum 10" (2" x 3" rectangular tubing). Roll cage padding is mandatory on four post design, with front roll bar following windshield contour, and rear roll bar in back of driver's seat. Top of roll bars must be connected to form a box section, and be at least 2 inches above driver's head. Measurement from bottom of the 3-inch frame rail to top of rear roll bar is minimum 39-1/2 inches, with a 1/2 inch tolerance. The measurement of front halo bar is to be identical 39-1/2 inches, with 1/2 inch tolerance. Any material added to meet measurement must meet minimum roll cage specifications. Bars must be securely welded to the frame. Four bars at driver's hip height shall be installed on the driver's side, between front and rear roll bars. Three bars are to be installed on the right side with the same stipulations as above. 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 an "X" member spanning laterally between main frame members. All roll bars must be a minimum of .090 wall thickness. Bars will be checked. Seamless tubing of 1.5 inches or seamed tubing of 1.75 inches outside diameter must be used. A windshield support bar must be attached from center of dash bar to top roof bar. An aluminum or approved composite driver's seat is required with headrest, securely mounted to the frame and roll cage. The driver's seat shall attach via aircraft-type hardware to a substructure connecting to the roll cage and/or primary frame members. Back of seat must be secured to roll bar in back of driver's seat. Shoulder harness must run through welded loop on roll bar behind seat. No exceptions. 2 foot bars mandatory. No box-type decking in driver's compartment-must angle from right side door to base of driver's seat. All roll bars within the driver's reach recommended to be padded with padding which meets SFI specifications 45.1.

13. WHEELS AND TIRES: All wheels must be steel racing wheels, 15 inch diameter only and maximum 10 inches wide. Wheels may be chrome plated. The tire rule for Toledo will be determined prior to the event. See entry blank for more information. The tire rule for Flat Rock Speedway is Hoosier ST1* left side only and Hoosier ST2* right side only. Tires found to be not in compliance with ARCA Rulebook and established inspection procedures (durometer reading, tire origin/purchase location barcode, etc.) will be confiscated and will subject team to penalty up to and including loss of qualifying and/or race finish position, disqualification, loss of points and/or prize money and suspension. Tires not purchased from ARCA must be presented in advance of use in competition for determination of acceptance and inclusion in barcode inventory system.

14. SUSPENSION: No independent rear suspension permitted. Shocks may not be adjustable from the cockpit. No traction control devices. Weight transfer devices may not be automatically actuated by the driver.

15. SAFETY EQUIPMENT: ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified

per SFI 38.1 standards. Nylon mesh net must be installed in driver's side window opening. Recommend window net which meets SFI specification 27.1. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach at rear. Driver must be able to enter or exit out both doors through window openings. Cage net which meets SFI specification 37.1 is recommended. Steering wheel center post pad is mandatory. Driver's helmets must meet Snell SA 2015 or SFI Specification 31.1 or more recent standards. Drivers are to wear driving suits of fire resistant material which meets SFI specification 3.2A/5 that effectively covers the body from neck to ankles and wrist. It is also recommended that drivers wear complete full coverage fire resistant underwear and full coverage fire resistant gloves which meets SFI specification 3.3/5. All cars will be equipped with a driver restraint system, SFI specification 16.5 recommended with MINIMUM 3-inch wide seat belt, two piece shoulder harness and crotch strap with metal-to-metal central release. Six-point belt system recommended. This system must be in good condition and within expiration date. Safety inspector has final say. Restraint system must be securely attached to roll cage structure. Safety glasses, goggles or face shield is mandatory. An approved head type restraint will be located directly behind driver's head with driver seated normally. Recommend head restraint be fitted with head surround padding which meets SFI specification 45.2. All cars must carry a fire extinguisher, currently dated with working gauge, B or C type dry chemical minimum 2 1/2 lb. capacity securely strapped in a place within reach of the driver. Automatic on-board fire suppression system which meets SFI specification 17.1 systems are highly recommended. No equipment will be considered approved by reason of having passed through inspection unobserved.

16. GENERAL APPEARANCE, DRIVER: All drivers must reflect a high degree of professionalism. Drivers are expected to maintain a clean and neat personal appearance. Drivers are expected to have clean and well maintained firesuits. If requested, drivers are expected to comply with patches being neatly and permanently affixed to firesuits. All drivers are responsible for their crew members' conduct and appearance.

17. PROTESTS: All protests must be made within 15 minutes prior to start of feature. A cash bond of $500 per item being protested must accompany protest and include specific description of each item being protested. All protests must be made to chief inspector in writing.

18. All decisions by ARCA officials shall be final. Interpretation of rules by ARCA officials will be final. ARCA reserves the right to amend rules, in bulletin form sent to all current licensed drivers and car owners. Violation of the rules and/or refusal of inspection will be subject to suspension, penalty and/or fine. Penalty will be levied by ARCA officials. Any illegal part may become property of ARCA.

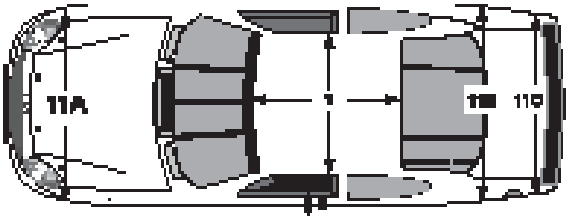
19. Cars and drivers will not be permitted to carry onboard computers, recording devices, processors, microcontrollers, electronic memory chips, or traction control devices. Digital readout gauges are now permitted. No remote recall tachometers. Any team found using any of the above mentioned equipment during any ARCA sanctioned competition will have all illegal parts

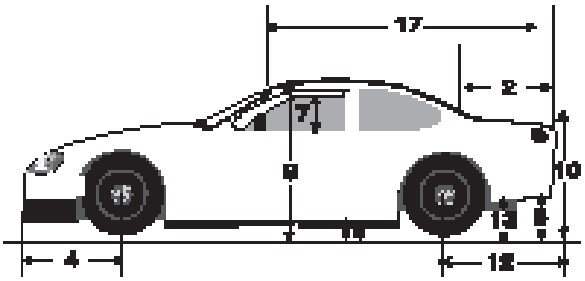
confiscated and will be grounds for immediate disqualification. The offending Car Owner and Driver will be suspended immediately for an indefinite period of time. Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

DRIVERS ARE RESPONSIBLE FOR THEIR PIT CREWS.

All members must be properly attired for safety in pit area.

All equipment not governed by the above rules to be submitted to ARCA no less than 30 days prior to date of intended use. No equipment will be considered approved by reason of having passed through inspection unobserved.





MEASUREMENTS

1. Min. roof measurement: 38"L x 45"W
2. Max. rear deck lid: 28"
3. Max. width of top of doors: 4"
4. Tip of nose to center hub: 45"
5. Max. rear bumper height from ground to bottom of bumper: 12"
6. Min. back panel perpendicular to ground: 14"
7. Min. window opening: 12" x 22"
8. Min. ground clearance of all body parts: 3"
9. Min. height from ground to top of roof, measured10" back: 45"
10. Max. height of spoiler from ground: 42"
11. (A) Max. at widest point: 82"
    (B) Max. at center of rear axle: 76"
    (C) Max. total body width at rear of rear quarters: 72"
12. Max. rear overhang center hub to rear at base of spoiler: 46"
13. Min. rear quarter panel distance from ground: 8"
14. Max. tire track width measured from outside to outside of tire at the bottom of the center of tire: 82"
15. Max. spoiler height: 8"
16. Minimum clearance all steering and frame parts: 3"
17. Max. front of roof to base of rear spoiler: 102"

All car measurements minus weight, will be done in a single, consistent manner, according to driver preference - either driver in car or out of the car. There will be no combination used in determining measurements.

ARCA FIGURE 8 DIVISION
SPECIFICATIONS

1. Any American manufactured automobile. No station wagons, suburbans, 4 wheel drives, convertibles, jeeps or pick-ups allowed. 101" minimum wheelbase.

2. ENGINES: Approved in-line six (6) cylinder, V6 engines, V8 engines or the Ford crate engine part #M-6007-S347JR with an ARCA approved 2 barrel carburetor is legal for use in competition. Any engine may be interchanged with any make of car (Ford with Chevrolet, Chrysler with Ford, etc.) Ignition box must be mounted out of reach of driver, towards right side of car. All wiring must be exposed and be in plain view and plug end to have GM weatherpack connectors.

Engine Type	Bore	CI
In-line-6		268
Ford In-line-6		240
GM V6	4.060	271
Ford V6	3.850	260
Chrysler V6	4.040	257
Crate #M-6007-5347-JR	4.030	347

Non-magnetic connecting rods not permitted. Stroke must remain stock on GM V6 and Ford V6. Chrysler V6 will be allowed maximum 3.50. Only stock hydraulic lifters can be used if engine is equipped with a roller cam. Crate engine must maintain stock manufacturers specifications with the exception of the oil pan. The stock pan may be replaced by a road course oil pan. No additional parts. No aluminum blocks. Flat or dished-top pistons only (no pop-ups allowed). For in-line 6 cylinder engines, #1 spark plug must be in line with upper ball joints (plus/minus 2"). For V6 and V8 engines 3 inch maximum setback, no tolerance. Any engine not included must be submitted in writing to ARCA 30 days prior to intended use.

A. Valve Springs: Must be stock type.

B. Valves: (1) Intake Valves: 1.940 head diameter; (2) Exhaust Valves: 1.500 head diameter.
These are maximum sizes. Smaller valves may be used.

C. Crankshaft harmonic damper which meets SFI specification 18.1 recommended if used.

V8 ENGINE: Engine may be of any cast iron factory production type 6 or 8 cylinder, V6 or V8 allowable. V8 engine--maximum 358 cubic inches. Cast iron factory production stock cylinder heads and blocks. No angle plug heads, no Bow Tie heads. No Mopar High Performance heads. No "made for racing heads". Vortex heads will be allowed for use in competition. Valves must remain OEM stock size, angle and diameter. Heads must have OE manufacturer part number stamped on and legible. Heads can be interchanged within manufacturer's corporate line. Heads must have been offered as original equipment. Cast iron heads only, No aluminum. No modifications to cylinder heads. No modifying of intake or exhaust manifold. No motor plates. No porting, polishing or altering in any way of cylinder heads, must remain stock in appearance. Factory stock stroke and bore

measurements only, with .040 maximum bore clean-up allowed. Factory stock size valves must be used. NO roller cams or roller crankshafts. Non-magnetic connecting rods not permitted. Dished or flat top pistons only. NO pop-up type pistons will be allowed. Engine and motor mounts must be in stock location. Stock type oil pan must be used; may be modified for capacity. If a crankshaft harmonic damper is used, recommend crankshaft harmonic damper which meets SFI specification 18.1. Cast iron factory production intake or approved intake only. No porting, polishing or altering in any way of intake. Intake must have casting number. Approved intake numbers:

AMC - #2131 Buick - #5486
Chevrolet - #2101, #2161, #2111, #2116
Chrysler - #2176, #2186
Ford - #2171, #3781, #2181, #2121, #2665, (Clifford #434502)
Olds - #3711 Pontiac - #2156
GM Crate: 12366573

Any intake not listed must be submitted in writing no less than 30 days prior to date of intended use.

3. HEADS: Cylinder heads may be interchanged within a corporate manufacturer's line. Only factory stock production heads. No aluminum heads on in-line 6 cylinder. Cast iron factory type head only permitted for in-line 6 cylinders. Factory stock OEM steel or aluminum heads only on V6. All configurations of head must remain stock. NO porting or polishing of V6 heads. Aftermarket valve springs and studs may be used. Valve guide may be changed but not angle.

4. CARBURETORS: All cars are limited to one (1) stock type carburetor. When using the V8 engine a 2 barrel, 4412 Holley type carburetor only, maximum 500 cfm, with stock 4412 throttle bore and Venturi dimensions, and base plate no larger than 1-11/16" and stock boosters only. A good throttle return mechanism with two (2) return springs must be used. Linkage must be in perfect operating condition. Cable used for linkage must be to inspector's discretion. No vacuum leaks. AIR CLEANER must remain under hood. Element must be used at all times. All cars must have an ARCA approved metal or non- flammable air cleaner arrestor and air box.

5. EXHAUST: All cars must have working mufflers passing 100 DECIBEL NOISE TEST. Cars that exceed db limit will not be allowed to compete. Exhaust must exit out of lower 1/3 of car. Stock cast iron exhaust manifold only for V6 and V8 engine. Headers will be allowed for inline-6 cylinder engines. Maximum exhaust pipe 2 1/2" I.D. measured 2-1/2" from exhaust manifold and beyond. For the V8 engine the maximum exhaust pipe 2" I.D. measured 2" from exhaust manifold and beyond. No porting or polishing of stock exhaust manifold. Interior of muffler may not be altered in any way. Modifications may be made only to inlet and/or outlet.

6. TRANSMISSION: Optional automatic transmission or manual transmission. No transmission coolers in drivers compartment. Any transmission not in compliance may be confiscated. Automatic transmission must have fully operational torque converter.

7. CLUTCHES: ONLY single type steel clutch plate & cover may be used. NO rev kits, NO double or triple disc clutches, NO ram couplers. Clutch must be stock type to manufacturers application. Steel bell housing and/or other type of ARCA approved bell housing mandatory. No aluminum flywheel. Only exception to manufacturer stock type clutch is pressure plate #CA1888 and disc #CD4198TB.

8. FUEL & FUEL CELL: Fuel cells mandatory, 22 gallon maximum capacity. Fuel cell must be enclosed in separate container made of minimum 20 gauge steel. Lowest point of container is to be no lower than rear axle tubes. Hoop or protection bar must be installed between rear frame rails to protect fuel cell. Fuel cell must be protected with 2 one inch square tube supports under the fuel cell. The fuel cell must be located as close to rear end housing as possible and back of rear axle tube. A solid metal (no aluminum) firewall must be welded in place to separate driver from fuel cell. No non-metal fuel lines inside driver's compartment, and no part of fuel lines shall be located below the bottom of the frame or along the outside of frame. No pressure type fuel systems allowed. No electric fuel pumps allowed unless operational oil pressure shutoff safety switch is used (Corvair-type sender switch). Fuel may be added only by opening trunk lid. It is highly recommended that all fuel vent lines have a 1-way check valve or flapper valve attached and be securely mounted. Only racing fuel, straight pump gasoline or E-85 pump gasoline permitted. No alcohol, methanol or nitrous oxide systems allowed. Fuel may be tested at any time. No fuel pressure lines to be run inside driver's compartment.

9. BRAKES: All brakes must be in good working order on all four (4) wheels. Brakes must be of standard production type. Brakes are subject to inspection by ARCA officials at any time.

10. BODY:

A. STRUCTURE: Cars competing with a complete body (hood, fenders, doors, bumpers, grille, nosepiece, deck lid, roof wing) must be securely mounted with no sharp edges. Hood and deck lid must be securely fastened in 4 corners by hood pins or hinges. Front nosepiece cannot extend past front bumper unless running a stock-type nosepiece. Front Bumper must be minimum of 17 inches and no more than 19 inches from the ground to bumper. Maximum 2 inch by 3 inch tubing, .83 maximum thickness. Bumpers must be rounded off. Front bumper may be no wider than center of tread width. Nerf bar on front bumper may not exceed 10 inches in height. Bumpers may be reinforced behind the bumper. Front fenders to cover at least half of the tire if used. No sharp edges.

Nerf bar in rear bumper must be minimum 4" and maximum 8" below bumper. All rub rails must be flush against body at all points, maximum 1" x 1", no open ends. Trimming of fenders will be limited to a reasonable amount. It is required that door bars be plated on both sides of car to inspector's discretion (as described in rule D below). No sharp edges on exterior of body to inspector's discretion. Minimum safety glass or 1/8" minimum polycarbonate, with minimum of 2 center supports secured at top and bottom. No unapproved view obstructing materials in or on windshield (no tinting, names, etc.). No rear windows. Front vent window must come straight down from point where windshield post meets roof on driver's side only. Right side must remain open. No reflectors to roll bars. Roof wing or stock roof permitted. Wing must be framed with 1/2" x 1/2" minimum steel square tubing. Frame must be welded or bolted to roll cage, must be permanently mounted. Wing cannot be adjustable. The "C" pillars will go no farther back than the center of the rear wheel. All panels must be aluminum. Dimensions are 48" minimum, 55" maximum side to side, 48" front to back. Side boards 4-1/2" in front, 9" in back. Full windshield is mandatory to inspector's discretion. Maximum angle of roof wing is ten degrees. Maximum height of roof wing is 56". Roof net mandatory. Maximum quarter panel height 36". Decking must match quarter panel height. NO front or rear spoilers of any kind. Rear of car must be fully enclosed from above bumper to top of deck lid, no screening. Wrecker quick hook-ups mandatory at both ends.

B. NUMBERS: Cars MUST be registered with ARCA to be eligible for point fund awards, to reserve number and for points to be kept. Numbers will be issued. Number will be at least 18 inches high, and appear on both doors and on top of car. Number must be legible from scoring tower. The number must also be in the top right corner of the windshield in white and on the rear of the car.

C. APPEARANCE: All cars will be presentable at all times. Number should be contrasting in color with body color. If the number is not readable from the scoring tower, car will not be scored. ARCA decal must be properly displayed throughout season to be eligible for point fund awards. Area from rear of door forward reserved for car number and ARCA -approved participating companies only.

D. SAFETY REINFORCEMENT: All cars must have a steel plate of not less than 3/16 inch in thickness and twelve(12) inches in width welded or bolted to the outside of roll bars on both sides of car. **Steel plate must extend from front roll cage upright to rear roll cage upright.** Center line of plate should be at driver's hip height. Workmanship to inspector's discretion.

10. RADIATOR: Radiator must remain in stock position and be in working order. Overflow hose must exit lower right corner front windshield and go straight up (do no put a 90 degree fitting on the end). All cars must have fan shroud and run pressure release radiator cap. Electric fan recommended. Water is only acceptable coolant, no ethylene glycol content (antifreeze).

11. WHEELS AND TIRES: Only stock-type approved steel wheels, not exceeding 8" width, may be used. (Hoosier 26.5/8.0-15 TREADED 10205 890, Hoosier 27.5/8.0-15 TREADED10208 890 tire only, 8" maximum tread width. Aluminum safety hubs approved for competition are permitted. Heavy duty lug nuts must be used for all four wheels. Tires found to be not in compliance with ARCA Rulebook and established inspection procedures (durometer reading, tire origin/purchase location barcode, etc.) will be confiscated and will subject team to penalty up to and including loss of qualifying and/or race finish position, disqualification, loss of points and/or prize money and suspension. Tires not purchased from ARCA must be presented in advance of use in competition for determination of acceptance and inclusion in barcode inventory system.

12. REAR END: No quick-change adapters on transmissions. Truck floater or truck rear end is legal. No aluminum rear end components of any kind (axles, spools, housing, etc.).

13. DRIVESHAFT: Two oval (360°) shape brackets, no less than 2" wide and 1/4" thick are to be placed around the drive-shaft an approved distance apart and fastened to the drive-shaft tunnel or cross member. Drive shafts constructed of carbon fiber or composite type materials not allowed. Steel or aluminum drive shafts only. Must be painted white.

14. CHASSIS: Minimum center section distance frame rail width side to side 46". No offset chassis, no independent rear suspension. No traction control devices. Front and rear coil and rear leaf springs must remain in stock type position. Steel bodied non-rebuildable non threaded shocks only. Front shocks only will be allowed to utilize the coil-over hardware kit. No rechargeable gas shocks. No canister shocks. No remote reservoir shocks. NO bump stops, rubbers, compression/rebound limiting or coil-bind setups. NO chains, bolts, straps, etc. One shock/spring per wheel.

15. ROLL BARS: Roll cage padding is mandatory on four post design, (recommend padding which meets SFI specification 45.1) with front roll bar following stock type windshield contour, and rear roll bar in back of driver's seat. Top of roll bars must be connected to form a box section. Distance from frame rail to bottom of roll cage must be minimum of 34" or 2" above driver's head, whichever is greater. Bars must be securely welded to the frame. No screwed pipe fittings permitted. Four bars at driver's hip height shall be installed on the driver's side, between front and rear roll bars. Three bars are to be installed on the right side with the same stipulations as above. 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 an "X" member spanning laterally between main frame members**. A windshield support bar must be attached from center of dash bar to roof bar.** All roll bars must be a minimum of .090 wall thickness. Seamless tubing of 1.5 inches or seamed tubing of 1.75 inches outside diameter must be used. Roll bars will be checked. The driver's seat shall attach via aircraft type hardware to substructure connecting to the roll cage and/or primary frame members. An aluminum or approved composite driver's seat is required with headrest, securely mounted to the frame and roll cage. Back of seat must be secured to roll bar in back of driver's seat. Shoulder harness must run through welded loop on roll bar

behind seat. 2 foot bars mandatory. Steel is the only acceptable material for floor pan and firewalls. No box type decking in driver's compartment, **may** angle from right side door bar to base of driver's seat. Interior must be completely enclosed; no holes.

16. WEIGHT: Minimum 2600 lbs. with driver. 2800 lb.for V8 engine with driver. All added weight must be painted white, have proper car number on it, mounted on top or inside frame rails, secured with minimum of two 1/2 inch bolts and in no smaller than 5 lbs. pieces. Illegal weight or non-secured weight will be confiscated and fines assessed. Only acceptable material for weight is lead.

17. SAFETY EQUIPMENT: ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified per SFI 38.1 standards. Provisions must be made for net, bar or plate over the drivers head and steering wheel, conforming to roofline attached to roll cage. An ARCA approved nylon mesh net must be installed in driver's side window opening. A window net which meets SFI specification 27.1 recommended. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach at rear. Driver must be able to see out rear window. A cage net which meets SFI specification 37.1 is recommended. Steering wheel center pad is mandatory. Drivers' helmets must meet Snell SA 2015, or SFI specification 31.1, or more recent standard. Drivers are to wear driving suits of fire resistant material, recommend driving suits which meets SFI specification 3.2A/5 that effectively covers the body from neck to ankles and wrist. It is also recommended that driver wear complete full coverage fire resistant underwear and full-coverage fire resistant gloves. Gloves which meets SFI specification 3.3/5 recommended. All cars will be equipped with minimum 3 inch wide seat belt, two piece shoulder harness and crotch strap with metal-to-metal central release. Recommend driver restraint system which meets SFI specification 16.5. Six-point belt system recommended. This system must be in good condition and within expiration date. Safety inspector has final say. Restraint system must be securely attached to roll cage structure. Safety glasses, goggles or face shield is mandatory. An approved head type restraint will be located directly behind driver's head with driver seated normally. Recommend head surround padding which meets SFI specification 45.2. All cars must carry a fire extinguisher, currently dated, equipped with working gauge, B or C type dry chemical minimum 2 1/2 lb. capacity securely strapped in a place within reach of the driver. Automatic on-board fire suppression systems which meets SFI specification 17.1 recommended. No equipment will be considered approved by reason of having passed through inspection unobserved.

18. BATTERY: One battery maximum per car. Battery must be securely fastened in engine compartment or behind rear firewall. Battery must be covered and not in the same compartment as the driver. Master battery switch must be mounted on roll bar behind driver within reach of window. "On" and "Off" switch must be clearly marked.

19. PROTESTS: All protests must be made within 15 minutes before the feature. A cash

bond of $500 **per item** being protested must accompany protest and include specific description of each item being protested. Crate engine protest must be accompanied by a cash bond of $750. Protest of crate engine is for the complete engine package. All protests must be made to chief inspector, in writing.

20. All decisions by ARCA officials shall be final. Interpretation of rules by ARCA officials will be final. ARCA reserves the right to amend rules, in bulletin form sent to all current licensed drivers and car owners. Violation of the rules and/or refusal of inspection will be subject to suspension, penalty and/or fine. Penalty will be levied by ARCA officials. Any illegal part may become property of ARCA.

21. Radio communication is not permitted. Any radio communication equipment found can/will be confiscated. Scanners are mandatory, to be programmed with ARCA-approved frequency only. These will be used for line-ups and flags only. Any deviation will result in immediate suspension. On race nights, no data acquisition devices of any type (lap counters, lap timers, etc.) allowed.
Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

Drivers are responsible for their pit crews.

All equipment not governed by above rules to be submitted to ARCA no less than 30 days prior to date of intended use. No equipment will be considered approved by reason of having passed through inspection unobserved.

ARCA STREET STOCK DIVISION
SPECIFICATIONS

All components of cars competing in this division are to be auto manufacturer production stock to make and model run, no aftermarket or racing parts, unless otherwise specified.

1. Any American manufactured automobiles. No small compact cars, station wagons, 4 wheel drive, convertibles, jeeps, pick-ups or Corvettes allowed. Minimum wheelbase is 105 inches (see Body).

2. ENGINE: Engine may be of any cast iron factory production type 6 cylinder, V6 or V8 allowable. Cast iron factory production stock cylinder heads and blocks. No angle plug heads, no Bow Tie heads. No Mopar High Performance heads. No "made for racing heads". Vortex heads will be allowed for use in competition. Valves must remain OEM stock size, angle and diameter. Heads must have OE manufacturer part number stamped on and legible. Heads can be interchanged within manufacturer's corporate line. Heads must have been offered as original equipment. Cast iron heads only, No aluminum. No modifications to cylinder heads. No modifying of intake or exhaust manifold. No motor plates. No porting, polishing or altering in any way of cylinder heads, must remain stock in appearance. Factory stock stroke and bore measurements only, with .040 maximum bore clean-up allowed. Factory stock size valves must be used. Hydraulic roller lifters can be used if engine is equipped with roller cam. Non-magnetic connecting rods not permitted. Dished or flat top pistons only. NO pop-up type pistons will be allowed. Engine and motor mounts must be in stock location. Furthest forward spark plug hole must be in line with upper ball joint +/- 1 inch. Minimum crank height will be 10". Stock type oil pan must be used; may be modified for capacity. If a crankshaft harmonic damper is used, recommend crankshaft harmonic damper which meets SFI specification 18.1. Cast iron factory production intake or approved intake only. No porting, polishing or altering in any way of intake. Intake must have casting number. Approved intake for GM engines, part #12366573. Approved intake numbers:

AMC - #2131 Buick - #5486
Chevrolet - #2101, #2161, #2111, #2116
Chrysler - #2176, #2186
Ford - #2171, #3781, #2181, #2121, #2665,
(Clifford #434502)
Olds - #3711 Pontiac -
#2156 GM Crate - #12366573

Any intake not listed must be submitted in writing no less than 30 days prior to date of intended use. The Ford crate engine part # M-6007-S347JR with an ARCA approved 2 barrel carburetor is now legal for use in competition. Crate engine must maintain stock manufacturers specifications.

Ignition box must be mounted out of reach of driver, towards right side of car. All wiring must be exposed and be in plain view and plug end to have GM weatherpack connectors.

3. CARBURETORS: 2 barrel, 4412 Holley type carburetor only, maximum 500 cfm, with stock 4412 throttle bore and Venturi dimensions, and base plate no larger than 1-11/16"

4. and stock boosters only. Minimum of 2 return springs on carb mandatory. Choke housing and mechanism may be removed. No vacuum leaks. 1" spacer maximum as approved, in stock type position. Air cleaner must be made of metal or non-flammable material, which will act as a flame arrestor. Element must be used at all times. No air boxes. Air cleaner must remain under hood.

5. RADIATOR: Radiator must remain in stock position and be in working order. Overflow hose must exit lower right corner front windshield and go straight up (do not put a 90 degree fitting on the end).. All cars must have working fan and fan shroud and run pressure release radiator caps. Electric fan recommended. Water is only acceptable coolant no ethylene glycol content (antifreeze).

6. EXHAUST: All cars must have working mufflers passing **100 DECIBEL NOISE TEST.** Cars that exceed decibel limit will not be allowed to compete. Exhaust must exit lower 1/3 of car. Cast iron factory production exhaust manifolds. Headers are permitted. Maximum of two (2) 2" outlets. Maximum exhaust pipe 2 inch I.D. measured 2 inches from exhaust manifold/header collector and beyond. No porting or polishing of stock exhaust manifold. Interior of muffler may not be altered in any way. Modifications may be made only to inlet and/or outlet.

7. TRANSMISSION: Optional automatic transmission or manual transmission. Must have scattershield. No transmission coolers in driver's compartment. Manual transmission must have all gears in place in working order, with maximum 5 speeds forward and 1 reverse. Any transmission not in compliance may be confiscated. Automatic transmission must have fully operational torque converter.

8. CLUTCHES: Only single-type steel clutch and cover may be used. NO rev kits, NO double or triple disc clutches, NO ram couplers. Clutch must be stock type to manufacturer's application. Single disc steel, minimum 10-1/2 inch clutch. Must have a blow-proof bell housing. No aluminum flywheel.

9. DRIVE SHAFT: Two oval (360) shaped brackets, no less than 2" wide and 1/4" thick are to be placed around the driveshaft an approved distance apart and fastened to the driveshaft tunnel or cross member. Drive shafts constructed of carbonfiber or composite type materials not allowed. Steel drive shafts only. Must be painted white.

10. BATTERY: Battery must be securely fastened in engine compartment or behind driver's seat inside frame rail enclosed in metal box. Battery must be kept charged. One battery maximum per car. Master battery switch must be mounted on roll bar behind driver within reach of window. Master battery switch must be clearly marked on and off.

11. SUSPENSION: OEM stock frame from center of rear axle to front spring, to inspectors discretion. Minimum acceptable clip extensions (frame horns) .125 thickness and 2" x 3" steel. No uni-body frames allowed unless registered and competed in the

12. 1995 season. Minimum acceptable frame rail dimensions to connect front and rear uni-body frames are .125 thickness and 2" x 3" steel. Front spring pocket must remain in stock location. Weight transfer mechanisms (jacking bolts) allowed, but must not extend beyond the body and may not be automatically actuated by driver. Steel aftermarket heavy duty spindle acceptable. Factory welded steel bodied shocks only. No aftermarket or homemade welds. NO canister, NO rebuildable, NO adjustable, NO rechargeable, NO shocks with or without Schrader valve or any method to charge with gas permitted. All shocks used in competition must utilize the unaltered/standard parts associated with the shock. Minimum 3/4" heim joints may be used for safety at inspector's discretion. Aluminum crossshaft on upper A-arms permitted. A-arm MUST remain steel. NO bump stops, rubbers, compression/ rebound limiting or coil-bind setups. NO chains, bolts, straps, etc. One shock/spring per wheel; NO 5th coil or lift bar suspensions will be permitted. NO birdcage setups of any kind (3 or 4 link). Front end suspension may be aftermarket, if same material as OEM factory stock (steel part for steel, aluminum part for aluminum, rubber part for rubber). Must have STOCK OEM lower a-frames (control arms). Aluminum safety hubs approved for competition are permitted. Stock-type aftermarket rack & pinion allowed. Rear suspension alterations limited to addition of 3rd 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. No traction control devices. Tread width must conform to body and be consistent front to rear so tires do not extend outside body with reasonable fender flare. Maximum tire track width from outside of tire to outside of tire is 78-1/2 inches.

13. SPRINGS: Springs must be stock type and remain in stock type position to inspector's discretion. Minimum 5-inch diameter springs. Spring spreaders and heavy duty springs are permitted. Racing springs permitted…cannot be altered in any manner.

14. REAR-END: "Floater" type rear ends are highly recommended. Truck and locked rear ends are permitted. No quick change rear end. No aluminum rear end components of any kind (axles, spools, housing, etc.).

15. BODY:

A. STRUCTURE: Five Star Gen 6 body is permitted; add 50lb. if splitter is intact. Splitter is not permitted with other body types. All body parts must be FACTORY STOCK in appearance and materials to inspector's discretion. No carbon fiber material to be used at all. An all ABC type body (all parts) will be permitted. Body must adhere to ABC dimensions. Screen may be used in place of stock grille. Fenders must extend to outside of tire to resemble stock appearance. 2" maximum scoop-cowl inlet only. No front or rear spoiler of any kind. No dirt style noses. Maximum width of body in front of tires is 78 inches. Rub rails permitted, must be flush against body at all points. Maximum of 1 inch by 1 inch. No open ends. Maximum 34" rear quarter panel height. Windshield "A" pillar, full front and rear bumpers and grille mandatory. All body parts must be securely mounted. Hood and deck lid must be securely fastened in 4 corners by hood pins or hinges. No body styles with factory production wheelbase under 98" allowed. Body must fit 105" minimum wheelbase chassis and appear factory stock to inspector's discretion. Approved wrecker quick hookups mandatory

at both ends. All glass must be removed except front windshield, which must be safety glass or minimum 1/8" polycarbonate, with minimum of 2 supports secured at top and bottom. Opera windows are permitted. No unapproved view obstructing materials in or on windshield (no tinting, names, etc.) Front windshield and hood must follow contours of factory stock body style appearance. Minimum roof height is 47 inches. Maximum 2" rise to radius hood.

B. NUMBERS: Cars must be registered with ARCA to be eligible for point fund awards, to reserve number and for points to be kept. Numbers will be issued. Numbers will be at least 18 inches high, and appear on both doors and on top of car. Number must be legible from scoring tower. The number must also be in the top right hand corner of the windshield in white and on the rear of the car.

C. APPEARANCE: All cars will be presentable at all times. Numbers should be contrasting in color with the body color. If the number is not readable from the scoring tower, car will not be scored. ARCA decal must be properly displayed throughout season to be eligible for point fund awards. Area from rear of door forward reserved for car number and ARCA- approved participating companies only.

D. SAFETY REINFORCEMENT: All cars must have a steel plate of not less than 3/16" thickness and 12" in width welded to the roll bars or plated to inspector's discretion on the driver's side. Steel plate must extend from the cowl past the driver's door to the rear quarter of car. Center line of plate should be at driver's hip height.

16. INTERIOR: Steel is only acceptable material for floor pan and firewalls. No box type decking in driver's compartment, **may** angle from right side door to base of driver's seat. Interior must be completely enclosed, no holes

17. ROLL CAGE: Roll cage padding is mandatory on four post design, (recommend padding which meets SFI specification 45.1), with front roll bar following windshield contour, and rear roll bar in back of driver's seat. Top of roll bars must be connected to form a box section. Distance from frame rail to bottom of roll cage must be minimum 34" or 2" above driver's head, whichever is greater. Bars must be securely welded to the frame. No screwed pipe fittings permitted. All main roll cages must follow contour of roof and windows and be as wide as or wider than outside frame rails. Four bars at driver's hip height shall be installed on the driver's side, between front and rear roll bars. Three bars are to be installed on the right side with the same stipulations as above. 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 an "X" member spanning laterally between main frame members. **A windshield support bar must be attached from center of dash bar to roof bar.** All roll bars must be a minimum of .090 wall thickness. Seamless tubing of 1.5 inches or seamed tubing of 1.75 inches outside diameter must be used. An aluminum or approved composite racing-quality, bucket-type seat is required with headrest, securely mounted to the frame and roll cage. Seat shall attach via air-craft type hardware to a substructure connecting to the roll cage and/or primary frame members. Back of seat must be secured to roll bar in back of driver's seat. Shoulder harness must run through welded loop on roll bar behind seat.

18. CLEARANCE: Minimum 4" ground clearance of every part on car except tires

19. TIRES: (Hoosier 26.5/8.0-15 TREADED 10205 890, Hoosier 27.5/8.0-15 TREADED10208 890 tire only 8" maximum tread width only. Tires found to be not in compliance with ARCA Rulebook and established inspection procedures (durometer reading, tire origin/purchase location barcode, etc.) will be confiscated and will subject team to penalty up to and including loss of qualifying and/or race finish position, disqualification, loss of points and/or prize money and suspension. Tires not purchased from ARCA must be presented in advance of use in competition for determination of acceptance and inclusion in barcode inventory system.

20. WHEELS: Steel wheels only. Safety wheels are legal and recommended. Fifteen inch rims only. 8" wheel width maximum. NO "wide" 5 bolt pattern. 5 x 5 bolt pattern maximum. Heavy duty lug nuts must be used on all four wheels. Approved wheel spacers permitted.

21. BRAKES: All brakes must be in good working order on all four (4) wheels. Brakes must be of standard production type. Aluminum calipers are now permitted. Brakes are subject to inspection by ARCA officials at any time. Brakes may not be adjustable from driver's compartment.

22. WEIGHT: Any car with motor 358 C.I.D. or less must weigh a minimum of 2900 lbs. with driver, maximum 56/44% left side/right side weight ration. Any car with motor over 358 C.I.D. must weight a minimum 3050 lbs with driver, maximum 56-44% left-side/right side ratio. Added weight must be painted white, have proper car number on it, mounted on top or inside frame rails, secured with minimum of two 1/2 inch bolts and in no smaller than 5 lb. pieces. Illegal weight or non-secured weight will be confiscated and fines assessed. Clarification - only acceptable material for weight is lead.

23. FUEL & FUEL CELL: Fuel cell mandatory, 22 gallon maximum capacity. Fuel cell must be enclosed in separate container made of minimum 20 gauge steel. Lowest point of container is to be no lower than rear axle tube. Hoop or protection bar must be installed between rear frame rails to protect fuel cell. One inch square tubing is to be used to hold fuel cell in container. The fuel cell must be located as close to rear end housing as possible and back of rear axle tube. A solid metal (no aluminum) firewall must be welded in place to separate driver from fuel cell. No uncovered fuel lines in driver's compartment. Stock fuel pump only unless motor does not have manual set up for pump. Pump is to be wired in with operational oil pressure shutoff safety switch (Corvair-type sender switch). Fuel may be added only by opening trunk lid. It is highly recommended that all fuel vent lines have a 1-way check valve or flapper valve attached and be securely mounted. Only racing fuel, straight pump gasoline or E-85 pump gasoline permitted. No alcohol, methanol or nitrous oxide systems allowed. Fuel may be tested at any time.

24. SAFETY EQUIPMENT: ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified per SFI 38.1 standards. Provisions must be made for net, bar or plate over the driver's head and steering wheel, conforming to roofline attached to roll cage. An ARCA approved nylon mesh net must be installed in driver's side window opening. Recommend window net which meets SFI specification 27.1. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach at rear. Driver must be able to enter or exit out both doors through window openings. Driver must be able to see out rear window. Cage net which meets SFI specification 37.1 is recommended. Steering wheel center pad is mandatory. Driver's helmet must meet Snell SA 2015 or SFI Specification 31.1 or more recent standards. Drivers are to wear driving suits of fire resistant material that effectively covers the body from neck to ankles and wrists. Recommend driving suits which meets SFI specification 3.2A/5. It is also recommended that drivers wear complete full coverage fire resistant underwear and full-coverage fire resistant gloves which meets SFI specification 3.3/5. **All cars will be equipped with MINIMUM 3 inch wide seat belt, two piece shoulder harness and crotch strap with metal-to-metal central release.** Recommend driver restraint system which meets SFI specification 16.5. Six-point belt system is recommended. This system must be in good condition and within expiration date. Safety inspector has final say. Restraint system must be securely attached to roll cage structure. Safety glasses, goggles or face shield is mandatory. An approved head type restraint will be located directly behind driver's head with driver seated normally. Recommend head surround padding which meets SFI specification 45.2. All cars must carry a fire extinguisher, currently dated, B or C type dry chemical minimum 2-1/2 lb. capacity securely strapped in a place within reach of the driver. Recommend on-board fire suppression system which meets SFI specification 17.1.

25. All decisions by ARCA officials will be final. ARCA reserves the right to amend rules, in bulletin form sent to all current licensed drivers and car owners. Violation of the rules and/or refusal of inspection will be subject to suspension, penalty and/or fine. Penalty will be levied by ARCA officials. Any illegal part may become property of ARCA.

26. PROTESTS: All protests must be made within 15 minutes before the feature. A cash bond of $500 **per item** being protested must accompany protest and include specific description of each item being protested. Crate engine protest must be accompanied by a cash bond of $750. Protest of crate engine is for the complete package. All protests must be made to chief inspector, in writing.

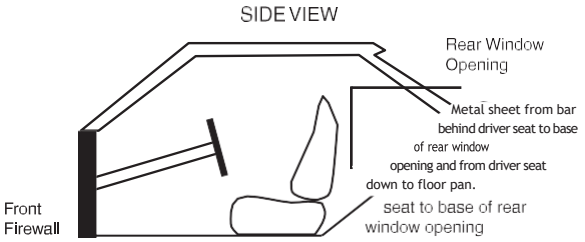
27. Radio communication is not permitted. Any radio communication equipment found can/will be confiscated. 1-way scanners are mandatory, to be programed with ARCA-approved frequency only. Cars and drivers will not be permitted to carry onboard computers, recording devices, processors, microcontrollers, electronic memory chips, and/or traction control devices. No remote recall tachometers. Any deviation will result in immediate suspension. No Mirrors.

Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

Drivers are responsible for their pit crews.

All members must be properly attired for safety in pit area.

No equipment will be considered approved by reason of having passed through inspection unobserved.



ARCA LATE MODEL SPORTSMAN DIVISION
SPECIFICATIONS

1. Any American manufactured automobiles. No small compact cars, station wagons, 4 wheel drive, convertibles, jeeps, pick-ups or Corvettes allowed. Minimum wheelbase is 104 inches (see body).

2. A. ENGINE: Engine may be of any cast iron factory production type V8. Cast iron or aluminum factory production stock type cylinder heads. If aluminum, add 50 lbs. Heads can be interchanged within manufacturer's corporate line. No modifications to cylinder heads. No porting, polishing or altering in any way of intake manifold. No motor plates. Hydraulic roller lifters can be used if engine is equipped with roller cam. Non-magnetic connecting rods not permitted. Dished or flat top pistons only. NO pop-up type pistons will be allowed. Wet sump only. Stock type oil pan must be used; may be modified for capacity. If a crankshaft harmonic damper is used, recommend crankshaft harmonic damper which meets SFI specification 18.1.

B. CRATE ENGINE: The following crate engine part numbers are approved for competition: Dodge Part Number P5007958 or P5007949; Ford Part Number M-6007-D347SR or M-6007-S347JR: GM Part Number 88958603 or 88958604. All engines must be sealed by the manufacturer and or a manufacturers certified crate engine builder. Any engine work to be done by an approved manufacturers crate engine builder or manufacturer. Any repairs to crate engine must be documented from manufacturer or manufacturers certified crate engine builder. Wet sump only. All crate engines must maintain stock manufacturers specifications.

C. Engine and motor mounts must be in stock location. Engine to track height must be at least 10 inches from center of crank to track. Furthest forward spark plug hole must be in line with upper ball joint +/- 2 inches.

D. Ignition boxes must be mounted on passenger side of dash board, out of reach of driver, and accessible to inspector from passenger window. All wiring must be exposed, in plain view and plug end to have GM weatherpack connectors.

3. EXHAUST: All cars must have working mufflers passing 100-decibel noise test. Cars that exceed decibel limit will not be allowed to compete. Exhaust must exit lower 1/3 of car. Interior of muffler may not be altered in any way. Maximum exhaust pipe 2-1/2" I.D. measured at the outlet. Modifications may be made only to inlet and/or outlet.

4. TRANSMISSION: No reverse-mount starters/bellhousing. Optional automatic transmission or manual transmission. Must have scatter shield. No transmission coolers in driver's compartment. Minimum of 2 speeds forward and a maximum 5 speeds forward and 1 reverse. Automatic transmission must have fully operational torque converter. Any transmission not in compliance may be confiscated.

5. CLUTCHES: Multi-disc clutch permitted. No direct-drives. Conventional

Clutch mounted to flywheel only will be permitted. NO carbon fiber or non-standard material clutches. Minimum clutch diameter is 7 1/4 inches. NO “slipper” or “centrifugal” clutches allowed. Must have a blow-proof bell housing. No aluminum flywheel.

5. DRIVE SHAFT: Two oval (360 degree) shaped brackets, no less than 2” wide and 1/4” thick evenly spaced are to be placed around the drive shaft an approved distance apart and fastened to the drive shaft tunnel or cross member. Drive shafts constructed with carbonfiber or composite type materials not allowed. Must be painted white.

6. SUSPENSION: Any aftermarket fabricated perimeter or straight-rail frame permitted. 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 frame. Minimum acceptable frame rail dimensions are 2 inch by 3 inch steel. Minimum chassis width 46 inches measured inside frame rail to inside frame rail. Stock type rear clip or under-slung chassis permitted. Stock type front clip acceptable. Front spring pocket must remain in stock location. Weight transfer mechanisms (jacking bolts) allowed, but must not extend beyond the body and may not be automatically actuated by driver. Heavy-duty hubs and spindles mandatory. Aluminum safety hubs approved for competition permitted. Steel aftermarket heavy-duty spindles acceptable. Steel tubular upper A frames acceptable. Lower control arms must be steel. NO bump stops, rubbers, compression/rebound limiting or coil-bind setups. NO chains, bolts, straps, etc. One shock/spring per wheel; NO 5th coil or lift bar suspensions will be permitted. NO birdcage setups of any kind (3 or 4 link). No traction control devices. Tread width must conform to body and be consistent front to rear, so tires do not extend outside body with reasonable fender flare. Maximum tire track width from outside of tire to outside of tire is 78-1/2 inches.

7. SHOCKS : Steel bodied shocks only. NO canister, NO adjustable, NO rechargeable, NO shocks with or without Schrader valves or any method to charge with gas permitted. Shocks may be re-buildable. All shocks used in competition must utilize the unaltered/ standard parts associated with the shock. No internal or external bump stops of any kind. All shafts must fully compress into the shock body. Minimum ¾ inch heim joints may be used for safety at inspector’s discretion. Stock-type aftermarket rack and pinion allowed. Rear suspension alterations limited to addition of 3rd link.

9:BODY:

A. STRUCTURE: Five Star Gen 6 body is permitted; add 50 lb. if splitter is intact. Splitter is not permitted with other body types. Stock in appearance to inspector’s discretion. No offset, outlaw or down-force bodies. Fenders must extend to outside of tire to resemble stock appearance. 34-1/2” maximum rear quarter panel height. An all ABC type body (all parts) will be permitted. Body must adhere to ABC dimensions. No carbon fiber material to be used at all. No front spoiler of any kind. The rear spoiler can be a maximum of 5 inches high and 59 inches long. The maximum width of the rear spoiler will

be measured across rear of spoiler. A minimum of the top 3-1/2 inches of rear spoiler on all cars must be made of clear, flat polycarbonate. Rear spoiler is to be mounted so as to be a maximum of 47 inches from base of the spoiler to the center of the rear axle. Maximum of 39-7/8" inches from ground to top of spoiler. Bracing may be from front or rear. Front bracing maximum of 3 supports, maximum 3/4" round tubing only. Rear bracing must be inset from sides of quarter panel a minimum of 3 inches on both sides. Front nosepiece and rear bumper cover must be stock as purchased and may not be altered or modified. No dirt style noses. Front overhang maximum 46 inches from center of hub. Maximum width of body in front of tires is 79-1/2" inches. Rub rails permitted, must be flush against body at all points. Maximum of 1 inch by 1 inch. No open ends. Windshield "A" pillar, full front and rear bumpers and grille mandatory. All body parts must be securely mounted. Hood and deck lid must be securely fastened in 4 corners by hood pins or hinges. 2 inch maximum hood scoop permitted, cowl inlet only. Roof height minimum of 47 inches, measured 10 inches back from center of windshield. No add on pieces in side window area. No body styles with factory production wheel base under 98" allowed. Body must fit 104" minimum wheelbase chassis and appear factory stock to inspector's discretion. Approved wrecker quick hookups mandatory at both ends. All glass must be removed except front windshield, which must be safety glass or minimum 1/8" polycarbonate, with minimum of 2 supports secured at top and bottom. No unapproved view obstructing materials in or on windshield (no tinting, names, etc.). Front windshield and hood must follow contours of factory stock body style appearance. Maximum 2" rise to radius hood. ABC-legal rear window is permitted. Rear window must be secured by a maximum of two metal supports which are secured to roof and trunk cover panel.

B. NUMBERS: Cars must be registered with ARCA to be eligible for point fund awards, to reserve number and for points to be kept. Numbers will be issued. Numbers will be at least 18 inches high, and appear on both doors and on top of car. Number must be legible from scoring tower. The number must also be in the top right hand corner of the windshield, in white and on the rear of the car.

C. APPEARANCE: All cars will be presentable at all times. Numbers should be contrasting in color with the body color. If the number is not readable from the scoring tower, car will not be scored. ARCA decal must be properly displayed throughout season to be eligible for point fund awards. Area from rear of door forward reserved for car number and ARCA approved companies only.

D. SAFETY REINFORCEMENT: All cars must have a steel plate no less than 3/16" thickness and 12" in width welded to the roll bars or plated to inspector's discretion on the driver's side. Steel plate must extend from the cowl past the driver's door to the rear quarter of car. Center line of plate should be at driver's hip height.

8. RADIATOR: Radiator must remain in stock position and be in working order. Overflow

hose must exit lower right corner front windshield and go straight up (do not put a 90 degree fitting on the end). All cars must have working fan and fan shroud and run pressure release radiator caps. Electric fan recommended. Water is only acceptable coolant, no ethylene glycol content (antifreeze).

9. CLEARANCE: Minimum 4" ground clearance of every part of car except tires.

10. INTERIOR: Steel is only acceptable material for floor pan and firewalls. No box type decking in driver's compartment; **may** angle from right side door to base of driver's seat. Interior must be completely enclosed, no holes.

11. TIRES: (Hoosier 26.5/8.0-15 TREADED 10205 890, Hoosier 27.5/8.0-15 TREADED10208 890 tire only, 8" maximum tread width. Tires found to be not in compliance with ARCA Rulebook and established inspection procedures (durometer reading, tire origin/purchase location barcode, etc.) will be confiscated and will subject team to penalty up to and including loss of qualifying and/or race finish position, disqualification, loss of points and/or prize money and suspension. Tires not purchased from ARCA must be presented in advance of use in competition for determination of acceptance and inclusion in barcode inventory system.

12. WHEELS: Steel safety wheels only. Fifteen-inch rims only. 8" wheel width maximum. 5 x 5 bolt pattern maximum. Heavy-duty lug nuts must be used on all four wheels. Approved wheel spacers permitted.

13. BRAKES: All brakes must be in good working order on all four (4) wheels. Brakes must be of standard production type. Brakes are subject to inspection by ARCA officials at any time.

14. ROLL CAGE: Roll cage padding is mandatory on four-post design. Recommend padding which meets SFI specification 45.1, with front roll bar following windshield contour, and rear roll bar in back of driver's seat. Top of roll bars must be connected to form a box section. Distance from frame rail to bottom of roll cage must be minimum 34" or 2" above driver's head, whichever is greater. Bars must be securely welded to the frame. No screwed pipefittings permitted. All main roll cages must follow contour of roof and windows and be as wide as or wider than outside frame rails. Four bars at driver's hip height shall be installed on the driver's side between front and rear roll bars. Three bars are to be installed on the right side with the same stipulations as above. 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 an "X" member spanning laterally between mainframe members**. A windshield support bar must be attached from center of dash bar to top roof bar.** All roll bars must be a minimum of .090 wall thickness. Seamless tubing of 1.5 inches or seamed tubing of 1.75 inches outside diameter must be used. The driver's seat shall attach via aircraft type hardware to a substructure connecting to the roll cage and/or primary frame members. A racing quality, bucket-type seat is required with headrest,

securely mounted to the frame and roll cage. Back of seat must be secured to roll bar in back of driver's seat. Aluminum driver's seats are highly recommended. Shoulder harness must run through welded loop on roll bar behind seat.

15. WEIGHT: Any car with an approved crate motor must weigh a minimum of 2750 lbs. with a maximum of 60% left side weight. Built engines up to 360 C.I.D. must weigh a minimum of 2800 lbs. with a maximum of 60% left side weight. Add 50 lbs. if engine has aluminum heads. Any car with motor over 360 C.I.D. must weigh a minimum 2950 lbs. with a maximum of 60% left side weight. Added weight must be painted white, have proper car number on and in no smaller than 5 lb. pieces. Illegal weight or non-secured weight will be confiscated and fines assessed. Allowances for gas usage and laps run will be made for after race. Only acceptable material for weight is lead.

16. REAR-END: "Floater" type rear ends, truck and locked rear ends are permitted. Quick change rear ends are permitted.

17. SPRINGS: Springs must be stock type and remain in stock type position to inspector's discretion. Coil overs are allowable springs. Spring spreaders and heavy-duty springs are permitted.

18. FUEL & FUEL CELL: Fuel cell mandatory, 22-gallon maximum capacity. Fuel cell must be enclosed in separate container made of minimum 20-gauge steel. Lowest point of container is to be no lower than rear axle tube. Hoop or protection bar must be installed between rear frame rails to protect fuel cell. All fuel cells to have steel plates, or aluminum plates of similar strength, mounted in front of the rear of cell, minimum 1/8 inch thickness. NO "U-shaped" fuel cells or non-standard shaped fuel cells. One inch square tubing is to be used to hold fuel cell in container. The fuel cell must be located as close to rear end housing as possible and back of rear axle tube. A solid metal (no aluminum) firewall must be welded in place to separate driver from fuel cell. No uncovered fuel lines in driver's compartment. Stock fuel pump only. Fuel may be added only by opening trunk lid. It is highly recommended that all fuel vent lines have a 1-way check valve or flapper valve attached and be securely mounted. Racing fuel, straight pump gasoline or E-85 pump gasoline permitted. No alcohol, methanol or nitrous oxide systems allowed. Fuel may be tested at any time.

19. CARBURETORS: For the cast iron production engines; 2 barrel, 4412 Holley type carburetor only, maximum 500 cfm, with stock 4412 throttle bore and Venturi dimensions, and base plate no larger than 1-11/16". Stock boosters only. Minimum of 2 return springs on carb mandatory. Choke housing and mechanism may be removed**. For crate engines;** the approved carburetors will be the Holley part number 0-80541-1 and 0-80541-2 model 4150 HP 650 cfm. Carburetor is to remain stock with 1-1/4" venturis and throttle bore of 1-11/16". Maximum one inch space between carburetor and intake. No tapered spacers. Must be an open or four hole spacer. No vacuum leaks. Air cleaner must be made of metal, which will act as a flame arrestor. Element must be used at all times. Air cleaner must remain under hood.

20. SAFETY EQUIPMENT: An ARCA approved nylon mesh net must be installed in driver's side window opening. Recommend window net which meets SFI specification 27.1. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach to rear. Provisions must be made for net, bar or plate over driver's head and steering wheel, conforming to roofline attached to roll cage. Driver must be able to enter or exit out both doors through window openings. Driver must be able to see out rear window. A cage net which meets SFI specification 37.1 is recommended. Steering wheel center pad is mandatory. Driver's helmet must meet Snell SA 2015 or SFI specification 31.1 or more recent standards. Drivers are to wear driving suits of fire resistant material, recommend driving suit which meets SFI specification 3.2A/5 that effectively covers the body from neck to ankles and wrists. it is also recommended that drivers wear complete full coverage fire resistant underwear and full coverage fire resistant gloves which meets SFI specification 3.3/5. All cars will be equipped with MINIMUM 3 inch wide seat belt, two-piece should harness and crotch strap with metal-to-metal central release. Recommend driver restraint system which meets SFI specification 16.5. 6-point belt system recommended. This system must be in good condition and within expiration date. Safety inspector has final say. Restraint system must be securely attached to roll cage structure. ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified per SFI 38.1 standards. Safety glasses, goggles or face shield is mandatory. An approved head type restraint will be located directly behind driver's head with driver seated normally. Recommend head surround padding meets SFI specification 45.2. All cars must carry a fire extinguisher, currently dated, B or C type dry chemical minimum 2-1/2 lb. capacity securely strapped in a place within reach of the driver. Recommend automatic on-board fire suppression system which meets SFI specification 17.1.

21. BATTERY: Battery must be securely fastened in engine compartment or behind driver's seat inside frame rail enclosed in metal box. Battery must be kept charged. One battery maximum per car. Master battery switch must be mounted on roll bar behind driver within reach of window. Master battery switch must be clearly marked on and off.

22. All decisions by ARCA officials will be final. ARCA reserves the right to amend rules, in bulletin form sent to all current licensed drivers and car owners. Violation of the rules and/or refusal of inspection will be subject to suspension, penalty and/or fine. Penalty will be levied by ARCA officials. Any illegal part may become property of ARCA.

23. PROTESTS: All protests must be made within 15 minutes before the feature. A cash bond of $500 **per item** being protested must accompany protest and include specific description of each item being protested. Crate engine protest must be accompanied by a cash bond of $750. Protest of crate engine is for the complete package. All protests must be made to chief inspector, in writing.

24. Two-way radio communication with a spotter in spotter's stand mandatory. Cars and drivers will not be permitted to carry onboard computers, recording devices, processors, microcontrollers, electronic memory chips, a n d / o r traction control devices. Any deviation will result in immediate suspension.

Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

Drivers are responsible for their pit crews.

All members must be properly attired for safety in pit area.

No equipment will be considered approved by reason of having passed through inspection unobserved.

ARCA FACTORY STOCK RULES

1. No full-size trucks or vans. No Suburbans, convertibles or 4 wheel drives. 4 Cylinder cars are permitted; dual over-head cam engines are permitted; add 50 lbs for this engine. NO turbo engines. 4 Cylinder cars may follow Enduro rules package. All safety rules strictly enforced.

2. All cars must be equipped with a 4 point rollover protection. Top rollbar height must be above driver's head as seated in car. Distance from frame rail to bottom of roll cage must be minimum 34" or 2" above driver's head, whichever is greater. (Driver must bring car through inspection.) All main roll cages must follow contour of roof and windows and as wide or wider than outside frame rails. Roll cage and driver's seat to be positioned in conventional location (i.e., don't set the driver in the back seat). Four bars at driver's hip height shall be installed on the driver's side, between front and rear roll bars. Three bars are to be installed on the right side. A windshield support bar must be attached from center of dash bar to roof bar. All roll bars must be a minimum of 090 wall thickness. Seamless tubing of 1.5 inches or seamed tubing of 1.75 inches outside diameter must be used. Rollbars are intended to hold the car off the driver in event of a flip over. No bracing anywhere. No exterior bars. No front rad hoop allowed

3. All doors must be welded, chained or bolted shut. All cars must have a steel plate of not less than 3/16"thickness and 12" in width welded to the roll bars or plated to inspector's discretion on the driver's side. Steel plate must extend from the cowl past the driver's door to the rear quarter of car. Center line of plate should be at driver's hip height. Trunks and hoods must be fastened shut. Hood pins highly recommended; or strap acceptable. --No locks, latches, chains or bolts.

4. Body must be stock appearing and in stock position on frame. All chrome molding, ornaments, door handles, glass, taillights, headlights or plastic components must be removed. Original wheel arches must be retained. Rear frame rails may be replaced from down side of hump to back with 2 inch by 3 inch material, .125 thickness. Must maintain stock contour frame. At no time may bars pass through firewall, with the exception of maximum of two (2) "stringers" from roll cage to frame horn, at a point no further forward than radiator. Stringers may not be linked together in any manner. (Permitted, but not mandatory).

5. All glass except front windshield must be removed prior to coming to track.

6. Approved racing seat and 5 point harness is mandatory. Maximum 3-year dating on belts. No fiberglass seats. Seat and installation subject to inspector's discretion.

7. Stock bumpers only - in stock position, secured and chained so that they will not fall off if impacted. Bumper to be plated from bumper to body.

8. No exterior or interior mirrors. 5-lap penalty for use of interior mirror at anytime.
9. Larger radiators permissible if they fit in stock rad cradle. NO ANTI-FREEZE. Lever-type pressure release cap on radiator only. RADIATOR CORE SUPPORT PERMITTED, MAXIMUM 1 INCH DIAMETER TUBING DOWN TO TOP OF FRAME-HORN, IN FRONT OR UPPER CONTROL ARM.

TIRES AND WHEELS:

Treaded street tires for use with passenger cars only. MUST bear DOT number. All tires must have minimum tread wear rating of 400. Wear tag must be legible. All tires must have tread. 55, 60, 70, 75 or 80 Series Street tires must be used on all four wheels; no “V, W, Y, or Z” rated tires. Maximum of 8 inches in measured width. NO slicks or racing tires, no retreads, recaps, gumball, snow, or truck tires. NO shaving, soaking, defacing, or altering of tires in any manner.

Maximum wheel & tread width is 8 inches (NOT 8 1/8"). Safety wheels highly recommended; Reinforced/safety/ wagon wheel required on right front and right rear. Safety wheels may be run on all 4 corners. NO aluminum wheels. Use of heavy-duty (1 inch minimum) lug nuts mandatory.

ALL tires subject to approval of chief inspector. Confiscation of unapproved tires, fine, suspension and/or loss of points may result in failing inspection.

WEIGHT

4 Cylinder: minimum - 2400 lbs, dual overhead cam engines - 2450 lbs minimum; 6 Cylinder - 2800 lbs. Cars with V8 engines will now weigh a minimum of 3200 lbs. MAXIMUM 55% left side weight. Cars will be weighed with driver in seat before the race. Only acceptable material for weight is lead.

SAFETY EQUIPMENT:

ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified per SFI 38.1 standards. An ARCA approved nylon mesh net must be installed in driver’s side window opening. Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick release to attach at front and option of rod mount or quick-release to attach at rear. Driver must be able to enter or exit out both doors through window openings. Driver must be able to see out rear window. Steering wheel center pad is mandatory. Driver’s helmet must meet Snell SA 2015 or more recent standards. Drivers are to wear driving suits of fire resistant material that effectively covers the body from neck to ankles and wrists. Fire-resistant gloves mandatory. All cars will be equipped with MINIMUM 3 inch wide seat belt, two piece shoulder harness and crotch strap with metal-to-metal central release. Six point belt system recommended. This system must be in good condition and within expiration date. Safety inspector has final say. Restraint system must be securely attached to roll cage structure. Safety glasses, goggles or face shield is mandatory. Recommend head surround padding. All cars must carry a fire extinguisher, currently dated, B or C type dry chemical minimum 2-1/2 lb. capacity securely strapped in a place within reach of the driver.

SUSPENSION: All suspension parts are to be stock with no modifications .THIS MEANS NONE! The only exception is that racing springs are permitted. NO steering quickeners. No spacers or adjustable mechanism of any kind. Minimum diameter of springs is 5 inches.

ENGINE, CARBURETOR, TRANSMISSION, REAREND

Engine must be factory production stock for that make and model, in original mounts. Stock engine cubic inch displacement, bore and stroke are to be maintained. Maximum **.060** clean-up allowed on bore.

ONE 2 or 4 bbl. stock-type carburetor only. NO ram-horn "corvette"-style manifolds. NO spacers or adaptor plates. Must run air cleaner. Fuel injection permitted - must be stock for make and model. Fuel pump must be wired into oil switch.

V-6 and V-8 engines to run automatic transmissions only. All transmissions shall be stock. Must have all gears, including reverse, and functioning properly. Stock torque converters must be installed on all automatic transmissions. Torque converters must be full-size; no mini or Vega-type torque converters. Minimum of one (1) driveshaft hoop required, located toward the front of driveshaft.

Working muffler required. NO HEADERS. Exhaust pipe must exit behind driver in front of rear wheel well. Maximum 2-inch diameter exhaust pipe at exit. Decibel limit is maximum 100 db.

Locked, welded, posi-traction or limited slip rear ends are permitted.

ENGINES MAY BE PUMPED AT INSPECTORS DISCRETION.

MISCELLANEOUS

Approved type fuel cell required, located in original trunk compartment only. Fuel cell must be enclosed in separate steel container, made of minimum 20 gauge steel. Original tank must be removed.
Filler neck must be located in center or on left side. Rupture of a gas tank and/or gas leakage will mean an automatic black flag. Fuel line may not run through interior (driver's compartment) of car. Lowest point of container is to be no lower than rear axle tube. Hoop or protection bar must be installed between rear frame rails to protect fuel cell. One inch square tubing is to be used to hold fuel cell in container.

Batteries must be covered and securely strapped. May be relocated if safety-approved.

Stock mechanical fuel pumps only. NO electric fuel pumps unless stock to model & year.

All holes in firewall and floor must be covered.

Interior of car that is flammable (plastic & fiber) must be removed except for driver's seat. All metal inner quarter panels must be retained. Excessive torching on interior not allowed. Sheet metal package tray and firewall between rear seat and trunk compartment must remain intact and decked in.
Numbers will be assigned through pre-registration. Both doors must remain clear unless a number is confirmed.

Numbers must be 24" high with 2" brush stroke, on both doors and roof. Number must also appear, in fluorescent or white, in upper right corner of windshield. Competitor is responsible for applying numbers to car.

All brakes must be in good working order on all four (4 wheels. Brakes must be of standard production type. Brakes are subject to inspection by ARCA Officials at any time. Brakes may not be adjustable.

NO DRUGS OR USE OF ALCOHOLIC BEVERAGES BY DRIVER OR CREW. WILL RESULT IN IMMEDIATE DISQUALIFICATION AND REMOVAL FROM PIT AREA. DRIVER IS RESPONSIBLE FOR CREW.
Once your car enters the pit area, it may not be removed. If removed, you are disqualified with no refund.

Anyone entering the pit area must be properly attired at all times.

Enduro and Factory Stock drivers required to have working raceceivers or scanners will be required.

To preserve the entry-level, novice status of Enduro/Factory Stock class, the Speedway reserves the right to claim the winning car for $**1000** and to REJECT any entry. (Safety equipment, wheels and tires may be removed). Refusal of claim will result in the disqualification of car and driver for a period of (1) year from time of claim for Enduro/ Factory Stock races. No protest.

Drivers are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member or competitor with a pit permit at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

Enduro race events will require separate entry fee for each race. Entry blanks will be available.

No equipment will be considered approved by reason of having passed through inspection unobserved.