

2011 Rules and Specifications

Updated 1-3-11



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



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General Rules for ALL Divisions (Pages 1-3)

I CONDUCT

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

II COMPETITION RULES

A. Finishing Positions

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

B. Finishing Position Protest

1. Protests to finishing positions in any race must be made within thirty (30) minutes after the official results are posted. Such protests must be in writing and must be given to the Chief Scorer or Race Director.
2. Scoring re-check decisions are final, and can not be appealed or litigated.

C. Inspections, Mechanical Protest

1. Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must present themselves at the inspection station immediately after the conclusion of the feature race for such inspection **and must not work on the car in any fashion until told to do so by a technical official.**
2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and will be grounds for disqualification.
4. Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for the official lineup. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Chief Technical Inspector or Race Director, along with a fee of \$300. Mechanical inspection with respect to such protest will be made following the feature race. \$75 of the fee will be retained by the series for administrative costs, with the remaining \$225 going to the winner of the protest.
5. A protest may only be filed by a competitor in the same feature race.

D. Common Technical Rules

1. **Spec Fuel or Fuel Standards may be announced at a later date.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate disqualification and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting **that event, in the event it is not the announced spec fuel.**
2. Bleeders are not allowed. Use of tire softening or altering agents is not permitted. Use of such substances will result in immediate disqualification, loss of points and money.
3. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities. No driver adjustments other than brakes.
4. **No Tungsten or similar weight allowed!**

D. Penalties

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

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

F. License Fee

1. In order to compete in any CRA Series for points or additional awards, drivers and car owners must purchase a Champion Racing Association license. An owner/driver must register a number with the series; this will be done with the purchase of a two-person license: Super Series \$150 / L. M. Sportsman \$100 / Street Stocks \$50 / Compacts \$25. Any licensee who permits another person to use his or her license or pit entry card will be subject to a fine and/or suspension.

F. Racing Rules

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

G. Eligible Owners & Point Standings

1. Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
2. 2011 point fund will be paid based on final owners point standing. Driver's standings will be kept for media and statistical references only.
3. Only legitimately earned points will be kept for car owners. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different driver with a car previously ran by that team. (No longer will a team be able to put their number on another car without utilizing their regular driver) Once teams

enter the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car.

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

H. Rookie Eligibility

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

I. Practice & Testing Guidelines

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

J. Number Distribution

1. Teams that wish to reserve a number or start the season with their number from the previous season must purchase a license prior to January 1st, 2011. After that all numbers will be secured on first come basis with submission of Membership fee. No duplicate numbers. After sending in your paid membership you must call the office at 812-883-0455 to confirm your number. Number must be on racecar day of race and be legible. Numbers must be 24 inches high and 3 inches wide on doors and roof. A 6 inch high number must be placed in the upper corner of the windshield on the passenger side.
2. After the first race, duplicate numbers issues will be resolved with the number being used by the team with the points. No letter designations allowed (Exception: Teams south of Nashville may use an "S" designation.)

III FLAG RULES

A. Green Flag

1. At the beginning of each race, when the green flag is displayed, the track is "green all over" and all cars may commence racing at that time. On starts and re-starts, a driver cannot attempt to pass to the inside until the start/finish line.

B. Yellow Flag

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

C. Red Flag

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

D. Black Flag

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

E. Layover Flag (Blue with diagonal stripe)

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

F. Crossed Flags

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

G. White Flag

1. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. After the white flag has been displayed to the leader, the red flag will not be displayed unless, in the opinion of the starter or other officials, an extremely serious situation exists. In certain cases where an incident has occurred on the last lap, the starter may flash the yellow lights while the green remains steady in order to inform drivers that a potentially dangerous situation exists but the race will be completed.

H. Checkered Flag

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

IV OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is rendered, such decision is final and binding.
3. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted or added to at the discretion of the officials.
4. Officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.
5. At certain events, to encourage participation of local competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.
6. For support divisions, in the event of an excessive number of caution laps, officials may alter the weight requirement for fuel burn-off.

V SAFETY

1. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required. Sternum strap recommended.
2. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory for CRA Super Series for all tracks and Late Model Sportsman on tracks ½ mile and larger (No Neck Collars). For Late Model Sportsman at tracks under ½ mile and all tracks for Street Stock and compacts, a suitable form of neck restraint is required (a neck collar at minimum). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
3. Helmet must be 2000 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
4. Clean full driving suit for fire protection will be mandatory, along with approved racing gloves
5. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
6. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
7. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
8. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine. No Tungsten or similar weight allowed!

9. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
10. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
11. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
12. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
13. Roll cage must be constructed of 1 ¾" OD round steel tubing with a minimum wall thickness of .090". (The compact division is allowed 1 1/2" OD.) Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell.
14. No part of any cooling system may be located in driver's compartment
15. Batteries must be securely fastened and mounted outside of driver's compartment

VI SUBSTANCE ABUSE POLICY

A. Definition

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

B. General Prohibition

1. Possession or use of illegal drugs or drug substances, as defined above is prohibited in any form by any participant in any CRA Series either on a host track's grounds or in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc.

C. Violations and Penalties

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

D. Appeal and Hearing

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

E. Reinstatement

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

F. Prescribed Drugs

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

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

For administrative or procedural questions call: **Glenn Luckett** 812-883-0455
 For technical questions call: **Eddie Chew** 317-439-3014



2011

Updated 1-3-11



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

A. Eligible Cars and Bodies Guidelines

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

B. Engines

Basic Engine Guidelines

1. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback.
2. Engines may not be offset more than one inch (1") from centerline of car.
3. Front center of crankshaft must have at least ten inches (10") of ground clearance. Crate Engines must be at least 11 inches.
4. No Ford D3, SC, or other High Port heads. The following are the ONLY approved Ford cylinder heads: A, B, C, C3, and C35. These heads must remain unaltered other than porting and polishing. No altering of these heads will be allowed so as to change runner floor or roof height to raise port or ports, these heads will be considered high ports and are not permitted. Runner floor and runner roof heights must remain as manufactured from Ford.
5. No Overhead Camshafts.
6. A maximum 16 inch (O.D.) air element and housing must be used.
7. Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.

9:1 Compression Engine 362 Max Cubic Inches/Cast Iron Block

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

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

Steel Head Engine 362 Max Cubic Inches/Cast Iron Block

1. Any flat-topped piston may have valve reliefs. Piston cannot extend out of block.
2. Cast or steel production crankshaft. Balancing allowed. Maximum 362 cubic inches. Maximum Compression of 12.5 to 1 (cannot exceed this).
3. Any flat tappet hydraulic or roller camshaft allowed.
4. Cast Iron Bowtie, Sportsman II or Iron Eagle 200 heads only. +/- 2 degrees from standard 23.
5. Maximum valve size: GM intake 2.055/exhaust 1.625; Ford intake 2.085/exhaust 1.656; Mopar intake 2.020/exhaust 1.625. Minimum valve stem size 5/16".
6. Multi-angle valve job allowed, no blending between cutter and casting. No work in runners bowls or chambers. 75 degree maximum cut. GM heads may be port matched to Mr. Gasket #102 intake gasket. Maximum depth of port matching is 1" from machined surface; grinding only, no polishing. Titanium valves and retainers allowed. Maximum intake runner volume – 208 cc.
7. Unaltered 750 CFM 4bbl Part #4779 or #80528 Carburetors must pass inspection at any time regardless of temperature.
8. 1" Maximum spacer allowed but cannot extend into manifold.

"Other Engines"

1. S.E.A.L. approved McGunegill and Hamner "Sealed Engines" may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Additional tech rules will apply. The Sealed Engines must utilize the S.E.A.L. approved unaltered Mallory ignition system or the MSD "6 Series" ignition with an rpm-limiting device set to a series mandated 7400 rpm for the McGunegill and 7600 for the Hamner. The 7400 for the McGunegill is on a test basis in 2011. Both engines must use the gauge legal, 750 carb as described in the steel head section. A FORD Sealed engine is also being tested and may be approved for full production at a later date.
2. The "ACE" Engine as commonly used in the ASA Midwest Series may also be used with a 750 carb as described in Steel Head Engines section. Series officials may add or subtract weight to ensure fair competition.
3. Crate engines may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. The following crate engines may be used (with no other weight breaks or deductions allowed): GM 410 horsepower crate engine - part number 88958604, Ford crate engine - part number M-6007-D347 or McGunegill Ford part number ASA 425 LM, and Dodge crate engine - part number P5007958. These engines must use a "Box Stock" 650 CFM Holley 4150 HP P/N 80541-1, with maximum 6300 rev limiting chip utilized.
4. Florida SPEC Super Late Model engines may compete with a 390 carb described above or the 750 carb described above with a 1.300 restrictor, and must add 25 to 50 lbs (to be announced per track).

C. Fuel System

1. **A Spec Fuel or Fuel Standards may be announced at a later date.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane,

nitrous oxide, other oxygenating agents, or other additives are not permitted. No mixing of race fuel with regular pump gas. Use of such substances or additives will result in immediate disqualification and loss of points. The only other fuels allowed will be the standard racing fuel used at the track hosting **that event, in the event it is not the announced spec fuel.**

2. No electric fuel pumps or forced induction of any kind are permitted.
3. No icing or cooling of fuel system.
4. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a metal container.

D. Ignition

1. Battery powered ignition. Vehicle MUST start under own power.
2. Maximum 16 Volt Battery. Car must be capable of being started with a 12-volt battery. No Magnetos.
3. All wiring must be sealed. No unplugged wiring. **All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver...and...all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.**

E. Suspension

1. No fifth (5th) coil, lift bar, or bird cage type suspensions will be permitted.
2. No cockpit, driver adjustments, other than brake bias.
3. Coil Springs and Spindles must be Steel. (Unless using the approved Coleman Spindle).
4. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate disqualification and suspension from future racing activities.
5. One shock per wheel.

F. Wheels and Tires

1. Steel 10" wheels only. Tires to be announced by series
2. **Bleeders are not allowed. Hidden bleeders will be checked for!!!**
3. Cars must start the feature on the same tires on which they qualified. Cars running the last chance race may change tires prior to that race, but must return to the qualifying tire for the feature. Cars that run the last chance race on qualifying tires will be allowed to change tires prior to the feature.
4. Use of tire softening or altering agents will not be permitted. Use of such substances will result in immediate disqualification, loss of points and money.

G. Transmission, Driveshaft, Rear End

1. Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty.
2. A minimum of one reverse and two forward gears will be required.
3. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum 25 lbs penalty.
4. No carbon fiber or nonstandard material clutches. **The minimum clutch diameter is 5.5".**
5. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. Drive shafts must be made of Aluminum or Steel only, and use no other materials (i.e. carbon fiber, etc).

H. Brakes

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

I. Safety

1. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have the capability to monitor series race control with a scanner.
2. Approved seat belts and double shoulder harness will be required, no older than three (3) years. A crotch strap will be required.

3. A capable form of head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
4. Helmet must be 2000 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
5. Clean full driving suit for fire protection will be mandatory, along with approved racing gloves
6. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
7. Driver's window must be equipped with safety net with quick release-latch. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
8. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
9. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine. No Tungsten or similar weight allowed!
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher
11. A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
12. Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
13. A car number at least six inches (6") in height must be placed in the upper right hand corner of the windshield.
14. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell. Main Frame rails must be a minimum of 2" x 3" rectangular steel.
15. No part of any cooling system may be located in driver's compartment
16. Batteries must be securely fastened and mounted outside of driver's compartment.

OFFICIAL DECISIONS

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

Additional	CRA	Rules Section	Updated 1-3-11
1.		Crate engines may deduct 25 to 100 lbs (Depending on the track). The weight break for each track will be announced on the entry form.	
2.		ACE Engines may deduct 25 lbs with 390 or 750 carb as described above.	
3.		<u>In CRA North competition, Steel Head engines with more than 11.5 to one compression, but less than 12.5 to 1 compression, must add 25 lbs at race tracks 1/2 mile or larger.</u>	
4.		Where a 750 carb is allowed for use, a team may also use a CRA gauge-legal 650, 390 or 500 2bbl. 9 to 1's may also use the 500 2bbl.	
5.		The Florida Spec Engine may not be used to earn points for season ending awards in CRA North competition.	
6.		A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The series will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.	
7.		All Competitors must read general rules section on pages 1-3.	



2011 Rules

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

Chassis Option and Base Weight Minimums:

(after race/qualifying without refueling)

Stock Clip with Standard Lower A-Frames	2875 lbs
Stock Clip utilizing strut type suspension	2950 lbs
Manuf. Front Clip (w/ Stock-Type, non adjustable Lowers A's)	2900 lbs
Manuf. Front Clip (w/ strut type suspension)	3000 lbs

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

Suspension:

1. Minimum 5" coil springs front and rear.
2. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
3. **Deduct 25 lbs** for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
4. Aftermarket upper A-Frames allowed.
5. Steel shocks only without canisters.
6. Maximum 8" wide steel wheels only. **Add 25 lbs for use of wide 5 hubs.**
7. OEM, Floater or Quick Change rear ends allowed. If a Quick Change rear end is used, there should be plate between the rear end and fuel cell.
8. A Spec tire will be announced at a later date.

Engine:

1. Engine must use cast iron block and heads.
2. No Dry-Sumps.
3. Headers allowed.
4. Aluminum intakes allowed.
5. Engine setback maximum 4" from a centerline between the upper ball joints (Strut-type, fab clip chassis must be max 2" setback for engines with rear mounted distributors/ 4" max for front mounted distributors).
6. Center of crankshaft must have a minimum 10" ground clearance.
7. Any two or four barrel carb allowed (no Predators).
8. **Engine/Weight Combinations (to base weights above):**

Standard Approved Crate Pkge. (6300 rev limit)	Deduct 150 lbs
Engine 305 C.I. (+/- 5 C.I.)	Deduct 100 lbs
Engine 310 to 364 C.I.	Deduct 50 lbs
Sealed McGunegill (7200 rev limit) Steel Heads	Deduct 50 lbs
Sealed McGunegill (7200 rev limit) Alum. Heads	Add 50 lbs
Engine over 410 C.I.	Add 50 lbs
Aluminum Heads (excluding Crate or McGunegill)	Add 100 lbs

Transmission:

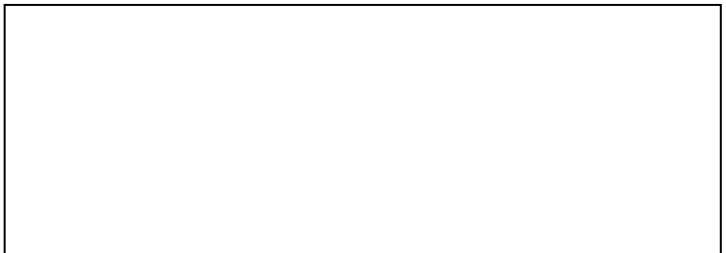
1. OEM Style Transmissions (defined as standard style transmission with external, separate, clutch). **Add 25 lbs** for a Bert and Brinn Style transmission (unless used with a crate engine, then no penalty for their use).

Body:

1. Stock appearing bodies may be Aftermarket or OEM. Body should be ABC or similar stock appearing body. No outlaw, "Downforce" or square-sided bodies. Steel, Fiberglass or Plastic panels O.K. Standard 5-star or AR pavement short track noses, roof, and rear bumper covers must be used and may not be cut or altered. **(Fenders, doors and ¼ panels MAY BE FABRICATED but must be similar in appearance to those produced by ARP/5Star for these rules).**
2. Minimum 4 inch ground clearance on all parts of the body.
3. Side windows may go no further back than 12" from the A-Post/Door corner and must go straight up at a 90 degree angle from the door.
4. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
5. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
6. The minimum roof height is 47".
7. **The maximum rear ¼ panel height is 34.5".**
8. Total width from outside of fender flares in front of tires is 79 ½".
9. **The maximum body width at any point is 79.5".**
10. **The rear deck should remain relatively flat side to side and front to rear.**
11. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").

Additional Rules:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. Radios are allowed. Drivers must use a Scanner to monitor race control or Spotter must use Scanner to monitor race control.
3. See General Rules Section on pages 1-3 for all safety rules.
4. Officials may change any of CRA L. M. Sportsman rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.





2011 Rules

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

Chassis/Base Weight:

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

Transmission:

1. Standard Automatic transmissions w/ working torque converter... or an OEM manual transmission and min. 7.25" clutch with a **25 pound penalty**. Drive shaft loop required.

Suspension:

1. No Bump-Stops or suspension travel limiting devices. No coil binding.
2. No aftermarket lower A-Frames (O. E. M. mounting towers only).
3. No aftermarket or made for racing spindles Must be OEM style spindle.
4. Standard aftermarket upper A-Frames may be used with a **35 lbs penalty** (O. E. M. mounting towers only).
5. No aftermarket trailing arms (Single chassis mounting point only).
6. No 3-Link or Panard Bar set ups.
7. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable (any shock may be claimed for \$75). Maximum nationally advertised retail cost of shock may not exceed \$125 (lack of national advertising makes shock illegal).
8. Ford 9 inch rear ends OK. No Quick-change rear ends.
9. Maximum 78" tread width measures from outside of tire to outside of tire at spindle height.
10. Stock-type, **steel** brake calipers only.
11. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
12. Maximum 8" wide steel wheels only.
13. Spec tire to be announced at a later date.

Engine:

1. Engine must be cast iron (block & heads). No Dry Sumps.
2. Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may **deduct 50 lbs.**
3. Heads must be standard valve angle. NO shaft mounted rockers.
4. Aluminum intake may be used with a 50 pound penalty.
5. Headers may be used with a **25 pound penalty** (no 180's).
6. Engines under 365 c.i. may **deduct 50 lbs.**
7. Engines over 412 c.i. must **add 50 lbs.**
8. Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
9. Exhaust must exit behind the driver and beneath car or under frame.
10. Two or Four barrel carburetors only, but NO dual-line, rear metering block, or double-pump carburetors. No Demon Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

Body:

1. All cars must have stock firewall and floor-pan in place.
2. Cars must have factory steel hood, roof, fenders, and upper portion of 1/4 panels. All other body panels must be made out of steel. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance.
3. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections).
4. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
5. Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
6. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
7. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat.
8. Minimum roof height with standard roof rake is 48 inches.
9. No spoilers or hood scoops allowed (regardless if they are stock). No holes cut in hood for air cleaners.
10. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.

Additional Rules:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. Radios are NOT allowed. Drivers MUST use a scanner to monitor race control.
3. See General Rules Section on pages 1-3 for all safety rules.
4. Officials may change any of the CRA Street Stock rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.



2011 Rules

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

Eligible Cars:

1. Four or six cylinder front wheel drive cars are eligible with wheelbase be between 92-105 inches. No all wheel drive. No all-wheel steer. No V-Tech Engines. No Adjustable Timing Camshafts. No JDM engines. Cars must utilize engine available in the car/body style being used.

Body:

1. All exterior trim, including lights, body moldings, mirrors, etc. must be removed. Stock body panels are to be used. Only stock bumpers may be used. Drivers and passenger door must be welded or bolted shut.
2. Cars must have stock frame, stock firewall, and stock floor pan. All openings in firewall & floor pan must be covered. No reinforcing of body outside the drivers compartment. Hood must be secured with a minimum of two hood pins each. All glass must be removed from the vehicle except front windshield. Front windshield may be replaced with lexan.
3. Side windows may go no further back than 12" from the corner of the A-Post and must go straight up at a 90 degree angle from the door.
4. Spoilers will be allowed Stock or Aftermarket a aftermarket spoiler can only be five inches tall and 50 inches wide.
5. All flammable interior trim is to be removed from passenger compartment & trunk. No removal of ANY interior sheet metal panels except in drivers door to make room for cage. Heating and air conditioning box may be removed. If a stock seat is used, all adjustment points must be welded or bolted into place.
6. RACING SEAT IS STRONGLY RECOMMENDED and is required for use at ½ mile tracks or larger. If used, seat shall be mounted to roll cage.
7. Steering column and pedals must remain stock. All air bag components must be removed.
8. A full four or six point Standard cage is required. Cage must go completely from left to right side and may not protect just the drivers side. All cars must have a minimum of three door bars on the driver's side and two on passenger side. Minimum 1/8" thick plate must be welded or bolted to the outside of the driver's door bars. Cages must be welded or bolted to the floor of the car. All cars must have crush zones and bars cannot go all the way to rear of trunk area if tied to strut tower. A maximum of two rear down bars may be used to support the hoop. These bars may run from the top of the hoop behind the driver and extend to the trunk area. A single cross bar or "X" may be used between these down bars. Rear down bars MUST be attached to the trunk FLOOR. Main cage must have at least two bars running from left to right, between the uprights, behind the driver. One at floor level, and one at shoulder height of the driver. Roll Cage tubing must be minimum 1 ½" diameter and .095 thickness.
9. Main Shut-Off switch for electric fuel pump must be easily accessible by Safety Personnel, and clearly labeled as such.

Tires & Suspension:

1. All four tires and wheels must be the same size, series and offset. D.O.T. approved passenger car tires only. No "made for racing" tires, no low profile tires. All tires must non- Directional, All Season Radials. No Asymmetrical tires. Tires can be 13, 14, or 15 inches maximum. They can be 75, 70, 65, or 60 series

2. A maximum of seven-inch width for 15-inch wheels and six and one half inches for 14-inch wheels. All four wheels must be the same size and offset. Racing wheels are allowed (NOT required), but must maintain same size and offset as OEM. No rear wheel drive offset wheels will be allowed. No spacers will be allowed behind wheels.
3. Steering and suspension shall remain stock. OEM style shocks, struts, and springs ONLY may be used. No heating or cutting of spring allowed. Minimum ride height may be required in 2011. (Measurement will be announced at a later date) Spring Rubbers will be allowed (1 per wheel). No progressive rate springs will be allowed.
4. For cars that do not have camber adjustments built in from the factory, modification of existing parts, to allow for **camber only adjustments** will be allowed, but subject to approval.
5. All four brakes must remain stock. ABSOLUTELY NO ABS OR TRACTION CONTROL. All ABS sensors must be disabled.
6. Cars that have fuel tank mounted in front of rear axle may use stock tank. If tank is not mounted in front of rear axle, a fuel cell or marine type tank must be used and securely mounted in the trunk area of the car. Trunk mounted tanks cannot be mounted within ten inches of the rear trunk panel and may not extend beyond the side frame rails. All fuel tank installations must be centered between the rear wheels.

Engines & Transmission:

1. Only four or six cylinder naturally aspirated engines will be allowed. No rotary engines. Only the complete stock engine for the make and model as delivered from the factory may be used.
2. All 6 cylinders may utilize only one cam per head. V-6's must run an automatic transmission.
3. Stock intake manifold must be used with no modifications.
4. Stock exhaust manifold must be used with no modifications. No Headers, even if delivered from factory. EXCEPT: GM 3.8 liter V-6 may use factory header. Removal of smog, emission, air conditioning, and power steering parts are permitted.
5. A complete exhaust must be in place completely under vehicle. No portion of exhaust may pass through interior and must exit under vehicle behind the driver. Removal of catalytic converter is allowed.
6. Cars with engines utilizing Dual Over Head Cams or more than 1 cam may NOT have exhaust that exceeds 1.5" in diameter. All other cars must utilize exhaust with 2" diameter maximum. The exhaust system must be completely sealed and the maximum diameter must be utilized in at least the last 24" of the exhaust pipe.
7. Must use stock style starter. Battery may be relocated to an area behind driver. If so it must be secured & covered.
8. Transmission must remain stock and unmodified for that vehicle's production. Transmission must have working forward and reverse gears.

Additional Rules:

1. NO WEIGHT OR BALLASTS ARE TO BE ADDED TO CAR unless as a penalty per these rules, and must be mounted in location to be determined by officials.
2. Radios are NOT allowed. Drivers MUST use a scanner to monitor race control.
3. See General Rules Section on pages 1-3 for all safety rules.
4. Officials may change any of the CRA F.W.D Compact rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.