

Technical Rules and Regulations: — It is the obligation of each participant to ensure their conduct and equipment are in compliance with all applicable rules and procedures, as they may be amended. Any amendment(s) will supersede any previous rules regarding that aspect of competition. An amendment is effective from the date it is added to the official rules regardless of when a competitor receives notice.

General Rules: — 1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of ACLMS sanctioned Touring Series events, and are in no way a guarantee against injury or death to participants, spectators, or officials.

2. The Rules and/or Regulations will apply to all ACLMS Touring Series sanctioned events.

3. ACLMS officials shall have full authority over said sanctioned events, and in the event of any dispute, the head official's decision will be final.

4. All competitors and cars are subject to inspection by ACLMS Technical Inspectors or their representatives at any time during any event.

5. ACLMS and its officials and representatives reserve the right to confiscate any suspicious or deemed illegal parts or components.

6. Any bashing/degrading on social media platforms of fellow drivers, series, series officials, racetrack surfaces, venues, promoters or facilities will not be allowed.

7. Each driver is responsible for the race car they are driving.

8. ACLMS reserves the right to alter or amend these Rules and/or Regulations in the interest of fair competition, efficient completion of an event, or for safety. All official's decisions are final.

9. There is NO appeal process in the determination of or application of fines and/or penalties assessed by the series. All Official's decisions are final, and drivers will not be allowed to compete in any sanctioned events until all fines are paid, penalties assessed have been cleared, and/or suspensions have been served.

Safety Rules: — 1. Safety is the primary responsibility of the DRIVER!!

2. Series recommends Drivers have a SFI-Approved full fire suit (top and bottom), gloves, and shoes. Full Fire Suit (top and bottom or one-piece) is required (SFI rating optional, but highly recommended).

3. Snell rated SA2010 or SA2015 full-face helmet required.

4. Series recommends the use of a head and neck restraint system, but is not required.

5. It is highly recommended all cars have at least a fully charged fire 2 lb. extinguisher mounted within reach of the driver. Series recommends a 5 lb. halon system.

6. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".

7. All cars must have a quality fuel cell with roll over valve(check valve) in fuel cell vent.

8. Minimum three(3) inch wide, two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. (Recommend belts be no more than two years old.)

9. Any pre-race technical/safety inspection and car or equipment is deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!

10. All track specific general safety rules or requirements will apply at all times to all participants (i.e.windownets, gloves, door plates, head and neck restraints, etc.)

11. RaceCeiver oneway radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver (or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty. But you need to make a series official aware.

12. NO two-way radios, cellphones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature).

13. No lighted signal devices during green flag runs (light sticks, flashlights, cell phones, etc.) under caution permitted, hand signals are ok at all times. No boards or signs with writing allowed

14. No mirrors are allowed at any location on the car.

15. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) 1/2" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

16. No driver may be under the influence of alcohol or drugs. Doing so will result in automatic 365 day suspension and a \$1,000 fine plus criminal charges

Weigh-In Rules: — 1. Series officials reserve the right to weigh any car at any time during any event.

2. The track scales or series scales used on site will be the official scales used to determine legality of weight.

3. Heat race and B-Main/Consolation race winners, transfer cars, and any cars instructed to do so, must proceed directly to the scales to be weighed immediately after the completion of the event. Do not go to your pit area before crossing the scales, as this will result in a disqualification.

4. If a driver fails to meet weight requirements on initial weighing, they will ONLY be allowed one (1) time to circle around and pull back onto scales.
5. Any car weighing light after qualifying or heat race, that car will be penalized to the rear of the next scheduled preliminary event.
6. Any car weighing light after the Main/Feature event will be penalized to the last finishing position.
7. Top six (6) cars from the A feature will be directed to scales. If all top five (5) cars meet weight, then the sixth (6th) car can go to pits.

Engine Rules: (Effective July 1, 2022)

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) commonly referred to as “602” engine and/or Chevrolet Performance Part #88958604/19318604 (CT400) commonly referred to as “604” engine.
2. Weights: (No burnoff)
After race you must be:
 - a. CT 350 or “602” – 2,200 lbs.
 - b. CT 400 or “604” – 2,300 lbs.
3. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory.
4. The ONLY seals allowed for competition are:
 - Chevrolet Performance cap seals
 - Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
 - NO ACAS, NDRA, FASTRSK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) seals will be not be allowed. No twist off (breakoff) bolts.

5. These sealed engines must not be altered, modified, or changed from factory specs. The sealed engines must remain intact and not tampered with.
6. Any seals that have been removed, counterfeit or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any ACLMS sanctioned event for the remainder of the season and future seasons as determined by officials. As well as a \$3,000 fine before returning to ACLMS if you are allowed to do so.
7. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine. Seals will be verified. ACLMS officials reserve the right to tear a motor down at any given time
8. No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.
9. Engine's Chevrolet Performance serial number, must be clearly visible to series technical inspectors.

Engine Infraction Penalties: — 1) First time (1st) - Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event and suspended from series competition for 365 days and pay a \$3,000 fine.

- Second time (2nd), driver and/or owner will receive a lifetime ban from any events that ACLMS is affiliated with. Driver and/or owner will be notified in writing of series' decision, via certified mail. All official's decisions are final.

2) Any violation of the engine rules and/or factory specs outside the sealing system of the engine will result in the driver being

disqualified from that event. Driver and/or owner may be suspended from series competition for up to but not more than 30 days and fined up to but not more than \$1,000 at series' officials' discretion. Driver and/or owner will be notified in writing of series decision. All decisions are final.

Engine Setback — 1. Engine setback will be 6” from center of top ball joint to the #1 spark plug with a 1-inch tolerance.
2. There will be a 50-pound penalty, mounted forward of the engine plate, for each 1/2” of setback beyond seven (7) inches.
3. No cars with more than an eight (8) inch engine setback will be allowed to compete.

Carburetor Rules: — 1. One four (4) barrel carburetor only. Any manufacturer.
2. Must have conventional, “Holley” style boosters. No tunable boosters. No individual cylinder tuning. Willy’s Equalizer Carburetor is legal
3. Engine must be naturally aspirated.
4. CT 400 (604) Engines – may use one (1) carburetor spacer (one (1) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
5. CT 350 (602) Engines – may use one (1) carburetor spacer (two (2) inch, one-piece with .040 tolerance maximum) and two (2) standard paper gaskets (maximum 0.070 thick), one gasket between intake and spacer, and one gasket between spacer and carburetor.
6. Spacer MUST NOT extend into intake manifold at any point.

Distributor Rules: — 1. Any standard distributor type electronic ignition allowed. MSD ok. 6,800 chip mandatory in MSD. If you are running dual boxes each box must have a chip that is wired

to the motor (I.E. 6AL or 7AL) if you have a digital box, no adjustment knobs or features may be in reach of driver.

2. No magnetos and No crank triggers.
3. No electronic traction control devices allowed.

Starter Rule: — 1. All cars must have a starter in working order.

Water Pump Rules: — 1. Cast or aluminum water pump permitted.
2. No electric water pumps.

Exhaust Rules: — 1. Collector type headers required. Must have four (4) tube into one (1) collector.
2. Mufflers not required UNLESS track mandates them. (Kennedale Speedway Park is mandatory) If mandated, mufflers must have some type of internal noise dampening characteristics (i.e. baffles, extruded holes, screen, chambered, etc.) Mufflers must meet local speedway's noise decibel requirements.
3. No tri-y headers or merged headers allowed.
4. No square tube headers

Fuel, Fuel Cell, and Fuel Pump Rules: — 1. An approved fuel cell, 32 gallon maximum, must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of 2" x 1/8" steel straps.
2. Fuel cell must be completely visible from rear of car.
3. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.
a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or

greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

b. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

c. It is the competitor's responsibility to know what is being put into their fuel cell.

4. Mechanical fuel pump only. Cam driven or belt driven.

5. No electric fuel pumps.

Frame/Roll Cage Rules: — 1. All frames must be of steel construction.

2. Square or rectangular frame must have a minimum of 2" x 2" material, .083 wall thickness.

3. Round frame tubing must have a minimum of 1 3/4" outside diameter, .083 wall thickness.

4. All cars must have a suitable and deemed safe steel roll cage protecting the driver's compartment, including headrest.

5. Side roll bars are mandatory and must extend into the door panels. A minimum of three (3) bars must be on the left side.

6. Each bar must be at least 1 1/2" in diameter, with a minimum material thickness of .083".

7. Roll cages must be welded to frame.

Body — 1. No raised or gurney lips of any type allowed on body.

2. Doors and quarters must be flat or may have an outward roll. No doors or body panels allowed to be rolled inward.

3. No tunneling of any type allowed underneath body, along frame, or around fuel cell area.

4. Stone shield for remote oil filter or transmission is allowed. 24" x 24" maximum, located near rear engine plate.

5. Spoilers

- a. 8” maximum spoiler. Must be made of solid material such as Lexan, sheet aluminum, or material of equal strength.
 - b. Spoiler and spoiler supports should be made of equal material and size on all areas.
 - c. No open spoiler supports.
 - d. Spoiler height, width, and angle must always be the same for the entire area of the spoiler. No varying spoiler heights or spoiler angles.
6. Roof supports or “C” pillars on both sides must be made of equal material.
7. Window openings are allowed but must be the same size opening on left and right side. If clear Lexan is used, it must be used on both sides. BOTH sides have be either open or both sides must be closed.
8. Curved or arced roof supports allowed. 3” maximum arc allowed at widest point. Will be checked with straight edge extended from roof edge to door edge.
9. Deck height is 40” with no tolerance
(Measured from ground to top of deck)

Brake Systems — Steel brake rotors only. No carbon fiber, titanium, or other exotic material brake systems allowed.

- Suspension —
1. Standard Late Model suspension only. No spring loaded or shock type 4 bar rods. Only standard solid 4 bar rods.
 2. Standard Late Model suspension equals one (1) shock per wheel, except on left rear. Left rear is allowed two (2) shocks: one in front of rear end and one (1) behind. Shocks must be mounted vertical to axle tube, not horizontal.
 3. No torsion bar on front or rear suspension. Sway bar ok.
 4. Standard one-piece bird cages. No split bird cages.

5. Chassis brackets must be fixed. No movement. No data acquisition devices of any type.
6. 103” minimum wheelbase

Shocks — 1. Shocks at any position on the car, including lift bar and torque arm shocks, must be constructed of magnetic steel or aluminum.

2. Shocks of the “thru-rod” style are NOT permitted.

3. Remote reservoirs are permitted.

4. Each shock may have a maximum of two (2) external adjustment mechanisms. External reservoir may only have one (1) external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir. Cockpit adjustable shocks NOT permitted.

5. NO remote adjustment or shocks permitted. This includes electronic adjustment whether hard wired or wireless.

6. Shock/Damper devices that are or can be referred to or defined as an “inertor” or referred to or defined as a “j-damper” are not permitted anywhere on the car.

7. All official’s decisions are final. Rules can and may be adjusted in order to maintain fairness. New or updated devices or suspension parts should be approved before use in competition.

Transmission Rules: — 1. Must have at least one forward and one reverse gear in working order.

2. No straight drives or in and out boxes.

3. Drive shafts must be painted white for safety.

4. Carbon fiber drive shafts are legal.

5. Ball spline transmissions strongly recommended to run carbon fiber drive shaft only for safety.

Wheel Rules:

1. Any brand or type of wheel allowed.
2. Must be mounted with lug nuts.
3. No knock-off or center-lock wheels.
4. 14" maximum wheel width.
5. All wheel covers must be bolted on in three (3) places. No Dzus fasteners

Tires — Hoosier Racing Tire D-21 stamped Crate Racine' USA and shoulder plated.

- a. D-21 must punch 46 or harder when checked cold.

— Hoosier Racing Tire D-55 stamped Crate Racine' USA and shoulder plated.

- a. D-55 must punch 60 or harder when checked cold. Series' durometer is official durometer, and all official's decisions are final.

- Any tire that fails to punch properly will be disqualified for remainder of the event. Any tire in question may be confiscated
- All tire sidewall markings (i.e. compound, date code, shoulder plate, Crate Racine' USA, etc.) must be visible and not removed or covered.

2. Grooving/sipping/grinding is allowed

3. NO additives, chemicals, softeners, soaking, drugging, doping, mething, bill cosbying, etc. are allowed.

4. Series may or may not use laboratory testing to test for any alteration of tires, and tires must meet the factory supplied benchmark. If the inspected tire does not comply with this benchmark, the competitor will be disqualified. Series may use any means necessary to determine if tire(s) meet Hoosier supplied benchmark, and that decision is the sole discretion of the series. All decisions are final.

5. Drivers must run the same tires in hot laps and heat race unless a cut tire occurs. In the future, drivers must run three of the same tires from the heat race. Tires will be marked and checked.

- (should a tire shortage happen we will make a decision at that time based off the best interest for racer and series)

Starts/Restarts — 1. Start zone will have two (2) green cones, one (1) placed at the beginning of turn three (3) and another at the end of turn four (4).

2. Pole sitter will set pace for initial start of each race side by side with an equal pace of the outside front row car.

3. Initial starts will take place at the end of turn four (4) where the second green cone will be placed.

4. Should a driver jump the initial start, the caution flag will wave, and the driver will receive one (1) warning. If the same driver jumps the start a second time, caution will wave, and they will be penalized one (1) row.

5. If both front row drivers cannot cleanly and fairly start the race on two (2) attempts, race director may move both front row starters back one(1) row.

6. Restarts will be leader out front, followed by double rows behind. Second place car has option of inside or outside. Rest of field falls in accordingly.

7. Restarts can take place after lead car passes first green cone at the beginning of turn three (3). After leader passes first green cone and his car lifts up on the LR, that will be considered as a start.

8. Race will automatically start when leaders car passes second cone exiting turn four (4).

9. Leader may not swerve from side to side or “brake check” in restart zone. Officials will closely monitor restart zone, if deemed the leader does brake check or stacks up the field and causes a pile

up. He will be penalized by going to rear of field. Everyone else retains starting spot.

10. Any cars that are lap(s) down will be lined up at the rear of the field behind lead lap cars.

11. Series reserves the right to go single file at any given time. If single file restarts take place, no passing is to take place till your car passes the flag stand.

Cautions: 1 — On the initial start of the race, if contact is made causing a car(s) to spin, and no laps are completed, the cars involved will get their original starting position back for the complete restart.

2. If no contact is involved and a car spins out on the initial start, that car will restart in the last starting position.

3. Any car bringing out the caution twice by either spinning and/or stopping on the track bringing out the caution flag, will be black flagged and sent to the pits for remainder of that event.

4. Any car stopping and/or blocking the track and determined to be intentionally bringing out the caution may be black flagged for that event.

5. Any car determined to intentionally spin or run into another competitor resulting in the caution will be charged with the yellow and sent to rear of the field.

6. Events do not have a “wheel stop” rule in place. This means if a car must stop to avoid another car or incident, they will not be sent to the tail of the field, only the car(s) deemed to have caused the caution will be penalized to the tail. This will be determined by series officials, not all calls will be the right call, but we will do the best we can.

7. All drivers must slow down and get single file if the caution flag is displayed, regardless of where you think your position is.

8. Flagman and race director will give the one (1) to go signal when possible before going green. PLEASE NOTE: if the field is lined up

properly and the lead cars have passed the flag stand, race director may elect to restart without giving one (1) to go signal. But it will be announced over the raceiever.

10. Any driver exiting their car during a caution period will be sent to the pits for that event, unless it is for a safety precaution.

11. Drivers are not to intentionally make contact with another car under caution. Doing so will result in the driver being black flagged for that event.

12. Crew members are not allowed to touch or work on cars on the track during any caution period. Track/Series officials will make quick repairs to help drivers maintain safe competition, and to eliminate flat tires if and when possible.

13. Anytime during the event that the caution is displayed, a completed lap will be determined as follows: once the leader plus one car (whether second place, lapped car, etc.) pass the start/finish line, that lap will be counted as completed. Cars crossing the start/finish line will be scored as they cross, and all others will be lined up according to the last completed green flag lap.

14. If a driver has a flat tire, he can proceed to the designated “hot pit” area to change that tire. A two (2) lap grace period will be allowed for driver to rejoin the tail end of the field.

Red Flag: — 1. Cars must come to a complete stop as quickly and safely as possible.

2. No cars can move during the red flag period, cars cannot exit to the pits until yellow flag/light is displayed. Doing so will result in a black flag.

3 “Open” red flags are not permitted. Meaning, no driver or crew member may work on a car under red flag conditions

Tech — 1. Officials reserve the right for any piece or part to be teched at any given time. 2. Top five (5) in A feature will stop on

front straightaway and then proceed to scales, followed by the tech area.

3. Only one (1) crew member per car allowed in tech area. Wife's/kids are ok
4. No body panels may be removed unless instructed by a series official.
5. Drivers will be notified at the driver's meeting, or via the RaceCeiver about post-race technical inspection procedures.
6. Any car found to be in violation of ACLMS rules and regulation, other than weight, during post-race inspection will be disqualified from that event and receive no points or money.

Provisionals/Car Changes: 1 — Two (2) provisional starters may be added to the A-Main starting field in the 23rd and 24th starting positions based on the top point drivers in the top 10 of ACLMS points coming into the event.

2. Each driver is awarded two (2) provisionals per year.
3. A driver can start the A-Main in a competitors car on the rear of the field as long as the competitors car (car being borrowed) is not qualified for the A-Main already.
4. No driver can give up a starting spot in the A-Main for a driver to borrow their car.
5. No Driver can start in a backup car of his own. (You can't pull a spare car out of the trailer or go get one)