

# **Rio Grande Super Late Model Association**

## **By-Laws and General Specifications**

**(Rule Book)**

[www.rgslm.com](http://www.rgslm.com)

The purpose of these procedures and rules are as follows:

- Improve and regulate competition.
- Provide safety for drivers, pit staff, and spectators.
- Demonstrate a competitive first class organization.
- Provide a format for resolving a dispute or controversy.

These rules and procedures set forth guidelines to provide a standard of conduct and minimum requirements for a racing event. Unless the racetrack states otherwise, these rules shall govern all Association events and all members shall comply with these rules. The Association does not express or imply a safe event will be guaranteed as a result of these rules and guidelines. The Association does not guarantee against Injury or Death to a participant, spectator, or track official.

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## **BY-LAWS**

### **ARTICLE I** **ASSOCIATION NAME AND ADDRESS**

Section 1: The name of the Association shall be the Rio Grande Super Late Model Association.

Section 2: The corporate seal of the Association shall contain the words "Rio Grande Super Late Model Association" or an abbreviation thereof.

Section 3: The permanent address of the Association shall be 933 Marlow Meadows Dr, Rio Rancho, NM 87144.

### **ARTICLE II** **PURPOSE**

The purpose for which the Association has been formed is to establish for the mutual benefit of the membership an organized professional administration and to operate Super Late Model Races for the benefit of the membership and the public; to encourage and to promote the advance of automotive mechanical arts; to promote sportsmanship and safety in the conduct of Super Late Model Races, and to do all things incidental to the operation of a Super Late Model Race Event, including the charging of admissions, dues, fines and the awarding of prizes, PROVIDED, however, that all earnings of the Association shall be used for the attainment of its objects and purposes and that the membership of the Association shall not, directly or indirectly participate individually in the earnings of the Association.

### **ARTICLE III** **MEMBERSHIP**

Membership in the Association shall be open to any individual complying with the By-Laws as hereby adopted by the Association. Each member shall pay such dues as fixed in the By-Laws and shall be bound by the obligations imposed upon members pursuant to the terms of these By-Laws.

### **ARTICLE IV** **DUES**

Section 1: Dues shall be \$45.00 for full membership and \$10.00 for and associate membership in the Association. All dues shall be annual and payable in advance before the annual election is held. Failure to pay said dues when due automatically suspends each member failing to pay of his/her rights as a member, including the right to vote and/or participation in any sanctioned Association events.

Section 2: It shall be the duty of the Race Director, and he/she is hereby empowered to establish and/or amend the schedule of annual dues for membership in the Association in such a manner or amounts as in his/her discretion shall be necessary to operate the Association to the best advantage of the membership.

### **ARTICLE V** **MEETINGS**

Section 1:

- (A) Periodic regular meetings shall be held at such times and places as may be determined by the Race Director of the Association. Annual meetings shall be held in the period between January 10 and 31 of each year.

ARTICLE V  
MEETINGS (continued)

(B) Special meetings may be called by the Race Director of the Association at his/her discretion. However, upon the written request of twenty-five (25) percent or more of the eligible voting members of the Association, the Race Director shall (within five days) arrange for and give notice of a special meeting (the requested meeting shall be held no sooner than seven (7) days or no longer than twenty-one (21) days immediately following the date the written request is presented to the Race Director). Only those matters specifically listed in the special meeting's notice may be acted upon at the special meeting.

Section 2: Notice of each meeting shall be given via mail service, phone contact or email transmission to each member at least five (5) days, but not more than thirty (30) days, prior to the date of the meeting. It shall be the responsibility of each member to provide the Race Director with a correct address, phone numbers or email information. A member's failure to do so shall relieve the Association and the Race Director of any responsibility for the delivery of notice of any meeting(s) or other information the Association may receive.

Section 3:

(A) At all regular and special meetings, a majority of the members in good standing shall constitute a quorum and the act of a majority of quorum shall constitute the act of the meeting.

(B) Any member eligible to vote may issue his/her proxy in writing for any other such member. The proxy may be general or limited in authority. Proxy holders shall present the proxy to the Race Director at the meeting prior to the vote, and the proxy vote shall be considered to be valid and the eligible voter who issued the proxy shall be considered to be present for all purposes at the meeting including that purpose of establishing a quorum.

(C) Proxies need not be notarized, but they must be dated and shall not be effective for more than eleven months from the date of issue, unless further limited by the terms of the proxy. In the event more than one proxy has been issued by the same voting member, the proxy bearing the latest date shall prevail.

Section 4: If a quorum shall not be present at the meeting, the meeting shall be adjourned to another hour or day, and no further written notice need be given of such adjournment after making an announcement of the nature of the meeting, time and place for said meeting.

Section 5: The order of business for each meeting shall be determined by the Race Director, unless he/she is directed by the majority of the membership to follow an order of business prescribed by this majority. All meetings shall be conducted in an orderly manner and in the event of dispute over matters of parliamentary procedure; reference shall be made to Robert's Rules of Order as authority for ruling on matters of procedure.

ARTICLE VI  
VOTING

The only member of the Association, who shall be an eligible voting member for purposes of these By-Laws, shall be the member who represents each registered car. There shall be allowed only one vote for each registered car and either the car owner or driver may cast this vote. In the event they cannot agree, the owner shall have the right to cast the vote. The Race Director and Tech Director shall be an eligible voting member for purposes of these By-Laws even though they do not own or drive a registered car. In the event the Race Director is not the owner of a registered car, his/her vote shall be cast in addition to that of the owner of a car for which he/she may be the driver.

ARTICLE VII  
GOVERNMENT

Section 1: The Association shall be governed by a Race Director and assisted by a Tech Director, both whom shall be nominated and approved by majority of eligible voting members at annual meeting. All are eligible for re-election in subsequent years. No person shall be eligible to hold these positions unless he/she is a member in good standing as defined by these By-Laws.

Section 2: Any vacancy that occurs must be filled by a majority vote of the eligible voting membership. Nominations should be secured once a resignation or dismissal occurs.

Section 3: The Race Director shall be the executive head of the Association. The Race Director's duties include the following:

- (A) Organize and notify members of meetings
- (B) The contact person for all Race Facilities/Organizations
- (C) Collect/distribute Association dues & race event payouts
- (D) Promotions and advertising for the Association
- (E) Maintain records for bank transactions
- (F) Provide documentation for all financial transactions
- (G) Pay all approved expenses
- (H) Maintain records of meetings

Section 4: A Tech Director shall be nominated and approved by vote of the eligible voting membership. The important functions are to ensure safety of drivers and crews, supervise inspections, advise of illegal or unapproved equipment and participate in dispute resolutions and assist Race Director with execution of all racing events.

ARTICLE VIII  
DISBURSEMENT OF FUNDS

Section 1: A minimum of three eligible voting members must approve all expenditures, any expenditure and/or liability to be incurred which exceeds the sum of \$450.00 shall be brought before the Association's general membership in a proper meeting for vote of approval or disapproval.

Section 2: All approved expenditures shall be made by voucher check drawn against funds of the Association. All such checks will bear the signature of the Race Director.

ARTICLE IX  
CONTRACTUAL COMMITMENT

The Race Director shall have the authority to commit the Association to any contractual obligations to racetracks and/or promoters. After consultation and a majority vote from membership, the Race Director shall be the sole voice of the Association. Full disclosure of any commitment shall be made to full membership within seven (7) days of signing any contractual document.

ARTICLE X  
RULES AND REGULATIONS

Section 1: The Race Director shall formulate and publish such Rules and Regulations of the Association as shall be deemed necessary to properly conduct motor racing under the sanction of the Association.

- (A) The rules and regulations shall cover specifications, pit passes and conduct, driver eligibility, racing flags and usage, pre-race warm up and qualifying laps, race program procedures, interpretation of rules, disciplinary actions and protests.
- (B) Copies of the rules and regulations—commonly called the “Rule Book” shall be made available to each and every member.
- (C) To ensure proper compliance with the rules and regulations of the Association, the Race Director and Tech Director shall act as the initial contacts for any disputes. If necessary, five (5) eligible voting members selected via pill draw shall join the Race Director and Tech Director to form a hearing board with the authority to assess fines, penalties and suspensions against those persons subject to the jurisdiction of the Association commensurate with the severity of the offense. Collected fines shall be deposited with the Association funds. Any member suspended will apply with the Race Director for reinstatement. The hearing board will decide on the suspended driver’s request and reinstatement will be issued via a majority vote.

ARTICLE XI  
AMENDMENTS

Section 1: These By-Laws or any portion hereof may be amended at any meeting of the Association if such amendment is approved and accepted by not less than (60) sixty percent of all eligible voting members of the Association.

- (A) No amendment to these By-Laws may be acted upon unless a Notice of such proposed amendment be given in the meeting notice required by Article V of these By-Laws.
- (B) All prior By-Laws adopted by the Association are suspended by these By-Laws as adopted.  
We, the undersigned eligible voting members of the Rio Grande Super Late Model Association, hereby certify that the above By-Laws were adopted at a meeting of the membership called for the purpose among others and that a proper notice of the meeting was timely mailed to all Association’s members of record and that a proper quorum of members present at this meeting and the required percentage of eligible members present voted to adopt the By-Laws as herein set forth.

# REGULATIONS AND PROCEDURES

## 1.0 – Event Procedures

### 1.1 – General

- (A) The Race Director and Tech Director will outline and control activities for each race event. Each racing facility's procedures shall supersede any of our rules or regulations.
- (B) The Race Director will set the lineups using an approved format for the Qualifying Heats and Main Events. He will maintain an updated record of the point standings.
- (C) All car owners, drivers, and crew members shall purchase a pit pass, sign the track register, and clearly display their pass.
- (D) Each race facility will determine age restrictions for competitors
- (E) The Rio Grande Super Late Model Association and the race track reserve the right to exclude from competition any competitor that presents a danger or threat to the public, track staff, or other competitors.
- (F) The Race Director will review any issue reported to him. In some cases, it may be necessary to document these issues. A quick, correct decision is our goal. It may take a vote of the Association to resolve some issues.

### 1.2 – Pill Draw and Entry

- (A) A pill draw will determine all starting positions for the week #1 Main Event.
- (B) A driver may request to start scratch for any Main Event.
- (C) If a driver has failed to compete in any heat races, driver will start scratch regardless of their point average.
- (D) A pill draw will break a tie when multiple drivers maintain the same point average.
- (E) If a driver has not established a point average, he will start scratch in the Main Event.
- (F) A driver that has been disqualified for the night will have this Main Event count against their point average.
- (G) A driver may switch cars; however they will lineup in the scratch position. Drivers score points not the car.
- (H) If a driver decides to run scratch and not in his normal lineup position based on point average, the competitors in that row will move forward to fill that space(s). We will not totally reset the starting lineup
- (I) Track has the option to run special races, which may include a special lineup procedure.
- (J) If a driver qualifies for a Main Event, but is unable to start the race the driver will be scored in the last finishing position. If this occurs to multiple drivers, a pill draw will determine the finishing positions.
- (K) Main Event lineups will be established via the following: after the first Main Event, the starting lineups will be determined via point average, with the highest point average driver starting in the rear of the field.

### 1.3 – Drivers Meeting

- (A) The driver and/or car owner must be present for the pre-race drivers' meeting.
- (B) Information about the race program, safety procedures, or lineup questions as well as other items will be discussed

### 1.4 – Track Packing

- (A) When called upon ALL entered cars will be required to help pack the track prior to hot laps. Cars that DO NOT help to pack the track will be required to start scratch in the Heat Race
- (B) All competitors will participate in packing the track. This is mandatory for all racers. There will be penalties for failure to participate, which may include running scratch or \$25.00 fine

### 1.5 – Heat Races

- (A) All entered drivers will be scheduled to compete in a heat race
- (B) All starting positions for heat races will be determined by pill draw. Each driver will pay \$5.00 to participate in the pill draw. All monies collected from pill draw will be distributed to the drivers from the year-end point fund
- (C) Odd numbers drawn from pill draw will race in heat #1, while even numbers will compete in heat #2
- (D) A minimum of five cars will be in each heat race, unless car count dictates a change in this procedure
- (E) If three heats are determined to be necessary, the starting positions in heat races are as follows

Heat #1-----1, 4, 7, 10, 13, 16, 19, 22

Heat #2-----2, 5, 8, 11, 14, 17, 20, 23

Heat #3-----3, 6, 9, 12, 15, 18, 21, 24

- (F) Any driver may start scratch by notifying Race Director at the time of pill draw
- (G) When a car fails to compete in their designated heat race, the car may start scratch in a remaining heat race, however no points will be awarded to this driver regardless of their finishing position
- (H) Once a driver has started a heat race (green flag), they will be scored in that heat race. Once the green flag is displayed, a car is not allowed to compete in another heat race

### 1.6 – Main Event Post Race Tech Inspection

- (A) A pre determined number of positions for tech inspections will be posted with the main event line up. Those drivers not reporting to the inspection area may be disqualified and given last place points.

## 2.0 – Flag Rules

### 2.1 – General

- (A) The Flagman controls all activities once your car enters the race track. You should respect and obey his/her signals or instructions. Any improper conduct may cause you to be disqualified, suspended and/or fined

### **2.1 – General (*continued*)**

(B) You must follow any instructions given to you by an assistant flagman, corner personnel, or safety crewmembers. These staff members are providing a service and are working for your enjoyment and protection

**(C) Ignoring a flag of any color will not be tolerated**

### **2.2 – Green Flag**

(A) A green flag is displayed to start or restart an event

(B) A pole car, with the field in a two abreast formation, sets a slow pace until green flag is dropped at a designated point. The outside pole must maintain pace set by inside pole

**(C) Passing will not be permitted before the green is displayed at the designated point**

(D) Any car causing two false starts will be disqualified

(E) The flagman will signal one lap to go, and then green will be displayed on the next lap at the designated point

(F) Drivers will be allowed to enter the track until the field is ready to race but not after one to go has been signaled

(G) Cars may not enter the race during a green flag. Any cars entering will be black flagged and disqualified

(H) After the lineup is posted for a race, move forward in single file to fill any gaps caused by scratches, no shows, or mechanical failures. We will not allow any crossing over

### **2.3 – Yellow Flag**

**(A) All cars involved in the yellow flag incident, must restart at the rear**

(B) A yellow flag means slow down immediately to pace lap speed unless instructed differently by a flagman or corner personnel

(C) Absolutely no racing back to the yellow

(D) Lineup will be scored by your position on the previous lap

(E) No pitting under yellow track conditions

(F) Cars should line-up single file in a nose to tail formation and may not pass until the designated point

(G) Flagman must display the yellow if assistant or corner personnel have thrown the yellow

(H) If a driver refuses flagman's instruction to leave the track, which results in red flag or a delay in the racing program, the driver will not be allowed to race that entire program. You will be disqualified and may be fined or suspended by the Association or track

### **2.4 – Red Flag**

(A) Red flag means to stop safely as soon as track conditions allow. You will be scored in the position of the previous lap

#### **2.4 – Red Flag (continued)**

- (B) Please stay clear of an accident scene to allow safety workers quick access and start their important tasks
- (C) Track officials and corner personnel will determine if your car will be safe and able to continue the race program

#### **2.5 – Black Flag**

- (A) Stopping to argue with the flagman or official will result in a \$50.00 fine and each lap taken after will be an additional \$25.00
- (B) The black flag will be given to any car for extreme rough driving or to any car deemed unsafe to race
- (C) The black flag is a signal you must go immediately to the pits in a slow, safe manner, as your car has been disqualified.
- (D) Failure to comply within two laps will result in a fine of \$25.00 per lap and may result in suspension.
- (E) Fines will be paid in full before you compete in any further races with the Association.

#### **2.6 – Blue / Yellow Flag “Move Over”**

- (A) A “Move Over” flag will be utilized

#### **2.7 – White Flag**

- (A) A white flag indicates one more lap will complete the race.
- (B) When a red flag is thrown on the last lap, the race will be scored as of the previous lap and cars involved in the accident will be scored at the rear of the pack

#### **2.8 – Checkered Flag**

- (A) A race is not completed until the checkered flag is displayed
- (B) The checkered flag shown to the lead car represents the race winner and subsequent cars will be scored as they cross the finish line

#### **2.9 – Red/Yellow Flag**

- (A) The red & yellow flag means to restart in your original starting positions when no laps have been completed. Any cars needing assistance to start will lineup scratch

#### **3.0 – Scoring and Points**

- (A) A lap is not scored on an original start unless all cars complete the lap by passing through the start-finish line
- (B) A race is not considered complete until the checkered flag is displayed

### 3.0 – Scoring and Points *(continued)*

- (C) If a yellow or red flag must be thrown while the checkered flag is displayed, the race will be completed. Those cars not crossing the finish line will be scored in the position they were in on the last green flag lap
- (D) In the event of rain or other unforeseen circumstances, a race may be called complete after reaching, at minimum, half distance
- (E) The laps shown on the schedule are a maximum. The number of laps may change due to extenuating track circumstances
- (F) Weather permitting the feature race only must be completed under two (2) consecutive green laps even though a race may run over its prescribed number of laps
- (G) The Race Director will work closely with scoring and judging staff to insure accurate and impartial scoring procedures are executed. Drivers and owners will approach the Race Director with discrepancies or concerns. You are not to discuss these issues with track staff.
- (H) Any driver or car owner who is not satisfied with the finishing order should file a written protest. The written protest and a \$25.00 fee must be given to the Race Director within fifteen (15) minutes of the posting of the race results. The fee will be refunded if the protest is upheld

### 3.1 – Heat Race Points

1st---5, 2nd---4, 3rd---3, 4th---2, and 5th---1

### 3.2 – Feature Race Point Structure

1. 50	7. 35	13. 27	19. 21	25. 15
2. 47	8. 33	14. 26	20. 20	26. 14
3. 44	9. 31	15. 25	21. 19	27. 13
4. 41	10. 30	16. 24	22. 18	28. 12
5. 39	11. 29	17. 23	23. 17	29. 11
6. 37	12. 28	18. 22	24. 16	30. 10

### 4.0 – Protests Procedures

- (A) An Association member who believes another competitor has violated any of our rules may give written documentation to the Race Director. The report must be given to the Race Director within 30 minutes of a race and include a \$100.00 fee. If report or issues cannot be immediately resolved, a meeting of the members may be scheduled
- (B) The report will be reviewed to consider the validity. If necessary, a meeting of the Association will be scheduled within five (5) days
- (C) All parties involved will have fifteen (15) minutes to state their case, following which a vote of the Association will be held. The Association will determine the necessary punishment
- (D) All charges will be dropped if the person reporting the violations does not attend the meeting. The Association will keep the \$100.00 filing fee
- (E) The \$100.00 filing fee will be returned if the charges are upheld

## 5.0 – Disciplinary Actions

### 5.1 – General

- (A) Fighting (physical confrontation) will not be tolerated at ANY TIME!
- (B) A driver and/or car owner is responsible for the conduct of their entire race team. We want to present a professional attitude and fan-friendly atmosphere.
- (C) NO Driver/owner/team member discussion or protests on track at ANY TIME!
- (D) ANY retaliation by ANY driver against another competitor by using the race car or any other means will result in disqualification from the event
- (E) Any fines or suspensions must be settled before entering further events.
- (F) Physically abusing (pushing, etc.) or verbally abusing any event official will not be tolerated
- (G) Starting or stopping in an area not designated so as to cause undue confusion or delay will not be tolerated
- (H) Rough driving and unnecessary bumping as determined by RGSLM officials will not be tolerated
- (I) Failure to stop for red flag or driving through crash area will not be tolerated
- (J) Any driver or team member going to another pit area or to another car, and physical action results will not be tolerated
- (K) Any physical contact during the race in any neutral area will not be tolerated
- (L) Purposely driving race cars through areas closed to race car traffic, or driving through pit area at excessive speeds with either a race car or a four-wheeler will not be tolerated
- (M) Team members going out on the racing surface when yellow flag conditions exist will not be tolerated
- (N) ANY violations may result in disqualification and/or loss of any earned purse money and points and/or a monetary fine and/or suspension. More than one infraction will be harshly dealt with on an individual basis
- (O) This is a professional organization, and all participants are expected to conduct themselves accordingly
- (P) Team owners are responsible for the conduct of all persons connected with the team
- (Q) Obey pit entry and pit road speeds. Safety is our number one concern. The Association will severely punish those who ignore the safety of others.
- (R) Drivers or crewmembers will not take a hostile attitude into another team's pit area. The drivers or a team spokesperson involved in an incident will meet with Race Director to discuss their concerns. The Association will not listen to multiple crewmembers view of the situation unless necessary.
- (S) The Association will not tolerate fighting. The minimum fine will be \$50.00 per crewmember. Fines and suspensions may be levied on any driver or crewmember(s) involved in these disputes. All disputes should be voiced to the Race Director

## 5.2 – Alcoholic Beverages and Illegal Substances

- (A) A participant shall not use or be under the influence of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an Event
- (B) The use or presence of alcoholic beverages or illegal substances of any sort is strictly prohibited in the pit during the event
- (C) Any participant whose conduct, appearance or behavior creates a reasonable suspicion that the individual is impaired or otherwise under the influence of drugs or alcohol, may be required to submit to testing
- (D) Being under the influence of alcohol or drugs while in the pits or before the completion of the Main Event will result in automatic disqualification of finishes for that event. The Association and Track may take further action including testing, fining, suspending or all of the above.

## 6.0 – Car Specifications

### 6.1 – Body

- (A) Body must conform to the attached late model drawing.
- (B) No wings of any kind allowed in cockpit or under trunk.
- (C) No tunnels or wings of any kind inside car or underneath car for special ground hugging effects.
- (D) Rear inner mud shield must end at tail section of transmission with a maximum length of 18”.
- (E) No side fins of any kind along the entire length of car.
- (F) Interior of car may be dropped.
- (G) Maximum body width to be measured by template.
- (H) Cockpit top 76” and bottom 82” maximum for appearance only.
- (I) Rear of car width 72” top and bottom.
- (J) Middle of rear can extend to 74”.
- (K) All structural tubing must remain inside body.

### 6.2 – Nosepiece

- (A) Nose side extensions must be flexible and may not extend outside of front tires with wheels pointing straight ahead.
- (B) Nose side extensions are not to flare out or up.
- (C) Top must be flush with fenders and hood.
- (D) They cannot alter original shape of nosepiece and must be braced with collapsible supports. No steel supports.
- (E) Hub to front of stock nose 48” maximum, hub to front of non-stock nose 40” maximum.

### **6.3 – Roof**

- (A) All roofs must be 41” minimum to 54” maximum front to back. 48” minimum to 52” maximum side to side.
- (B) Rounded and tapered stock appearing roofs only.
- (C) No partial, flat, tilted or dished out roofs.
- (D) No wings attached to roof or to side posts.
- (E) No built in air dams, car must be stock appearing.
- (F) No Lexan roofs or sail panels.
- (G) Minimum height to top of roof 45”. Maximum height to top of roof 48”.
- (H) Any sun shield must be on a hinge for easy exit. No taping allowed that brings window opening to less than 12”.

### **6.4 – Roof Supports and Window Side Panels**

- (A) All roof posts must meet outside of car
- (B) Side vents on front roof supports can extend back no further than 16” on bottom, then straight up to roof for L configuration.
- (C) Side vents must meet outside of car.
- (D) Rear roof post supports must meet outside of car where the body panel(s) rolls over the decking and be stock appearing.
- (E) Minimum width on bottom 18”, minimum with on top 8”.
- (F) Maximum width on bottom for solid post 24” and maximum width on top for solid post 12”.
- (G) Maximum width on bottom of post with window 43” and maximum width on top of post with window 17” straight, the slope down to end with bottom at least 20” or greater from rear of trunk.

### **6.5 – Front Fenders, Fender Flares and Hood**

- (A) Maximum height to top of hood or front fenders 36”.
- (B) No portion of hood to exceed 36”.
- (C) Must be level and flat from side to side.
- (D) Fenders cannot gain height from rear to front

### **6.6 – Quarter Panels**

- (A) Rear quarter panels cannot be higher than any portion of rear trunk. No tolerance.
- (B) Trunk cannot be longer than quarter panels.

## 6.6 – Quarter Panels (*continued*)

- (C) Trunk must be level for 32” from rear of trunk
- (D) Rear quarter panels must be tapered towards center of the car equally
- (E) No rear push bars to extend over 6” beyond rear quarter panel.

## 6.7 – Spoiler and Spoiler Supports

- (A) 8” maximum spoiler for cars that weigh under 2600 lbs., 12” maximum spoiler for cars 2600 lbs. or more.
- (B) Total material measured from trunk to tip of material.
- (C) If aluminum angle is used to brace upper edge of spoiler, it may not add to the overall height or length.
- (D) Aluminum angle must be turned over so that it doesn’t continue off the edge of spoiler.
- (E) Maximum width of spoiler is 72”.
- (F) Entire side spoiler supports must be on the trunk.
- (G) There are three approved styles of spoiler supports—UMP, MLRA, or World of Outlaws/MARS.
- (H) Measurements for spoiler supports are on the attached drawing.
- (I) Top of support can have a strength bend of no more than ½” at a slight angle.
- (J) Maximum of three spoiler supports. Third spoiler support may be replaced by two 1” aluminum braces.
- (K) Maximum height to top of trunk 35”. Maximum height to top of spoiler 43”.

## 6.8 – Appearance

- (A) Race number(s) must also be displayed on the front nose and rear fuel cell and be a minimum of six inches (6”) in height
- (B) Legible race numbers, at least eighteen inches (18”) high are required on each side of the car and on the roof
- (C) The driver’s last name must appear in bold block letters (8” minimum) on both doors or rocker panels and across the front of the roof.

## 6.9 – Interior

- (A) Interior of car must be 12” below roll cage minimum, all areas of roof, from front to behind driver’s seat
- (B) No area of the interior cockpit can be less than 12” below the roof and roll cage for safety and ease in exiting of the car from either side
- (C) All four windows must have 12” of clearance minimum straight up and down.
- (D) Side windows 15” minimum at angle to door.

### **6.9 – Interior (continued)**

- (E) No support bars blocking right exit from cockpit allowed.
- (F) Rock guard must end at steering wheel for 12" of clearance and ease of exit from the right side of car

### **6.10 – Driver Compartment**

- (A) No radios allowed in racecar or on anyone connected with a race team
- (B) No adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind inside cockpit of car. No taping over. Must be removed from car
- (C) Solid steering wheel for protection of wrists recommended but not required
- (D) The firewall at front of cockpit shall be a wall of protection against fire from the engine compartment into the cockpit
- (E) Mirrors are NOT permitted

### **6.11 – Frame**

- (A) All round tube chassis must be minimum of 1 3/4" Outside Diameter tubing with minimum wall thickness of .083.
- (B) Tubing must be 4130 chrome moly steel
- (C) No external rub rails are permitted
- (D) All cars must have tow hook for towing purposes only, cable or chain preferred
- (E) Tow hook cannot extend in front of car or have battering ram capabilities
- (F) Maximum width from extreme outside of front tires to extreme outside of front tire 90" maximum.
- (G) Maximum width from outside rear tire to outside of rear tire 88" maximum.
- (H) No more than 8" of any tire outside of body.

### **6.12 – Transmission**

- (A) No direct drives allowed
- (B) Transmission must be bolted to the engine
- (C) Car must have forward and reverse gears
- (D) Car must be able to shift forward to reverse with engine running
- (E) All drive shafts must either be painted silver or white.
- (F) A 1 1/2" 18 gauge steel drive shaft loop mandatory.

### **6.13 – Tires and Wheels**

- (A) Tire clearances from body at least 2”.
- (B) No wheel skirts
- (C) All tires are subject to durometer testing at any time
- (D) The minimum durometer reading is 53.
- (E) Your tire compounds should be similar to the D55”s
- (F) Hoosier D55 Spec tires, Hoosier WRS Spec tires and Hoosier WRS2 Spec tires 11 X 86, 88, 90, and 92 are recommended
- (G) A RGSLM official can confiscate any tire on any night at any track to be evaluated and returned within a reasonable period of time
- (H) There will be no defacing or altering of manufacturer’s identification markings on any tire.
- (I) You may not remove any letters, words, or numbers that would identify the tire.
- (J) Any alteration of tires may result in immediate suspension from all RGSLM sanctioned races.
- (K) No tire softener of any kind.
- (L) Tire softeners found in dirt of any racetrack may force the EPA to close that track
- (M) All wheels must fit template with 14” maximum width
- (N) Mud plugs should be foam or bolted securely to the wheel behind bead lock
- (O) Any driver losing metal or plastic mud plug on racetrack is subject to \$200.00 fine.

### **6.14 – Engine**

- (A) Engine maximum 6” setback from center of ball joint to front spark plug hole
- (B) One four-barrel carburetor, no fuel injection or electric pumps
- (C) All engines limited to 1 spark plug and 2 valves per cylinder
- (D) No dual magnetos

### **6.15 – Electronic Devices and Traction Control Devices**

- (A) No electronic or computerized wheel spin traction control devices permitted
- (B) No controlled timing device attached to or controlling accelerator or rotation of wheel allowed

### **6.16 – Fuel System**

- (A) All cars must have fuel cells, 32 gallon maximum, in completely enclosed 18 gauge steel container

### **6.16 – Fuel System (continued)**

- (B) No aluminum allowed
- (C) All fuel cells must have a minimum of 2---2' x 1/8" steel straps surrounding them
- (D) Any driver must drain fuel when asked and have it filled and measured any night
- (E) Minimum 1 1/2" outside diameter (O.D.) tubing braced loop behind cell. This loop must be in place at all times
- (F) Fuel cells cannot be lower than the bottom of quick change
- (G) No use of nitrous oxide, nitrous methane, propylene oxide or any oxygen-enhancing additive
- (H) All fuel is subject to be sampled at any time during a RGSLM event
- (I) All fuels cells must have a check valve in breather for prevention of fire in a rollover

### **6.17 – Exhaust**

- (A) All headers must be pointed away from ground, horizontal preferably to outside of car
- (B) All cars will be required to have mufflers and must be securely attached to all cars.
- (C) Pop riveting of mufflers will not be permitted
- (D) It is recommended that mufflers be welded to headers
- (E) The mufflers must remain inside doors
- (F) Any car that goes to the scales after a race without muffler attached is subject to a \$100.00 fine.

### **6.18 – Weight**

- (A) All added weights must be white or silver with driver's number painted on them
- (B) All added weights must be securely mounted to car with a minimum of 2—1/2" bolts through each 50 lbs. of added weight
- (C) No weights on rear bumper or outside body of car.
- (D) All added weight to be mounted below windows and interior sheet metal.
- (E) Cars with cast iron motors will have a minimum weight of 2200 lbs.
- (F) Cars with cast iron motors with aluminum heads will have a minimum weight of 2300 lbs.
- (G) Cars with aluminum motors have a minimum weight of 2400 lbs.
- (H) Rear offsets are illegal. Must be equally tapered towards the center of car.
- (I) All cars must be able to drive onto scales without lifting adjustments.

## 7.0 – Personal Safety & Safety Equipment

### 7.1 – General

- (A) Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event.
- (B) Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment
- (C) For your protection you must have all safety equipment on while in your car, this includes the pit area
- (D) All drivers and cars are subject to random inspections and safety checks.
- (E) Please comply with our requests as we strive for safety and equality.
- (F) ALL injuries should be reported to the Track Management and our Race Director.
- (G) The racetrack has a deductible and limited insurance coverage, so everyone should have his or her own adequate insurance coverage.
- (H) Unless your car is on fire or you sense a danger, the driver shall stay in the car when involved in an accident.

### 7.2 – Protective Clothing

- (A) Fire resistant uniforms, gloves, and neck collars mandatory
- (B) Window net on driver's side mandatory
- (C) Fire resistant underwear and socks recommended but not required.

### 7.3 – Seat Belts

- (A) Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years).
- (B) Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer
- (C) Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push on grip vinyl trim.
- (D) Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications
- (E) It is the responsibility of the driver to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used

### 7.4 – Seats

- (A) High-back Solid Aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer.

#### 7.4 – Seats (*continued*)

- (B) Suitable FIA manufacturer approved composite seats are permitted
- (C) Head rest (behind the head) should include padding
- (D) A right head net or support is required. Head nets, window mats must be equipped with quick release mechanisms

#### 7.5 – Helmets

- (A) Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired
- (B) The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier
- (C) Head and Neck restraints are strongly recommended. If a head and neck restraint system is connected it should conform to the manufactures mounting instructions

#### 7.6 – Other Strongly Recommended

- (A) Fire extinguisher required in driver's cockpit
- (B) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car
- (C) A marked electrical kill switch in reach of driver
- (D) A marked fuel shut off valve in reach of driver
- (E) It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent
- (F) Arm restraints are suggested
- (G) Flame retardant seat, roll bar, knee and steering pads or padding are recommended
- (H) Drive line u-joint scatter shields
- (I) A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the drivers compartment

#### 8.0 – Drawings