

TECH MEMO

To: ACT Participants & ACT Participating Tracks
From: ACT

Date: August 7, 2018

Subj: Wheelbase

CURRENT RULE IN THE 2018 ACT LATE MODEL RULE BOOK

Page 1 Item A Number 1

1. FRAMES, CHASSIS, and CAGES

A. All cars will have minimum 104.5" and maximum 105.5" wheelbase, measured from center of lower ball joint to center of rear end, with a maximum tread width of 64.5".

EFFECTIVE IMMEDIATELY ALL CARS NOT IN COMPLIANCE OF THE ABOVE SAID RULE WILL CARRY A WEIGHT PENALTY OF 100 lbs, WEIGHING A MINIMUM OF 2900 lbs.

This weight penalty is in effect for the remainder of the 2018 season or until your car is in compliance of the above said rule.

ALL cars will be in compliance with the above said rule for the 2019 season. NO EXCEPTIONS.

TECH MEMO

To: ACT Participants & ACT Participating Tracks
From: ACT
Date: July 2, 2018
Subj: GM Performance sealed 602 Motor

EFFECTIVE IMMEDIATELY

Page 6 Item G Number 11

11. ENGINES

G. GM PERFORMANCE SEALED 602 MOTOR

1. To order or need information you **MUST** contact Cris Michaud **ONLY** at (802)244-6963 Ext.3

2. A stock 80541-1 Holley 650 CFM carburetor only is allowed on this motor.

EIRI070218

TECH MEMO

To: ACT Participants & ACT Participating Tracks
From: ACT
Date: June 19, 2018

Subj: Spring Rubber / Springs

EFFECTIVE JULY 1, 2018

Page 8 Item C Number 17

17. SUSPENSION

C. All springs must be made of steel – magnet must stick to spring. Coil-overs permitted. If running coil-over all parts must be same left to right and front to rear. Spring rubbers will be allowed, must be wired in place. Maximum of **1 spring rubber** in any spring, and must be approved size and shape by ACT.

Aluminum, steel or additives are not allowed in spring rubbers. Maximum length of spring rubber allowed is 3.5" on 3" rubber or 4.5" on 5" rubber.

D. Minimum Spring height allowed will be 12". Nothing shorter will be allowed.

Technical Memorandum

To: Late Models teams

From: Todd Stiles, Technical Director and John Kelly, Divisional Inspector

Date: June 10, 2018

Re: Rule 2f (Interior/Exterior Detail)

Edits to the rules read:

No air flow manipulation or aerodynamic flow control sheet metal , parts or devices will be permitted under the body of the car. TSMP officials will determine the eligibility of any said sheet metal, parts or devices.



CLARIFICATION MEMO

To: ACT Participants & ACT Participating Tracks
From: ACT
Date: January 11, 2018
Subj: Chassis

The following is to clarify the Chassis rule:

Page 1 Item A Number 1

1. Frames, Chassis, and Cages

- Centerline of engine must remain within $\frac{1}{2}$ " (1/2 inch) measurement of centerline of tread width, measured from **the inner pivot point of equal length front lower control arms on both sides of snout. A-frame suspensions will be measured from lower ball joints.**

EIRI011118

2018 THOMPSON SPEEDWAY MOTORSPORTS PARK LATE MODEL DIVISION RULES

GENERAL RULES

1) Preface

The intent of the Thompson Speedway Motorsports Park (TSMP) general and divisional rules is to foster a safe and orderly environment for competitive motorsports and entertainment. The knowledge of, and adherence to, these rules is ultimately the participant's responsibility. No expressed or implied warranty of safety shall result from the publication of, or compliance with, these rules. There is no way a guarantee against injury or death to participants, spectators, officials, or any other individual involved.

2) Interpretation and Amendment

- a) Interpretations of the rules contained herein will be the sole responsibility of authorized officials of TSMP. Their interpretations and judgments shall be final.
- b) These rules may only be amended by the Race Director or an authorized officer of TSMP. This amendment will be posted on the Thompson Speedway website, www.thompsons Speedway.com, and may be sent out via email to all registered teams. An amendment is effective upon the date of publication by TSMP regardless of when a participant receives actual notice.

3) Private Property

Thompson Speedway Motorsports Park is private property. Any person on this property without the permission of TSMP owners or management is guilty of trespassing and subject to the penalties prescribed by law. Through a license and/or registration, an individual has been given the authority and the right to be on TSMP property, in conjunction with racing activities. The administration of Thompson Speedway Motorsports Park reserves the right to revoke and cancel this authority at any time it is felt that one's presence or conduct is not in the best interests of the sport of auto racing, fellow competitors, the fans, management or employees of TSMP.

4) Injuries on Thompson Speedway Motorsports Park Property

Any participant involved in an accident while on the premises must report all known injuries to a TSMP Official before leaving the facility (if the individual is able to make such a report). If the competitor is unable to report, the crew chief or parent/guardian shall make such report. The appropriate injury report form must be filled out and returned to Thompson Speedway.

5) Safety

- a) Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

- b) A full fire suit made of double-layered, Nomex material, clean and in good condition is mandatory. Fire retardant gloves and shoes are mandatory and must be worn during all on-track activities. **All safety equipment must be SFI rated.**
- c) All safety equipment (gloves, helmets, seats, etc.) must be approved by TSMP Officials.
- d) SA2005 rated helmets are mandatory for all motor vehicle events. Full-face helmets are mandatory.
- e) All cars must have battery cutoff switch on driver's right side crossbar. Must be within reach of driver and accessible to safety crews from both left and right side.
- f) Aluminum racing seat mandatory. Driver's seat must appear as close to stock position as possible and must be securely fastened (bolted, not tack welded), to roll cage and frame members and not to floorboards.
- g) Seat belts must be a minimum five-point, two (2) inch wide system with a metal-to-metal central quick release latch. All five (5) points must be securely mounted by manufacturer's specifications and must be approved by Thompson Speedway Motorsports Park Officials. Belts must be no older than three (3) years **from the date of manufacture or no older than the date of expiration** and be SFI certified. Belts with visible wear and/or tears will not be permitted.
- h) A head and neck restraint system (i.e. HANS, Hutchens, or similar) is required.
- i) Smoking is not allowed in the racecar, inspection area, in any buildings, or near the Sunoco fuel station.

6) Driver Eligibility

- a) All drivers must have a NASCAR CDD (Charger Division Driver) or higher driver's license. Drivers must be minimum 15 years of age.
- b) In order to participate in any on-track activity, a driver must be signed in with the handicapper.

7) Rookie of the Year Eligibility

- a) All rookie contenders must apply for eligibility. Eligibility shall be determined by TSMP Officials, and all decisions shall be final.
- b) In order to be eligible, a driver must have competed in less than 30% of the division's races in previous seasons.
- c) When determining the award winner, sportsmanship and cooperation are weighted just as equally as where a driver finishes in the Championship Point Standings.

8) Contingencies

- a) Contingency Sponsors are a valuable part of the TSMP and NASCAR programs.
- b) Contingency stickers must be displayed for either product or monetary consideration. Each division will be notified as to what stickers are required to be eligible for contingency awards. In particular, the decals must be placed on the car so as to be visible from the grandstands as well as in photos of the racecar.

9) Car Numbers & Decals

- a) All car numbers must be registered and approved by TSMP. No three digit numbers will be permitted.

- b) All cars numbers must be at least 18” tall on both doors and on the roof. Roof numbers should be grandstand-facing from the backstretch.
- c) All lettering/decals/signs must meet the approval of the TSMP Officials.
- d) TSMP Officials may use their discretion in requesting color changes due to poor visibility and scoring issues.

10) Official Vendors

Northeast Race Cars & Parts
 244 Davis Drive
 Pascoag, RI 02859
 (800) 766-4748

New England Racing Fuel
 271 Spielman Highway
 Burlington, CT 06013
 (860) 673-9555

Dave Lind Racing
 267 Dedham Street
 Norfolk, MA 02056
 (508) 384-3140

Racing Electronics (Shawn Waddell)
 12 Nod Road
 Plainville, CT 06062
 (860) 573-8821

My Laps America
 32 Highlands Parkway, Suite 104
 Smyrna, GA 30082
 (678) 816-4000

Hoosier Tire East
 56 Loomis Street
 Manchester, CT 06042
 (860) 646-9646

11) Thompson Speedway Motorsports Park Championship Points System

Drivers will earn points based on finishing position in both the heat and feature races. The number of points earned for each finishing position is listed below.

Heat Races

<u>Position</u>	<u>Points</u>
1	5
2	4
3	3
4	2
5	1

Feature Races

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	50	2	48
3	46	4	44
5	42	6	40
7	38	8	36
9	34	10	32
11	30	12	28
13	26	14	24
15	22	16	20
17	18	18	16
19	14	20	12
21	10	22	8
23	6	24	4

Any driver finishing 25th or after will be awarded two (2) Championship points.

12) Paddock & Pit Road Rules

- a) Jack Stands
 - i) Racing jack stands with flat bottoms are mandatory (Exhibit 1).
 - ii) Jack stands must be used under any vehicle that is jacked up and being worked on, except for routine tire changes on pit road.
- b) Motorized Vehicles
 - i) Motorized or non-motorized personal transportation (scooters, golf carts, etc.) is not permitted in the Grandstand, Paddock or Infield areas. TSMP may grant use of such vehicles for handicapped persons, subject to prior approval and limitations.
 - ii) Motorized (electric or engine) pit or equipment carts are not permitted.
- c) It is the sole responsibility of the participants to dispose of hazardous waste in a way that is environmentally conscious and respectful.
- d) Narcotics and firearms of any kind are not permitted to be brought onto TSMP property. Additionally, alcohol is not permitted in the paddock area.
- e) Smoking is not allowed in the inspection area, in any buildings, or near the Sunoco fuel station.
- f) No one is permitted to ride as a passenger inside of, or on, a racecar. Additionally, no one is permitted to ride on the side of a truck or trailer.
- g) Pit Road
 - i) NASCAR's pit procedures (NWMT & NWAAS Rulebook 9-15) will be in full effect.
 - ii) Cars exiting pit road must obey the instruction of the stop and go official.

- iii) No fueling or fuel containers will be permitted on pit road or in the infield, unless announced otherwise at the drivers meeting.
- iv) Maximum five (5) crew members will be permitted on the service side of the wall to perform repairs or service to the car.
- v) Anyone wishing to gain access to pit road must have the minimum of a NASCAR crew member license. NASCAR licenses will be checked at the handicapper's booth.
- vi) Any participant looking to gain access to pit road must have an event-specific wristband which will grant them access to the infield.
- vii) No Thompson Speedway Official is permitted to work on a racecar.

RACE PROCEDURES

1) Electronic Devices

- a) Cell phones and personal electronic devices are not permitted in race cars.
- b) Cell phones and personal electronic devices (iPads, tablets, etc.) will not be permitted to be used when the division that the spotter is spotting for is on the racetrack.
- c) Recording devices of any type (audio, video, GoPros, etc.) are prohibited without prior written consent by TSMP Officials. The number of recording devices and location will be determined TSMP Officials.

2) Handicapping & Qualifying

- a) TSMP Officials will announce the handicapping and qualifying procedures for an event at the pre-race driver's meeting.
- b) If, in the opinion of TSMP Officials, a driver is not prepared to start in his/her assigned qualifying position, officials may re-assign the driver an appropriate starting position.

3) Scoring

- a) All scoring will be done by transponder. Finishing positions will be determined in order of the cars that complete the most number of laps in the least amount of time.
- b) Transponder must be mounted in accordance with the diagram in Exhibit 2.
- c) Transponders are required to be on the cars at all times.

4) Two-Way Radios

Two way radios are mandatory for communication between driver and crew. TSMP reserves the right to monitor and broadcast radio communications between the drivers and crews as well as the right to revoke any and all communication privileges of the driver and crew if, at their sole discretion and judgment, that communication is being misused in any way. TSMP also reserves the right to fine anyone for misuse of communication privileges.

- a) **The in-vehicle radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format as determined by NASCAR. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the invehicle radio will not be permitted. All transmissions to and from the in-vehicle radio must be in the 450.000MHz-470.000MHz range, and all in-vehicle radio transmitting and receiving frequencies (including squelch codes) should be registered**

annually in the NASCAR Radio Data Base <http://freqcoordination.nascar.com>. All frequency changes must be updated prior to being used during an Event and confirmed by NASCAR's Official Radio Supplier. The in-vehicle radio is not permitted to transmit or receive any type of telemetry (data) signal or information other than audio communications and must remain independent from any electronic system in the vehicle. Teams will not be permitted to rebroadcast transmissions to or from the in-vehicle radio at any time during an Event. It is strongly recommended that all in-vehicle radio frequencies be licensed for use by the Federal Communications Commission (FCC) and meet all applicable regulations and guidelines.

- b) Only one (1) NASCAR-approved, two-way radio and one (1) radio push to talk button will be permitted. It is not permitted to have any frequency of any Competitor installed in the radio at any time. The vehicle is permitted only one (1), approved radio wiring harness.

5) Spotters

- a) All teams must have a spotter, monitoring the race control frequency (464.5000), in the spotter's stand during all qualifying and feature races. Any team without a spotter must notify a TSMP Official before the driver's meeting.
- b) Misconduct (physical altercations, cursing, etc.) in the spotter's stand will not be tolerated, and will result in a minimum penalty of a removal of that spotter from the spotter's stand.
- c) Cell phones and personal electronic devices (iPads, tablets, etc.) will not be permitted to be used when the division that the spotter is spotting for is on the racetrack.
- d) Spotters are required to have their car number visible on both right and left headset ear cuff, as well as on the back of their headset.

6) Green Flag (Starts & Restarts)

- a) Once the one-to-go signal has been given there will be no weaving.
- b) The green flag indicates the start or restart of racing conditions.
- c) TSMP Officials will signify one (1) lap to go, a lap before the green flag will again be displayed.
- d) On the initial start, all drivers must stay in line and not advance position until they cross the start-finish line.
- e) All restarts will be double-file unless indicated otherwise by race control.
- f) On all starts and restarts, the leader shall have lane choice. The leader must make his/her commitment by the time they reach the start/finish line to begin the one-to-go lap. Once a driver commits to a lane, no changing will be permitted.
- g) All starts and restarts shall be made within a designated zone on the racetrack. The leader of the race will control the restart within the designated restart zone. If the leader does not start, or restart, by the time he/she reaches the exit of the zone, the starter will start, or restart, the race.

7) Yellow Flag (Caution Period)

- a) The yellow flag/light signifies a caution period. The yellow flag will be displayed and the caution (yellow) lights illuminated immediately following any cause for the caution period. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car, allowing the caution vehicle to pull out in front.

- b) If a driver's car is damaged and requires assistance to be removed from the racetrack, the driver should remain in his/her car unless requested to disembark from the racecar by an official, he/she is in imminent danger, or if he/she is reporting to the ambulance. The driver of any car being towed off the racetrack must report to the ambulance for evaluation.
- c) There will be no passing the caution vehicle unless instructed to do so by a TSMP Official.
- d) The lap of record, which was the last scored green flag lap, will be determined by timing and scoring and will be announced during the caution period. That lap will provide the lineup for the restart.
- e) Any car(s), which in a TSMP Official's judgment, was involved in the caution will be realigned at the tail end of the field.
- f) All cars one (1) or more laps down will be realigned at the tail end of the field, in order of running.
- g) Once the "one to go" signal is given, the field will be re-aligned double file, lead lap cars to the front in the order of running followed by the doubling up of the lapped cars in their order of running.
 - i) Once the leader receives the "one-to-go" signal at the start finish line, all cars exiting pit road will restart at the rear of the field. Cars exiting pit road must obey the instruction of the stop and go official.
- h) Cars returning to the race track from the pits during a caution period must wait for the end of the continuous line of cars behind the caution vehicle, unless otherwise directed by the Thompson Speedway Officials.
- i) Any driver causing two (2) caution periods on their own may be parked for the remainder of the event.
- j) Any driver, who in the opinion of a TSMP Official, intentionally caused a yellow flag, will be penalized one (1) lap.

8) Red Flag (Race Stop)

- a) The red flag signifies that the race must be stopped immediately regardless of the position of the cars on the track. All cars should safety stop in the area designated by race control.
- b) Any car on pit road at the time that the red flag was displayed may be repaired or serviced.

9) Blue Flag with Diagonal Yellow Strip (Passing Flag)

- a) The blue flag with a diagonal yellow stripe serves as a warning to slower cars that faster traffic (leaders) is rapidly approaching the cars being signaled. Cars being given this flag must yield to faster traffic by moving to the bottom of racetrack.
- b) When two or more cars are competing for track position, and the entire group is given the passing flag, all cars in that group are expected to slow down, get single file, and allow the faster traffic to go by, then they may resume racing.

10) Black Flag & Black Flag with White Cross

- a) The black flag signifies the driver must go to the pits immediately and report to the TSMP Official at the car's assigned pit area. It does not mean automatic disqualification.
- b) If the driver does not obey the black flag directive after two (2) signals, the driver will then be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.
- c) In addition to the black flag, a black flag number indicator, in full view of the driver, will display the number of the car being black-flagged.

11) White Flag

- a) The white flag signifies that the leader has started his/her last lap.
- b) If the yellow flag is displayed and/or the caution lights are illuminated during the white-flag lap, a green-white-checker finish will ensue (even if it carries the race past the advertised distance). The lineup used to align the cars on the restart will be from the last scored green-flag lap.
- c) Cars may not receive any assistance after the leader has received the white flag at the start/finish line except cars making a pit stop. Violation will result in the car not being scored on that lap.
- d) Any driver assisting another driver after passing under the white flag may be subject to a lap or time penalty.

12) Checkered Flag

- a) The checkered flag signifies that the race is completed. When the required race distance has been completed by the lead car, the race will be declared "officially complete" regardless of the flag being displayed.
- b) When the checkered flag is displayed and the race leader completes the race, the balance of the field also completes the race in the same lap. Finishing positions will be determined according to the most laps traveled on the racetrack in the least total time, whether the car is still running or not.

13) Inspection

- a) All racecars are subject to inspection at any time by a TSMP Official. Failure to cooperate may result in disciplinary action or a fine.
- b) TSMP will designate an assigned inspection area. Only those designated by a TSMP Official will be permitted in that area. Each team will be permitted three (3) team members, including the driver.
- c) TSMP reserves the right to confiscate and retain possession of any components.
- d) TSMP may request a team submit to more in-depth inspection processes (bubbling of engines, compression checks, etc). If so, the participant is responsible for all costs pertaining to reassembling their car following that inspection.
- e) In no way is TSMP responsible for damages incurred during the inspection process by one of its officials or authorized agents.
- f) Smoking is not permitted in the inspection area.

TECHNICAL RULES

NOTE: The following is the 2018 ACT Late Model Sportsman rulebook. Any updates to the 2017 rulebook by ACT have been listed in blue. For the purpose of competition at Thompson Speedway Motorsports Park track specific rules have been highlighted in red.

1) Frames, Chassis, and Cages

- a) All cars will have minimum a 104.5" and a maximum 105.5" wheelbase, which will be measured from the center of the lower ball joint to the center of rear end. Maximum tread width of 64.5".
- b) Tread width to be measured with Thompson Speedway Motorsports Park tread width gauge
- c) Tubular frames on all models main frame rail members shall have a minimum of:

10" perimeter tubing - .120 wall thickness – measured 2x3x2x3

12" perimeter tubing - .095 wall thickness – measured 3x3x3x3

16" perimeter tubing - .083 wall thickness – measured 4x4x4x4

NO NOTCHING OR CUT OUTS ALLOWED for suspension travel. Please see Exhibit 5. Pg 24.

- d) Sections extending, such as front and rear clips, must be a minimum of 10 inches in perimeter and have a minimum of .083" wall thickness and extend 10 inches minimum beyond wheelbase.
- e) Rear clip must be centered to center section of frame rails. NO offset allowed. Fuel cell must be centered between rear frame rails.
- f) Rear clip must extend beyond fuel cell area.
- g) V-8 engines only and must be placed with center of number one spark plug or center of hex if angle fitted even with center of grease fittings on upper ball joints.
- h) Ford engine will be measured from front of right head to center of right front ball joint. (This will result in one and seven-eighths (1 7/8) inch setback compared to Chevrolet.)
- i) Centerline of engine must remain within one-half (1/2) inch measurement of **centerline of tread** width, measured from each side of snout.
- j) ACT perimeter chassis, by definition, must maintain equal lower control arm measurements.
- k) Material to be used must be DOM or seamless, .090 minimum wall steel tubing.
- l) Maintain integrity of tubing and wall thickness throughout the construction of Frames, Chassis, and Cage.
- m) Cars must be in full compliance with diagrams found at the rear of rules to be considered ACT Legal Late Model.
- n) All cars required to have a 4-point or main structure of the roll cage and must be symmetrical in all directions, (See roll cage section 5 below).
- o) Minimum one (1) to one and one-half (1 1/2) inches diameter tubing inside driver's compartment.
- p) Four curved horizontal door bars on driver's side with minimum of eight (8) inches to edge of seat from inside of door bars required.
- q) Minimum height of door bars 22-1/2 inches from bottom of frame.
- r) Passenger side three curved door bars with minimum 66 inches between driver's side door bars and passenger side door bars, outside to outside, or an "X" bar with approved side body panel supports.
- s) A so-called "Petty Bar" must run from center of cage to upper right front halo.

> Main frame rails and clips may not be pierced or drilled or otherwise altered for purpose of reducing weight.

> All lead must be painted white, with car # painted in contrasting color.

> Bolts must pass through lead, and must be secured with proper sized bolt and nut. No pinch bolts allowed.

s) Specifications for Perimeter Chassis and Roll Cage

i) No offset chassis allowed **unless specified in rules.**

ii) Center Section Frame Rails: Measured from inside to inside at MINIMUM 52 inches with 1/4 inch tolerance.

Grandfather Rule: Pre-January 31, 2012 for REGISTERED CARS WITH ACT:

Center section frame rails that measure width less than 51.75" and more than 51" will be required to bolt two(2) five (5) lb. pieces of lead, one piece within two inches from the front and one piece within two inches from the rear of the 47 inch right frame rail. Lead will be painted white and mounted on outside of rail for easy removal for inspection purpose.

Center section frame rails that measure width less than 51.0" and more than 50.0" will be required to bolt two(2) eight (8) lb. pieces of lead, once piece within two inches from the front and one piece within two inches from the rear of the 47 inch right frame rail. Lead will be painted white and mounted on outside of rail for easy removal for inspection purpose.

Center section frame rails that measure width less than 50.0" from inside to inside should contact the ACT office.

iii) Right Frame Rail: Must be minimum 47 inches in length.

Grandfather Rule: Pre-January 31, 2012 for REGISTERED CARS WITH ACT:

Right frame rails that measure less than 47" will be required to bolt on a piece of lead equal to 1 lb. per inch violation to a maximum of three inches. Lead must be painted white and mounted on outside rear of rail for easy removal for inspection purpose.

iv) Offset

(1) Maximum offset allowed 1" from center line measured $\frac{1}{2}$ inch from center line equally side to side with total maximum 1 inch offset. Center line determined by using the center section measurement (2) above.

(2) An ABSOLUTE offset tolerance of $\frac{1}{4}$ inch will be allowed.

Grandfather Rule: Pre-January 31, 2012 for REGISTERED CARS WITH ACT: A violation of the 1" offset allowance for cars built before January 31, 2012 will be at a $\frac{1}{4}$ inch tolerance. For every additional $\frac{1}{4}$ " of offset or fraction thereof, a weight penalty of 24 lbs. per inch, or comparable $\frac{1}{4}$ fraction of inch will be required (i.e. 6 lbs. per $\frac{1}{4}$ ").

v) Roll Cage/Halo

(1) Roll cage structure will be made of one and three quarters ($1\frac{3}{4}$) O.D. inch tubing with .090 minimum wall steel tubing.

(2) Additional components within center roll cage section must be minimum one and one half ($1\frac{1}{2}$) inch diameter tubing and minimum .065 wall steel tubing.

(3) Integrity of roll cage must be maintained.

(4) Height of roll cage total symmetry to be no less than 40".

(5) Total height of Halo to be no less than one inch lower than cage.

(6) Width of Halo measurement minimum 44 inches measured from outside to outside of tubing.

(7) Rear roll cage posts must be attached to frame rails in a direct diagonal straight line from fire wall (see rulebook diagram for further clarification).

Grandfather Rule: Pre-January 31, 2012 for REGISTERED CARS WITH ACT:

1. A roll cage height tolerance of one-half ($\frac{1}{2}$) inch will be given with no penalty
2. Width of Halo will receive two (2) inches tolerance
3. Halos that measure less than 44 inches wide but more than 43 inches wide will be required to weld or securely fasten a one-pound piece of weight to the middle of the right halo bar
4. Halos that measure less than 43 inches wide but more than 42 inches wide will be required to weld or securely fasten a two-pound piece of weight to the middle of the right halo bar
5. Halos that measure less than 42 inches wide but more than 41 inches wide will be required to weld or securely fasten a three-pound piece of weight to the middle of the right halo bar
6. Halos that measure less than 41 inches wide but more than 40 inches wide will be required to weld or securely fasten a four-pound piece of weight to the middle of the right halo bar

- s) 18 gauge steel minimum 18 inches high foot firewall. **Top of foot box must be 18 gauge steel.** Nine (9) inch high driver's tunnel and 18 inch high behind seat. A "Red Mead" bar or one-eighth ($\frac{1}{8}$) inch minimum steel plate is mandatory under driver's seat (see diagram below). A foot safety bar is mandatory. A support for headrest or seat back extending to support back of head is mandatory.

2) Interior/Exterior Detail

- a) A full width dash is required in all cars. Vertical surface of dash must project in a single plane across the car. Top horizontal plane of the dash should carry forward to the firewall and enclose entire area beneath windshield. Instruments must be neatly mounted to vertical plane of dash panel.
- b) Interior of car must be completely enclosed with respect to engine compartment, track surface, tires and rear fuel cell compartment. Interior panels must be minimum of .040 inch thickness of aluminum or steel.
- c) Only one rear view mirror inside car approved. A left side exterior mirror is approved, but cannot extend outside of the windshield "A" pillar.
- d) Lexan rub rails will be permitted.
- e) A maximum 6" deck/shelf allowed on right side of interior door to top.
- f) **No air flow manipulation or aerodynamic flow control sheet metal , parts or devices will be permitted under the body of the car. TSMP officials will determine the eligibility of any said sheet metal, parts or devices.**

3) Eligible Bodies - Please refer to Exhibit 6 pg 25

- a) Bodies
 - i) Bodies must be aftermarket made of plastic or aluminum with rubber front and rear bumpers, fiberglass hoods and window frames.
 - ii) ACT approved bodies only. No carbon fiber body panels.
 - iii) Bodies must meet tech visual approval – weight penalties may be imposed at tech director's discretion for violations. No mixing and matching of manufacturer body panels.
 - iv) NO high performance bodies are approved for competition.

b) ABC bodies are required. Fiberglass quarter panels will be allowed. "Rubber" quarter panels may be used upon availability. All ABC bodies must meet manufacturer's "Referee" technical inspection, and be mounted as "out of box." ½" tolerance of any measurement with templates will be allowed, if consistent with majority field of cars.

c) Models as follows:

Dodge Charger
Pontiac Grand Prix
Ford Fusion *
Ford Taurus *
Chevrolet Impala SS
Chevrolet Monte Carlo
Toyota Camry

**Ford Bodies – 2013 was the final year that the ABC Ford body was allowed to compete without a Ford engine. All Ford engine cars must run an approved Ford Body. Local (weekly) competitors should conform to local rules regarding body rules; however, non-Ford Engine cars with Ford Bodies must be approved by ACT to participate in ACT-sanctioned events.*

Any variations need tech approval and may carry penalties.

d) Fenders

i) Five Star/[AR Bodies](#) Narrow fenders allowed will be:

660-23PLW – Narrow Plastic White Left
660-23PRW – Narrow Plastic White Right
660-23PLB – Narrow Plastic Black Left
660-23PRB – Narrow Plastic Black Right
663-230 - Narrow Plastic Left
663-230 - Narrow Plastic Right

ii) Only approved fenders are mandatory for ACT Late Model racing, including the Five Star 8" #663-230 L/R when available. Plastic roof panels are optional.

iii) There will be no "wide fenders" allowed, regardless of the manufacturer.

e) All body panels must be complete in length and width. Overall workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components' compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors. Please refer to Exhibit 6. Pg 25.

f) ABC body measurements must be strictly adhered to – templates will be used to measure from front windshield to rear spoiler, and from right quarter panel to left quarter panel, with ½" tolerance, when determined by TSMP or ACT Officials.

4) Spoilers

- a) All rear spoilers must be made of lexan and must remain clear; maximum width of 60 inches wide and 5 inches high. All heights reference to ABC body dimensions. No side enclosure, no lips or bends in upper portion of spoiler and must be flush to vertical surfaces of deck lid, and must be mounted center of rear bumper cover.
- b) ABC spoiler heights will be according to instruction manual and will be subject to approved inspections. Measurement will be from top flat surface at the end of trunk lid to ground at 34-7/8".

5) Hoods and Trunks

Both hoods and trunks must be hinged. Hoods must have four positive locking pins on leading edge. Trunks must have two positive locking pins.

6) Exhaust/Headers

- a) Exhaust
 - i) Absolutely no additional holes, vents, etc., may be added to body components outside stock configuration.
 - ii) Exhaust holes may be cut.
 - iii) Exhaust may exit outside of car. If exhaust exits under car, must point toward race track and maintain 4" ground clearance.
 - iv) **Exhaust must exit in duals.**
 - iv) Two (2) unaltered mufflers required.
 - v) Mufflers must be Howe #3002 and steel pipe used to extend beyond driver seat, and may not be cut or modified and **MUST BE installed in correct flow direction and used in it's entirety.**
 - vi) Exhaust pipe exit maximum size three and one half (3 ½) inches.
 - vii) No scavenger systems.
 - viii) MAGNAFLOW Muffler Part #11219 may be used.
 - ix) Either weekly or touring competitors must be in compliance with track and/or local ordinance rules.
- b) Headers are allowed. No 180-degree headers allowed. All four (4) tubes from right and left banks of engine must enter single collector on each respective side of exhaust. No balance tubes or any crossover type exhaust systems allowed. Must be made of mild steel, no stainless. **Must exit in duals.**

7) Windows

- a) A full stock dimension windshield is mandatory and must be constructed of one-eighth (1/8) inch minimum thickness lexan. Three internal windshield braces spaced at least on five (5) inch centers and roughly centered upon windshield constructed of minimum one (1) inch wide by oneeighth (1/8) inch thick material are mandatory.
- b) Models with rear quarter windows may have stock openings covered with securely-mounted, solid, clear lexan. Rear side window may have approved air vents for driver. "A" pillar windows not to exceed twelve (12) inches in any direction measured from front of door opening. No interior air deflectors allowed.

- c) A full dimension rear glass constructed of minimum one-eighth (1/8) inch thick clear lexan is mandatory and must be held securely in place by minimum of two (2) external straps. Back window must be securely braced internally to prevent significant bowing or distortion at racing speed.

8) Chassis/Body Heights

Minimum ground clearance of any component is four (4) inches and maximum is six and a half (6.5) inches, including bumper, bumper covers, and side skirts. If a valence is used, it must have all bolt holes filled with secure fittings and may not be movable.

9) Weights

a) Cars must weigh 2770 lbs. following all qualifying and feature events. Cars found under the minimum total weight rule after qualifying will be placed to last in that event. Cars found under the minimum total weight rule after the feature event will be penalized one (1) position per pound under.

- i) All cars will be weighed with drivers. No substitutes.
- ii) Cars must have a maximum 57.0% of total weight on left side.
- iii) All heights will be measured with driver in car, including after heats and features unless otherwise notified.

b) Ballast weight must be securely attached to main frame rail or major cross member structure. Ballast is not allowed to be placed in front of or behind front or rear tires. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted. No moving weight allowed. Additional brackets or weight holders beyond main frame rails must be approved by technical committee and may require modification or elimination upon inspection. Any questions can be addressed at practice sessions prior to season opening events.

10) Engines

RPM Racing Engines, LLC is the motor builder of record for ACT racing. The following are RPM Racing Engines, LLC approved satellite engine builders:

Butler & MacMaster, (207) 623-8895
Nat's, (508) 336-4142
Larry's Auto Machine, (860) 449-9112
RPM, (802) 524-7406
Redline Performance Engines, (207) 418-1695
[RL Racing Engines, \(450\) 464-0709](#)
[Pro-moteur, \(450\) 759-5362](#)

All motor builders must use RPM Racing Engines, LLC approved motors, procedures, and seals.

- a) Only ACT approved crate engines will receive points in ACT-sanctioned events.
- b) Certain individual track rules (including motors) may be subject to inspection, procedures,

weight penalties, restrictor plates, and any other modifications ACT deems necessary in the interest of competition.

- c) #GMC 88958603 or 19318604 ACT sealed motor only.
- d) All motors must be registered each year with Thompson Speedway by completing the "Crate Engine Registration form" at the end of these rules.
- e) Engine seals will only be good for a period of two (2) years. After that period, the engine must be inspected and resealed.
- f) Roller rocker arms are approved. Only GM part number 19210724 or GM set number 19210728 PR Scorpion part number 1035BL are approved. These are 1.5 ratio rocker arms.
- g) Contact Thompson Speedway with any minor problems (example: pan leak, etc.) for coordinated remedy.
- h) Crate and Spec engine LM must weigh minimum 2800 lbs. ix) Crate engine with conventional clutch option will weigh minimum 2800 lbs. Must run 16# flywheel GM Part #14088646.
- i) Do not take motor to builder other than original builder under any conditions without ACT or Thompson Speedway approval.
- j) Ford Motor:
 - i) ACT approved M-6007-S347JR Ford motor only. Must meet all specs as determined by RPM.
 - ii) Ford motor must compensate for set back by having 20 lbs. of lead bolted directly behind upper control arm section of frame rail – 10lb. each right side and left side (see diagram). Must be bolted on top, clearly visible. Lead must be painted white with car number and readily available to be moved for weighing purposes. Lead may not be moved from assigned position without consent of ACT or Thompson Speedway Official. [See diagram at rear of rules].
 - iii) Ford Late Model teams are not required to run the mandated ACT restrictor plate. We reserve the right to institute the ACT mandatory restrictor plate to all Ford competitors at any time, if competitive balance dictates that TSMP needs to do so for the quality of our racing product.
 - iv) Only Ford spec motors which are ACT approved will be allowed to compete in ACT-sanctioned events.
 - v) Rear starters are allowed on Ford engines only.

11) Ignition

- a) 6300 RPM MAXIMUM chip required for all engines. The chip rule may be amended in the interest of competition at any time.
- b) MSD distributor is allowed. Must contain light blue springs and blue advance stop. Spring and stop part number 8464, distributor numbers MSD 85551, 8570, 85561 or GM part number 10093387 are only approved parts. No tampering or changing of advancement weights or springs allowed in HEI spec motor distributor. 2018 will be the last season HEI will be allowed.
 - i) MSD #6AL6420 and #64306ALN with max 6300 RPM rev limited chip, recommended with OEM HEI distributor. MSD digital 6AL is allowed in ACT competition with a max rev limit setting of 6300 RPM.
 - ii) MSD must use external coil, not dial.
 - iii) Ends must be original factory MSD or weather pack connectors installed by MSD.
 - iv) It is the responsibility of the competitor to configure harnesses to allow the ACT MSD to connect.

- v) MSD must be located on the right side of dash panel, as far from driver as possible, and out of reach.
- vi) All wires must be wrapped in a loom material, and must pass through firewall at first option. Rivets to hold bottom panel must be drilled out.
- vii) Only one MSD box allowed. Any altering of MSD box will result in disqualification and possible suspension.
- viii) The ignition system components, including wiring and connectors must be visible from above and not accessible by the driver at any time while in competition.

12) Miscellaneous Engine

- a) Fan blade recommended.
- b) Very important to close in radiator with no air leaks.

13) Spacers

- a) Following carburetor spacers are allowed:
 - Canton #85060
 - Moroso #64964 (aluminum)
 - HVH #SS4412-2AL is approved for Chevrolet engine only.
 - Any teams using the 604 must use RPM #1445 restrictor-spacer.

14) Heights

- a) Four (4) inch frame height measured at the lowest point including cross members.
- b) 47-inch roof height measured 10 inches back from windshield to ground or ABC body must meet Referee standard.
- c) 11-inch engine height measured from center of crank front to ground.
- d) Skid plate is mandatory if oil pan is below cross member.
- e) Fuel cells must be a minimum height of 8 inches from ground and must be mounted center of rear frame rails. "NO OFFSET".
- f) All heights measured with driver (no substitutes) in car and all measurements are official with Thompson Speedway gauges only.

15) Air Cleaner

Air filter housing and fresh air box only.

16) Carburetor

- a) Holley two-barrel model #4412 carburetor must be used. The body, base plate, metering block, and bowl must be a standard Holley 4412 part, HP parts are not permitted. Carburetors and/or carburetor components machined from billet materials are not permitted. OEM type gaskets, jets and power valve must be used.
- b) The diameter of every hole in the carburetor must pass the standard NASCAR/Thompson Speedway pin and tooling gauges as part of our routine inspection process.
- c) The only changes that will be allowed are as follows:
 - i) The choke plate and shaft may be removed, but must be permanently sealed.
 - ii) Throttle plate screws may be trimmed flush with the shaft.

- d) Body of carburetor and metering block: No polishing, grinding or reshaping of any part. Drilling of additional holes or plugging holes is not permitted.
- e) Choke horn may not be removed.
- f) Boosters may not be changed. Size or shape must not be altered. Height must remain standard.
- g) Venturi area must not be altered in any manner. Casting ring must not be removed.
- h) Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.
- i) Base plate must not be altered in shape or size.
- j) The stock Holley 4412 or Stainless Steel Holly part #346 butterflies must be used. They may not be thinned or tapered. The Butterflies must remain as manufactured, and must maintain the Holley production tolerance thickness of .0438" to .0398". Idle holes may be drilled in butterflies. Screw ends may be cut even with the shaft but screw heads must remain standard.
- k) Throttle shaft must remain standard and must not be thinned or cut in any manner.

17) Fuel and Fuel Systems

- a) Fuel cells mandatory and must be approved by technical inspector. Minimum 15-gallon capacity and maximum 22-gallon fuel cell only. It is mandatory that the fuel cell be enclosed in a 20 gauge welded steel box, with a bolt-on cover constructed of twenty gauge steel and must be protected in back and on sides by .095 1-3/4" O.D. tubing. Fuel cell will be no less than 14 inches from centerline of rear axles to front of fuel cell.
- b) Any fuel line passing through interior must be inside of steel tubing.
- c) Check valve vent is required on all fuel cells.
- d) No "quick fill" fuel mounting allowed. Outside fuel fill **optional** with cam type fuel cap.
- e) Fuel pump must be mechanical – no electric fuel pumps. No fuel pressure regulators allowed.
- f) **Oberg SV0828 fuel line safety check valve anti-siphon or a manual shutoff accessible from outside car is mandatory. Manual fuel valve must be within 24" of passenger window and is required to be clearly marked "On/Off" with a fluorescent handle.**
- g) The fuels listed below are the only fuels permitted for use in the Late Model Division. Any blending of fuels or use of any additives is not permitted.
 - i) Sunoco Race Fuel: 260GTX.
 - ii) Any published 2018 ACT approved fuel.
 - iii) **No blending of any fuels allowed.**
- h) Thompson Speedway Officials will take fuel samples as part of their normal inspection process.
- i) Icing or cooling of the fuel system is not permitted in the garage, pit or paddock areas.
- j) Nothing may be placed in the fuel line except a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering device is prohibited.

18) Steering

- a) Any type of front steering allowed. Steering box or rack and pinion are allowed.
- b) Power steering pumps must be driven from the front of motor by belts. Steering columns must have minimum of two (2) U-joints.

19) Suspension

- a) No titanium parts of any kind allowed.

- b) Any spindle made of steel. Removable steering arms must be made of steel. Spindles must be same offset left to right.
- c) Any stock or aftermarket upper and lower control arms allowed. Lower control arms must be same length left and right. Heim joints are allowed. Measurement will be from center of mounting point to center of ball joint **housing**. Jacking bolts allowed on non-coil over cars only. Only one shock per wheel. Only one spring per wheel. No double springs allowed. No devices to limit or stop suspension travel allowed.
- d) All springs must be made of steel—magnet must stick to spring. Coil-overs permitted. If running coil-over all parts must be same left to right and front to rear. Spring rubbers will be allowed, must be wired in place. Maximum of three (3) spring rubbers in any spring, and must be approved in size and shape by ACT or Thompson Speedway. Aluminum, steel or additives are not allowed in spring rubbers. Maximum length of spring rubber allowed is 3.5" on 3" rubber or 4.5" on 5" rubber.
- e) Springs that cost excessive amounts of money will not be allowed in ACT racing, or at Thompson Speedway. Violations will be dealt with on an individual basis.
 - i) Maximum cost of spring may not exceed \$200.00 each, as determined by Thompson Speedway. Any team found in violation of the maximum \$200.00 cost rule as determined by Thompson Speedway will be disqualified from the event and subject to additional penalties.
 - ii) Draco and Renton Spring costing more than \$200.00, or any subsequent spring that ACT or Thompson Speedway finds cost prohibitive, according to their price interpretation, will not be allowed at ACT Late Model racing or at Thompson Speedway.
 - iii) Any violation of this springs rule will be subject to Thompson Speedway penalties.
- f) No suspension traveling limiting devices allowed unless specifically outlined in the ACT rulebook (Examples include, but are not limited to: bump stops, coil binding, chains, or shock mounting locations).
 - i) Cars will be inspected using one and one half (1½) inch ramps and nose of body must hit ground when pushed down **and held down** by three crewmembers or will be considered illegal. Bumper must be mounted solid. No hingers or slides. Must comply with nose height rule at all times.
 - ii) The intent of this rule does just one thing: it eliminates “bumping” the cars that compete in ACT-sanctioned events.
 - iii) Visual inspection by officials to meet the “No bumping allowed” rule will be up to the Director of Competition and will be considered final.
- g) No jacking bolts or any other travel adjustors allowed (exception: see above).
- h) Shock Adjusters of any kind will not be allowed. No preloaders of any type allowed.
- i) No Coil-Over Eliminators of any kind allowed on ACT Late Model approved cars.

20) Shocks

- a) The only approved brand is KONI and their shocks must be run at all events.
 - i) Only the following model numbers are approved for competition:

KON30-7436

KON30-7499

KON30-7325

KON30-9325
KON30-9436
KON30-7647

- (1) No KONI approved nine (9) inch shocks will be allowed on the front of cars. Approved KONI shocks are mandatory: seven (7) inch on the front and nine (9) on the rear only.
- (2) A seven (7) inch shock at approved race ride height will maintain a maximum compression of within three (3) inches (there will be a reasonable variance not to exceed 0.5 inches at the sole discretion of the technical inspector).
- (3) A nine (9) inch shock at approved race ride height will maintain a maximum of four (4) inches (there will be a reasonable variance not to exceed 0.5 inches which will be at the sole discretion of a Thompson Speedway Technical Inspector). Rear shocks must maintain a minimum of 3 ½" travel.

- ii) Shock bump stops enclosed with KONI package will not be allowed on ACT approved KONI shocks.
- iii) No changing or altering shocks in any way. iv) Shocks must not be painted, and model numbers must be fully legible. Shock numbers must be visible at all times.
- iv) Shocks may be swapped at any time with ACT or Thompson Speedway inventory by ACT or Thompson Speedway Technical Inspectors.

21) Sway Bar

- a) Aftermarket one solid bar side to side only. MUST be mounted on bottom side of front clip & work off the lower A-frames. No rear sway bars allowed.
- b) Sway bars must be mounted parallel with front cross member and will be measured from rear of engine with 1" tolerance.
- c) Maximum sway bar diameter 1.75.

22) Brakes and Hubs

- a) Any safety or racing type hubs allowed made of steel, aluminum, or magnesium and of same offset right and left. Five (5) by five (5) or wide five (5) bolt patterns allowed. Front brake rotors must be a minimum of one (1) inch thick and made of steel. Rear brake rotors must be minimum three quarters ($\frac{3}{4}$) of an inch and made of steel.
- b) Brakes (all four) must be single piston calipers made of steel and all four must be in good working order. Master cylinders and pedals of any type allowed. Brakes will be tested. Brake returns allowed. No brake coolers allowed. Brake ducting allowed with no blowers.
- c) Vents may be installed for front brakes only.

23) Rear Ends

- a) Rear ends must have floating type bearing and hub such as quick change or "non-quick" change, front load quick change, or steel housing-type nine (9) inch floater with steel center section gear carriers only allowed.
- b) No cambered rear ends or rear ends with yaw (dog tracking), or offset or shimmed snouts allowed.

- c) No crowned axles.
- d) All rear ends must be driven with solid drive flange plates.
- e) No titanium parts allowed.
- f) All running gear drainage plugs must be safety wired.
- g) No rear axle tube tow in or out allowed.
- h) Rear ends **must have spool only**. At select events, a rear end gear rule may be in effect and posted on an event information form.
- i) No gold tracks or any type of ratchet or limited slip.
- j) Drive shafts must be made of steel, and must be painted white.
- k) Truck arm or three-point type rear mounting allowed.
- l) Rear trailing arms may use rubber bushings and heim joints.
- m) No spring rods.
- n) Rubber snubber allowed on rear trailing links.
- o) One upper link pivot with rubber bushings allowed.
- p) Solid tubular pan hard bar only. One bar, two adjustable heim joints only.
- q) No aluminum truck arms, no fifth coils, no Watts linkage, no torque arms, no mechanical devices to transfer weight while car is in motion allowed.

24) Cooling Systems

- a) Any radiator allowed with catch tank overflow must blow on right lower quarter of windshield.
- b) ACT-approved spec motors may run electric fans.
- c) tock cast water pump or aluminum pumps allowed. Oil coolers allowed.

25) Transmissions/Clutches

- a) Transmission
 - i) Transmissions must be stock GM standard 3-speed.
 - (1) The early Muncie and later Saginaw three-speed stock transmission are the only GM transmissions approved for competition, with the following exceptions:
 - (a) Saginaw three-speed may modify gear ratio with an approved dealer-made cluster gear with 1.35 ratio. Only approved ACT transmission dealers will be used (see below).
 - (b) REM polishing allowed.
 - (c) No rollarized gear on main shaft allowed.
 - (d) No other altering of transmissions will be allowed without written approval by ACT.
 - ii) Sealing of Transmissions
 - (1) ACT & Thompson Speedway do not mandate that everyone has to have transmissions sealed.
 - (2) Teams do not have to have transmissions sealed, but may do so if they choose, and those that are sealed, in all likelihood, will not be required to be pulled for inspection.
 - (3) Transmissions will be randomly selected for checking and sealing by ACT and/or Thompson Speedway.
 - (4) It would be in the best interest of a competitor who is freshening their transmission to have it sealed as a part of that process.

(5) If a transmission is inspected and found to be legal, Thompson Speedway will cover the cost to reseal the transmission. If a transmission is found to be illegal, the team will be responsible for the costs to reseal the transmission. Additionally, penalties will be imposed for illegal components.

(6) Transmissions can be sealed by the authorized dealers listed below.

Magnus – Mike Sangermano
666 Upper Maple Street, Unit A
Danielson, Ct 06239
(860) 319-7737

Trans Tech – Brad Roach
28 Lisa Drive
Rindge, NH 03461
(603) 899-5410

iii) Steel type bell housing mandatory for conventional clutch use.

iv) No carbon fiber materials will be allowed in clutch assembly.

v) Mandatory bell housing must remain 360 degrees and shall not be altered, except for inspection hole not to exceed 2” in diameter to be drilled in bottom of bell housing. Aluminum bell housing will be allowed with disc clutch and ACT crate motor.

a. Please note the following:

1. Certain approved local track transmission rules may apply for ACT competition.
2. There are certain ACT affiliate tracks where stock 4-speed transmission will be allowed to compete). The operative word here is “stock” for both 3-speed and 4-speed transmissions. Transmissions may be impounded, inspected, and sealed by an approved ACT transmission builder.

b. Shifter may be any type – single or two rod.

b) Disc clutch assembly that will be the ACT Late Model approved clutch:

Quarter Master 298103 – 7.25 2 disc-V-drive set up
GM flex plate: 14088765 ONLY

26) Starters

Reverse mount starts allowed only on Ford engines. Starters must remain in stock location.

27) Tires and Wheels

- a) ACT approved eight (8) inch American Racer tire only. The number of tires allowed by for each event will be announced on a pre-event information form, which will be posted online and dispersed electronically to teams. Thompson Speedway competitors are required to register tires for each event. Tire registration form must be submitted to Thompson Speedway designated tire coordinator a minimum of 30 minutes prior to post time.
- b) Specified tire mandatory on all four wheels. Tires are available at track. Tires must be on an eight (8) inch rim. Front wheels must maintain same offset left and right 64.5” tread width. Rear wheels must maintain same offset left and right 64.5” tread width. Must be aftermarket racing type wheels made of steel. Wheel spacers may be used, and must be one-piece wheel spacer on wide five hubs. Maximum one one-half (½) inch thick spacer per wheel. Lightening of wheels of any kind not allowed – must be stock out of box.

- c) Chemical treating of tires will not be allowed. No shaving of any tires allowed in the Late Model Division. A participant competing in any race at Thompson Speedway specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.
- d) A durometer rule will be in effect regarding minimum tire hardness at the discretion of ACT or TSMP Inspectors.
- e) Tire clean up with scraper blades allowed. No steel brushing or any form of liquid allowed to clean tires.
- f) Questionable tires, or tires not meeting above criteria as determined by officials, may be confiscated by officials and could result in disqualification, and/or other penalties.
- g) Bleeders are not recommended by American Racer.

28) Miscellaneous

No traction control devices will be allowed.

29) For more information, please contact:

John Kelly

Divisional Inspector Cell:

(860) 625-7587

Jkmotorsports60@yahoo.com

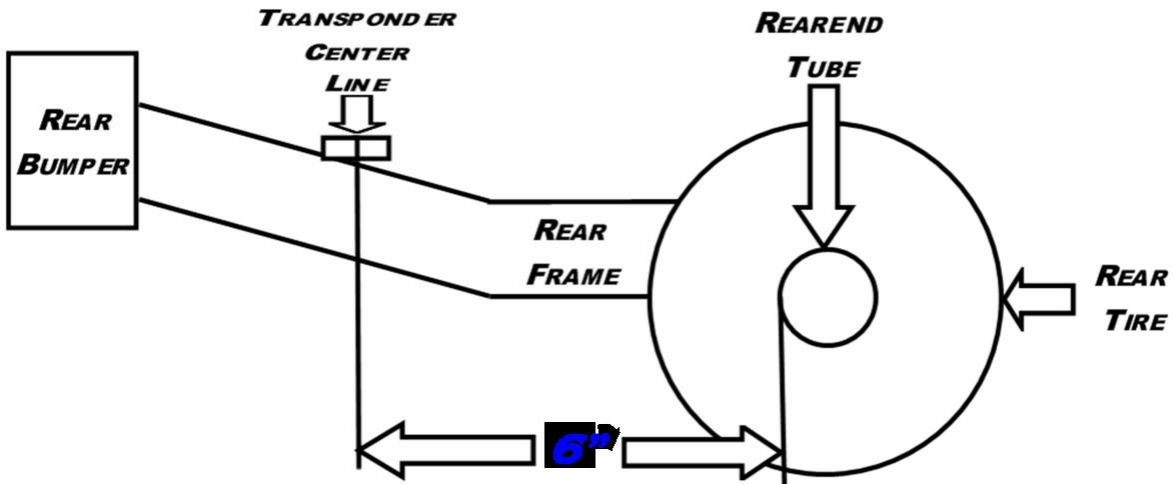
www.thompsons Speedway.com

Exhibit 1: Approved Jack Stands



Exhibit 2: Late Model Transponder Mounting Locations

The transponder must be mounted in compliance with the diagram provided below. It must be mounted on a bracket inside frame rails. The center of the transponder must be six (6) inches back from the rear edge of the rear end tube (see below). The bottom most part of the transponder should not be below the bottom most part of frame. Transponder must be mounted in a direct horizontal plane to the ground with label side down and lights point towards the front or rear of the car. The clearance from the racetrack to the bottom of the transponder should be as close to a maximum of twelve (12) inches as possible.



NOTE: Permanent hardwired or wireless transponders are available for purchase and are mounted in the same orientation and position as the rentals. Also pouches for the rentals can be purchased for permanent mounting (rental transponders must still be returned after each event). To purchase a

transponder, please contact either the Thompson Speedway office (860) 923-2280 or MyLaps America at (678) 816-4000. Any mounting questions should be directed to John Kelly at (860) 625-7587.

Exhibit 3: Full Perimeter Chassis

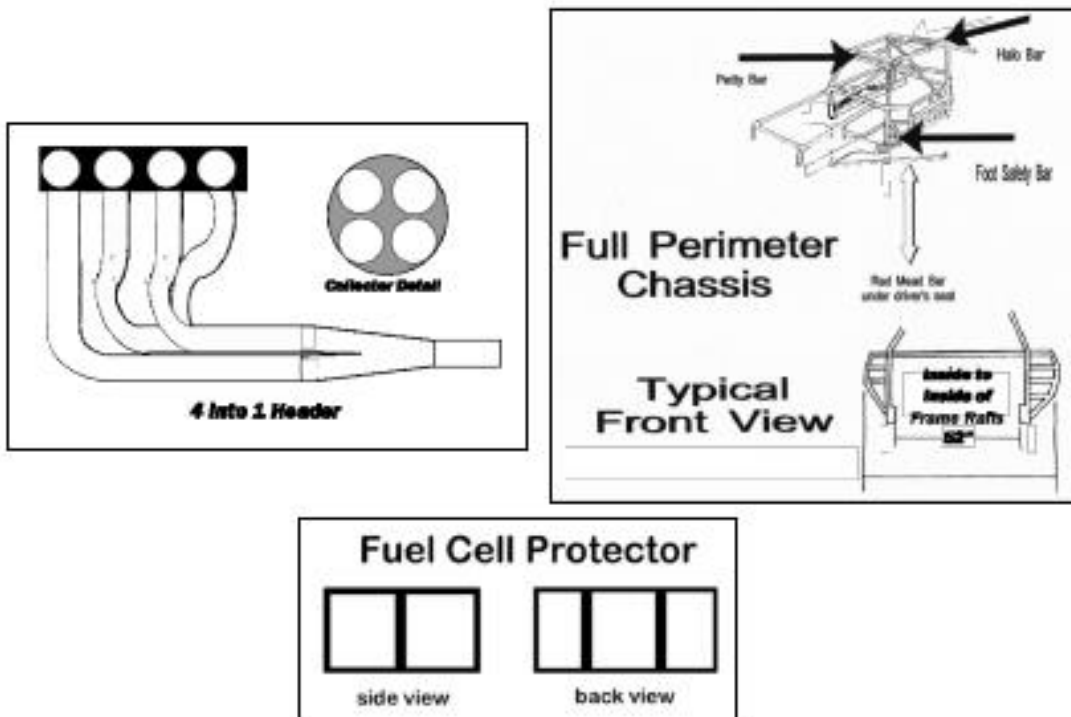
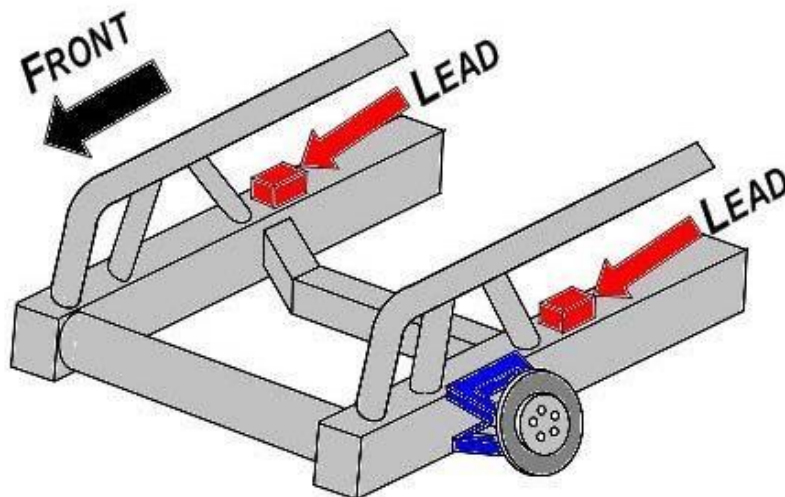


Exhibit 4: Ford Engine Weight



All ACT or Thompson Speedway Ford competitors will be required to bolt 20 lbs. of lead directly behind the upper control arm section of the frame rail – 10 lb. each on the right and left sides, respectively – so as

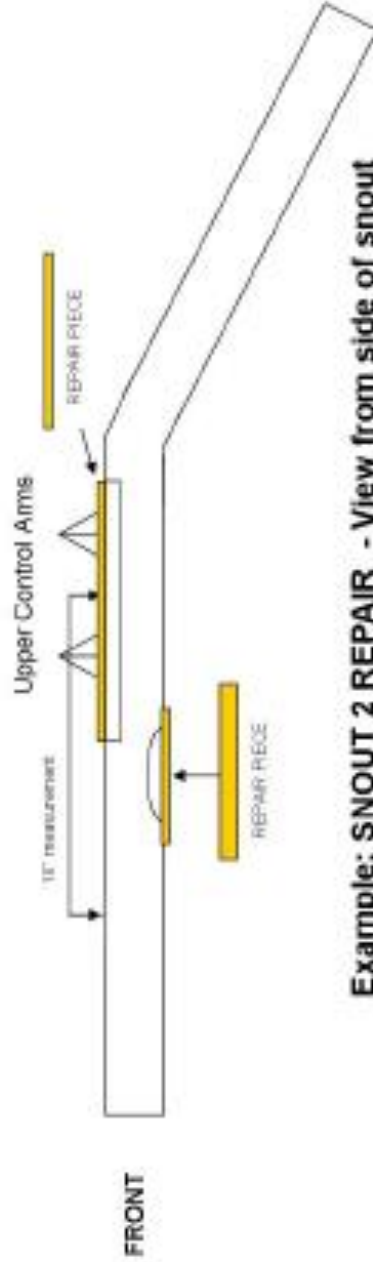
to be clearly visible in the diagram above. The lead must be painted white and readily available to be moved for weighing purposes. This lead may not be moved forward from the assigned location.



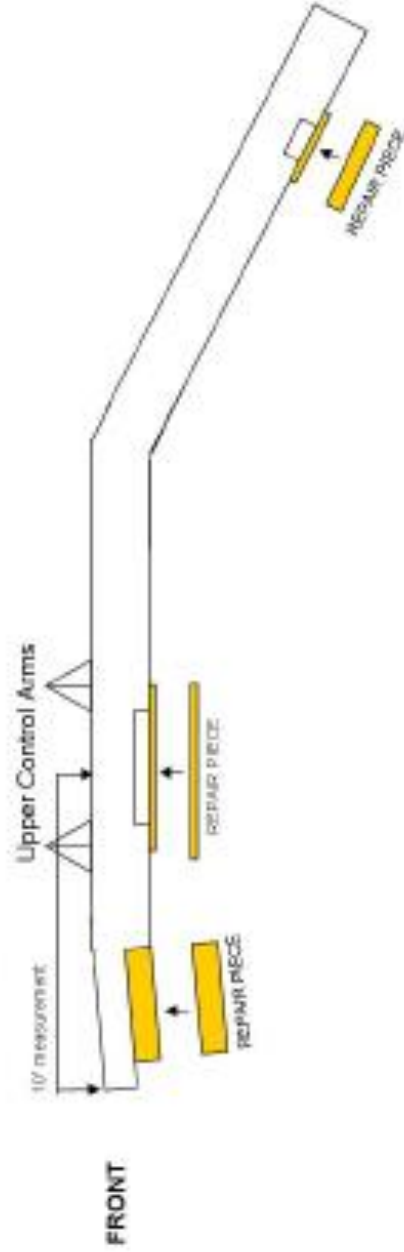
CHASSIS NOTCHING

Teams MUST comply with 2 x 3 perimeter tubing rule. ACT approved fix for known issues are as follows.
Colored pieces indicate the position of approved known repairs to comply with ACT rules.

Example: SNOUT 1 REPAIR – View from side of snout



Example: SNOUT 2 REPAIR - View from side of snout



Crate Engine Owner _____
Driver _____

Team # _____

2018 LATE MODEL CRATE ENGINE REGISTRATION

ALL COMPETITORS USING A CRATE ENGINE TO COMPETE IN ANY TS EVENT MUST COMPLETE THE FOLLOWING AGREEMENT:

Crate Engine #1 Serial Number: _____

Crate Engine #2 Serial Number: _____

Crate Engine #3 Serial Number: _____

Engine builder: _____

By registering and signing this agreement, you will be allowed to compete and receive prize money and points at Thompson Speedway-sanctioned events. There will be NO prize money or points issued without registering crate engine with the Thompson Speedway Office prior to competing.

AGREEMENT:

1. I agree to the policies regarding the Thompson Speedway Late Model crate engine program, as outlined in the Thompson Speedway rules and regulations, this registration, or any other requirements which might be established.
2. I understand that the Thompson Speedway Crate Engines are not to be tampered with. Any unauthorized breaking of the seals or unauthorized freshening or altering in any way is a violation of the Thompson Speedway rules.
3. I understand that by registering my crate engine(s) and using it/them to compete in any Thompson Speedway-sanctioned event, I, or my assigned driver(s), are subject to any and all penalties which might be imposed from time to time by the Thompson Speedway organization.
4. I agree to abide by the Thompson Speedway policy that a crate motor may be confiscated for inspection at any time. If the integrity of the said motor is not fully in compliance with the Thompson Speedway rules and regulations, I further understand that I am subject to penalties which may be imposed by Thompson Speedway, and my privilege to compete may be forfeited.
5. Failure to comply with the demand of the Thompson Speedway Official in Charge to confiscate a crate motor for inspection purposes will result in penalties. Team will be responsible to place motor in truck or trailer of Thompson Speedway choice for transport to builder inspection facility. Cost of inspection and delivery will be borne by Thompson Speedway if found legal, and all costs will be the responsibility of competitor if found illegal.

I understand and agree to the terms and conditions as outlined above.

Crate Engine Owner

Crate Engine Driver

Witness

Witness

Date

Date

