



2017 RULES and PROCEDURES

Since 2001, the SPEARS SRL Southwest Tour Series has strived to bring the best in short-track racing to the tracks and fans of the southwest region. The SPEARS SRL Southwest Tour Series also strives to build an environment that is second to none for the competitors of the series, to insure that each person who devotes his or her efforts to being part of the SRL enjoys the experience – we all share in that responsibility to build the proper environment to do so.

These rules are set forth to govern the SPEARS SRL Southwest Tour Series in a fair and respectful manner with the consideration for all competitors and the series as a whole.

Please note; it is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all SRL Southwest Tour Series rules and procedures, as they may be amended from time to time. EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES. This Rulebook is intended as a guide for the conduct of tour car racing and in no way guarantees against injury or death to participants, spectators, or others.

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These rules shall govern the 2017 Spears SRL Southwest Tour Series; in addition, the ABC (Approved Body Configuration) Official Rulebook Version 9.0 will govern SRL body regulations. In the event of a conflict between rules, the rules and procedures of this 2017 Spears SRL Southwest Tour Series rulebook shall prevail in all cases. For all rulebook updates, go to www.srlsouthwesttour.com.

Car Weight

1. 2850lbs. - Minimum weight of Perimeter cars.
2. 2875 lbs. - Minimum weight of Straight Frame Rail cars.
3. Perimeter Cars are limited to 58.0% maximum left side weight at all times (without refueling).
4. Straight Frame Rail Cars: Any chassis measuring less than 56 inches outside to outside from frame rail to frame rail will be considered a straight-frame rail chassis – 57.0% maximum left side weight at all times (without refueling).
[See page 17 of rulebook for Straight Frame Rail car specifications.](#)
5. All above weights include car and driver, race ready with fuel on board.

6. All added weight must be made of lead (no tungsten or similar metals), securely fastened and painted white with car number.
7. One solid steel plate may be utilized for mounting lead under Perimeter cars.
 - The steel plate may not be bigger than 500 square inches.
 - The steel plate must be located within the following area:
 - Must not extend to the right more than 25 inches from the right side of the driver's box.
 - Must not extend farther forward than 25 inches forward of the rear edge of the driver's box.
 - May not extend rearward beyond the rear edge of the driver's box.
 - The lead, the steel plate and its mounts must have a minimum four-inch ground height.
 - All lead under the car must be in block form and measure in thickness no less than 1 1/2 vertical inches.
 - The solid plate must be used for the purpose of mounting lead.
 - The configuration of the lead under the car must be approved by the SRL.
8. Added weight must not be located ahead of the front spindles or behind the centerline of the rear axle.
9. No titanium, exotic materials, parts, or components allowed on racecar or the engine unless specified in the rules. No gun-drilled, tubular, or hollow bolts or stubs allowed.

Track Width

Track width not to exceed 66 inches front or rear.

Wheelbase

1. Minimum 101" wheelbase required.
2. [The wheelbase difference from left to right may not exceed 1/2 inch.](#)

Bodies and Chassis

All cars must have 2002 or later Tour Style Bodies. Down force noses will not be allowed. [All bodies must conform to the Version 9.0 ABC \(Approved Body Configuration\) Official Rulebook.](#) The rule books are available from the SRL or on line at www.abcodies.com . Approved competition models: CHEVROLET Monte Carlo - CHEVROLET Impala - DODGE Charger - DODGE Intrepid - FORD Fusion – FORD Taurus - PONTIAC Grand Prix. Body panels must have ABC I. D. tags.

1. [No Roof Rails.](#)
2. Steel floor must be enclosed.
3. Driver's compartment interior must be completely enclosed with magnetic steel or aluminum.
4. Under pans will not be permitted.
5. No panels allowed extending top edge of doors.
6. [Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels \(unless approved for repairs\) ... Only exception is that tape may be used on radiator grill and on the brake cooling openings in the nose.](#)
7. [The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose.](#)

[Follow the ABC Version 9.0 Rule Book for all body regulations. \(Quarter panel heights are now ABC specific, a change from 2016\)](#)

Glass / Mirrors

1. Top of windshield is reserved for series sponsor logo – no other decals allowed on windshield.

Ground Clearance

A minimum ground clearance of four (4) inches on any part of the frame, suspension or body (excluding front cross member). Cross member must have a minimum clearance of three (3) inches. The crossmember is the only part of the car allowed at (3) inches.

1. The engine ground clearance from the center of the crankshaft at the water pump belt pulley must be a minimum of 10 inches, when frame height is at 4 inches.
2. Adjustments will be permitted during an Event and must be done in a manner that results in the car maintaining body height requirements.
3. Mechanical devices for adjusting the car's height, which can be activated by the driver, will not be permitted inside of the driver's compartment.
4. Electrical, pneumatic, hydraulic, remote control, or any other devices that change the handling characteristics or height of the car will not be permitted.

Engine Location

1. GM engines must be located so the center of the forward most spark plug hole is a max. two (2) inches rearward of the centerline of the upper ball joint. Engines with front mounted distributors: up to four inches (4) setback from the center of the forward most spark plug hole to centerline of upper ball joints.
2. On all engines, the center of the crankshaft must be within one (1) inch of the centerline of the car.

Engines

9.5:1 Tour Engine: SEE APPENDIX (B)

Air Intake

Performance enhancing additives or chemicals will not be permitted in the air filter housing, air filter, or the air intake area. Air must enter through air filter at top of carburetor as designed.

S.E.A.L. Approved Engine

Approved McGunegill, Hamner, Progressive "S.E.A.L. Engines". All approved S.E.A.L. engines must use the gauge legal, 750 Holley carburetor, with the All Star Performance Adjustable Base Plate with the 1.200th inserts. See link. <http://www.allstarperformance.com/specSheets/pdf/285.pdf>

- Any tampering of seals or established construction of these engines is grounds for immediate disqualification and confiscation.
- 7600 maximum RPM limits. Rev limiting device must be operational at all times with RPM Dials set correctly. RPM Dials must securely sealed by SRL officials for competition.
- All cars using the approved S.E.A.L. - McGunegill, Hamner, or Progressive engine must only use the following ignition system: Crane Cams Ignition part# 6000-6700 (HI-6RC) and a Coil part# 730-0192 (PS92N), mounted on a tray as from Crane Cams, as far to the right and forward as possible inside the car. RPM dial positioned facing right side of car.
- May be torn down for inspection at team's expense.

SSPE - Southern Super Parts Engine

- With prior approval, a SSPE (Southern Super Parts Engine – see SSS Rule Book for all specs) may be utilized, built by an approved SRL builder to all specs and may require certification and sealed at teams expense, and may be torn down to be inspected at team's expense. All approved

SSPE engines must use the gauge legal, 750 Holley carburetor, [with the ½ inch All Star Performance Adjustable Base Plate with the 1.200th inserts.](#)

Visiting Teams may be approved to compete with engine packages not currently listed in the SPEARS Southwest Tour Series rulebook.

Carburetor Air Filter / Air Filter Housing

1. A maximum 16 inch (O.D.) air element and housing must be used.

Electrical System

The engine, ignition system, car electrical system and components must be acceptable to SRL Officials.

If any 'traction control' device is found, the driver and owner will be disqualified for that event, all points for the year will be taken away and the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all SRL Southwest Tour Series events.

Ignition System

1. All ignition systems and components must be approved by the SRL. Magnetos or computerized systems will not be permitted.
2. Crank trigger ignition systems will not be permitted. Adjustable timing controls will not be permitted.
3. Retard or ignition delay devices will not be permitted.
4. The ignition system must not contain any open wires or terminals. Unused ignition amplifier box wires must be cut flush to the box.
5. The ignition systems must consist of ONE ignition amplifier box, coil, distributor pickup and optional rev limiter (internal/external).
6. RPM limiting devices must be approved by the SRL officials and be attached and wired to the ignition amplifier boxes in a visible manner.
7. When primary/backup switches are used the jumper wires between these switches must maintain the assigned color of the signal wire. For distributor pickup wires, the wires between these switches must be shielded completely and the shield grounded.
8. The SRL officials may at their discretion inspect, test and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.
9. The SRL officials may use approved ignition system components provided by the respective manufacturer as a guide in determining whether a Competitor's ignition system components conform to the approved components.

Ignition System Wiring

1. All ignition system wiring, including wiring to the ignition amplifier box, distributor and/or any gauges must be acceptable to the SRL officials.
2. All wiring must be out of reach of the driver, and subject to SRL approval.
3. With the exception of the distributor pickup wire pairs and coil wire pairs, each ignition system wire must remain separated. Wire mounts and tracks will be permitted provided that the ignition system wires remain visible and moveable.
4. Ignition system wires must be continuous from the start connector to the end connector. Splices, bare and punctured wires will not be permitted in the ignition system.
5. Ignition system equipment or wiring must not be located in the driver's side door area. All ignition system equipment must be mounted to the driver's right out of driver's reach. Ignition system wiring

should remain visible and accessible. Taping wires together, heat shrink wrap, and/or banded wire looms should not be used.

6. A dedicated single ground stud must be located on, or as close as possible to, the dash panel bar. All ignition system components must be grounded at this stud. Accessory components must not be connected to this stud. A ground wire may be run from this stud to the battery ground or main ground stud.
7. Additional connectors may be permitted at the SRL Officials discretion to facilitate removal for inspection purposes.
8. Accessory component wiring, including power and ground wires, must remain completely separate from the ignition system wiring and away from ignition system components. Ignition system components must draw power from the battery side of the starter solenoid. Accessory components and switches will not be permitted to draw power from the ignition system wiring at any point.

Ignition Amplifier Box

1. All ignition amplifier boxes and rev limiters must be approved by the SRL.
2. Ignition amplifier boxes that are analog only, which **do not** contain programmable, computerized, or memory circuits, will be permitted.
3. Ignition Amplifier Box must be mounted out of reach of driver.
4. Rev limiting devices acceptable to SRL Officials may be required and must be attached and wired to the ignition amplifier box(s) in a visible manner.
5. The ignition amplifier box(s) may have either an internal rev limiter or be connected to an external rev limiter.
6. Each ignition amplifier box is allowed six (6) ignition wires, two (2) power leads and either a rev limiter pin connection or approved rev limiter connection terminal. If originally equipped with a single white points trigger wire and the white points trigger wire is not used with an interrupt switch/system, or required by the distributor, the white points trigger must be cut and sealed so that it does not protrude from the ignition box.
7. The ignition amplifier box must use a connector of the Packard Electric type (MSD part #8170) or the Deutsch Connector type (MSD part #8180) to facilitate testing of the ignition components during inspection. The wiring sequence must be the same as the General Motors or Ford ignition amplifier boxes.
8. Modifications to ignition amplifier boxes will not be permitted.

IGNITION SYSTEM MANDATED FOR WINNING TEAMS – MANDATORY FOR ALL TEAMS IN 2018

The following is mandated for any team that **wins** a SPEARS Southwest Tour Series race after 2011. Any team is allowed to install this complete system at any time, but must first notify the series director. And, any team may be asked by the series director to install this complete system at any time.

Ignition System Details:

1. Crane/Fast Cams Ignition part # 6000-6701 HI-6RC or (option HI-RN for 9.5:1 engines) only. Mounted as far right and forward as possible along the dash bar, as far out of the drivers reach as possible with dials pointed out the passenger side.
 - The distributor lead must be run on top of dash, by itself in clear view, then pass through a 1½ inch spec grommet on top of dash. No other wires may be in close proximity of the distributor lead.
 - Only the distributor lead will pass thru the spec grommet. No other wires may pass thru this grommet. All other wiring (fans, blowers etc.) must be routed thru a separate grommet at least 12” away from the distributor lead grommet.
 - All wiring must meet SRL approval and is subject to change.
 - Spec Grommet: “Seals-It” #GS50238-BL

2. Officials may switch ignition boxes from car to car, or swap with the SPEARS Southwest Tour Series house ignition box at anytime.
 - No alterations may be made to the Crane ignition plate, box or coil and should remain as it comes from the manufacturer.
3. The Nelson Specialties/SPEARS SRL Southwest Tour Series spec wiring harness is mandatory and may be removed or swapped with the SPEARS Southwest Tour Series wiring harness at anytime.
 - The serial number on the harness must be registered with the series.
 - The spec wiring harness shall not be altered or changed in any way.
 - If the harness from the race team is in need of repair based on the official's assessment, it will be sent to Nelson Specialties to be examined and repaired at the team's expense.
4. The tachometer shall be unplugged at the ignition box prior to each race and a zip tie placed around the connector to prevent the connector from being plugged in during the race. This will be checked after the race. The ignition box must be able to be removed from the car in five minutes or less.
5. The wire harness must be able to be removed from the car in five minutes or less.
6. Only one ignition box allowed in the car at any time.
7. A 12 volt system is highly recommended with this ignition.

Electrical Switch Locations

1. A labeled on/off rotary-type master switch, with "on" being in the clockwise direction, must be located at or on the front of the dash panel at the horizontal center of the car. The switch must be wired to the battery cable in a manner that will disconnect all electrical power in the car.
2. All ignition, starter and accessory electrical switches must be located on the front of the dash panel or to the right of the driver. Within the switch panel, accessory switches must be located to the right or below the main ignition switch.
3. Accessory wiring must remain separated from the ignition wiring system.

Accessories

1. Except as provided below, cars and drivers **will not be permitted to carry cell phones**, onboard computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, digital readout gauges and the like, even if inoperable or incomplete at any SRL practice day or race day. Competitors will not be permitted to have or have had on his/her person or in his/her possession or in his/her car a device(s) at an event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.
2. Radios must be of two-way voice communication type only, independent of the car's electrical system. Two radios and one (1) radio push to talk button will be permitted in each car.
3. SRL-approved timing and scoring transponder mounting brackets must be installed on the outside of the right side frame rail, 24 inches center-to-center behind the rear axle, mounted vertically with the square tab on the bottom. The bracket must be fastened with 3/16 inch diameter small head pop rivets (from the outside) through the holes in the center of the bracket with 3/16 inch diameter rivet washers.
4. Remote lap timing or speed sensing devices will not be permitted.
5. All electrical wiring harnesses, switches and connectors must be acceptable to SRL Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.
6. Upon approval, competitors will be permitted to use filming and recording devices for internal, competition-related use only and not for promotion, resale or other commercial exploitation without SRL's prior written approval.
7. Electric oil and fuel pressure gauges, along with oil and water temperature gauges will be permitted, but must be wired separately and completely independent of the ignition system.

Engine Cooling System

The engine cooling system and components must be acceptable to the SRL officials and meet the minimum requirements set forth in this sub-section. Icing, freon-type chemicals or refrigerants must not be used in or near the engine compartment. Portable cooling machines are not permitted.

Fan Shroud / Ducts

1. The air box between the nose and radiator may have no pieces wider than 29 inches and may not be carbon fiber.
2. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose.

Radiator

1. The radiator core must not be wider than the inside width of the front sub- frame rails.
2. Radiator installation must be acceptable to SRL Officials.
3. The radiator overflow tube must be located at the right cowl area ahead of
4. The windshield or to the rear of the car. Additional water tanks, reservoirs or containers used to increase coolant capacity will not be permitted.
5. All radiator-cooling tubes must be operational.
6. All cooling fins and tubes must be evenly spaced top to bottom and side to side and must remain at a 90-degree angle to the side tanks. The spacing and width must be acceptable to the SRL officials.

Engine Exhaust

1. All cars must have muffler system of some type – unless specified otherwise for certain events. Maximum four inch diameter exhaust pipe must exit past driver a minimum of 12 inches, be underneath car and pointed down or exit out right side low on body, with a minimum ground clearance of (3) inches.
2. Exhaust pipes from the exhaust header collector take-on shall be no larger than four (4) inches inside diameter when round exhaust pipe is used. Maximum one four-inch pipe per side. When the left and right side exhaust pipes connect and form a single outlet exhaust, a maximum six (6) inch inside diameter pipe may be used. The SRL tech officials must approve any other system. Exhaust pipes must extend past driver.
3. Exhaust must be flush with body panel.
4. Noise level must not exceed 95dba @ 100 feet at each track – unless specified on entry form. Penalty: Possibility of not being able to compete if noise requirements are not met. Track requirements will supersede the SRL requirements.
5. A team may also be put on “Tech Line Probation” if their car exceeds the maximum sound limit on more than one occasion.

Heat Shields

Heat shields, when used to cover the exhaust manifold, must be a flat piece of metal not more than four (4) inches wide and not longer than the length of the valve cover. Must be approved.

Clutch

1. Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted.
2. Multiple disc clutches will be permitted up to a maximum of three (3) discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be the push type design.
3. Only solid magnetic steel discs and magnetic steel pressure plates will be permitted.
4. Only clutch discs with a diameter of 5.5 inches will be permitted.
5. Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.

Transmission

The transmission must be from an approved manufacturer and must be approved by the SRL. The SRL officials may use a transmission provided by the respective manufacturer as a guide in determining whether a Competitor's transmission conforms to the specification of the Rule Book.

1. Max. four (4) forward speed transmissions permitted.
2. All forward gears and reverse gear must be in working order.
3. High gear must be the primary gear engaged on all tracks, except road course events, during competition.
4. All transmissions must have the input shaft and its main drive gear constantly engaged. This assembly must be constantly engaged with the countershaft and its cluster and reverse gears.
5. Automatic or semi-automatic transmissions will not be permitted.
6. Only manual shift linkage permitted.
7. Only fire resistant type shifter boots will be permitted. Quick release fasteners will not be permitted to secure the shifter boot. The shifter boot, when installed, must be completely sealed to the floor of the car. Installation of the shifter boot must be acceptable to SRL Officials.
8. No transmission heaters allowed.
9. External transmission oil coolers acceptable to the SRL officials will be permitted. Quick disconnect fittings on the oil lines will not be permitted.

Drive Shaft

1. The drive shaft must be made of Aluminum or Magnetic Steel only. (no carbon fiber wrapped)
2. Universal joints and yokes must be magnetic steel and be similar in design to the standard production type.
3. Two (2) 360 degree solid magnetic steel brackets, not less than two (2) inches wide and ¼ inch thick, must be placed around the drive shaft. The front bracket must be welded to the rear suspension crossmember and the rear bracket must be welded to the horizontal tunnel bar.
4. All drive shafts must be painted white.

Wheels / Lug Bolts / Lug Nuts

ALL RACING WHEELS MUST MEET TIRE AND RIM MANUFACTURER SPECIFICATIONS. NO ALUMINUM WHEELS ALLOWED. NO EXTREME SAFETY BEADS ALLOWED - NO EXCEPTIONS.

1. Maximum wheel width permitted, 10" measured inside bead.
2. Wheels must be approved steel racing wheel.
3. Wide 5 wheels must have a minimum weight of 17 lbs, and 5 on 5 wheels must have a min. weight of 20 lbs.

4. All wheels must have car number on exterior of the wheel.
5. No bleeders allowed in/on wheels – or any item, which acts as an air bleeder is allowed at any time.
6. Only standard one (1) inch hex by 5/8-inch thick, fully threaded, by 18 threads per inch, solid, one-piece magnetic steel lug nuts, with a maximum cross-section of one (1) inch (measured on the flat), tapered on one (1) side and flat on one (1) side will be permitted. The first thread on each lug bolt must be visible from the front of the lug nut when the lug nut is installed.
7. Tire or wheel warming or cooling, using heaters, blankets, or any other method will not be permitted.

Tires

Subject to change.

1. Race tires must be purchased from Hoosier Tire West 559-485-4612. The SRL officials will determine eligible tires, procedure for selection of tires and release time.
2. Must start and finish main event with same tires that are used for qualifying (exception: tires deemed flat by the SRL officials or suffer severe wheel damage). Approved used tires may be used in the Qualifying Race and Trophy Dash rather than the qualifying tires. Teams in the Qualifying Race have option to utilize Qualifying Tires in either the Qualifying Race or Main Event, if transfer, may use any approved tire by SRL Officials for main event. Tires must be in the position as intended by manufacturer.
3. NO PERFORMANCE OR APPEARANCE ENHANCING PRODUCTS ALLOWED INSIDE OR OUTSIDE OF TIRES. Tires that have been altered by unauthorized treatment, including water, will not be permitted. It is the competitor's responsibility to comply with the tire marking system set forth by the SRL Officials.
4. Failure to comply or the use of tire soaking substance will be subject the competitor to penalty, up to expulsion from series.
5. Blowers and/or ductwork for the purpose of cooling tires are prohibited.
6. Tires must be inflated by nitrogen or compressed air, only.

Frame Eligibility

All frames must be approved and acceptable to the SRL officials.

Frame Requirements

Perimeter Frame:

1. All frame components must be made of magnetic steel and welded. The frame must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded. Holes and/or other modifications to the frame, frame supports, weight containers, front and rear sub-frames, crossmembers, or any other frame components that, in the judgment of the SRL officials, were made with the intent of weight reduction will not be permitted.
2. Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing two (2) inches in width by three (3) inches in height, maximum three (3) by four (4), with a minimum wall thickness of .090 (recommended .120) inch meeting the ASTM A-500 specifications. All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 58 inches, and 57 inches minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container, and must not exceed the length of the frame rail.
3. The centerline of the frame side rails must be within (4.5) inches of the front and rear tread width.

4. Front and rear sub-frame rails must be two inches in width by three inches in height. Recommended at a minimum wall thickness of .083.
5. The centerline of the front sub frame and the centerline of the rear sub frame must be in line and must be within one (1) inch of the centerline of the front and rear tread width.
6. If underslung, the rear frame must angle upward from the rear end housing location a minimum of 12 degrees to the rear crossmember. The underslung rear frame section may be 2" X 2" from the rear axle rearward.
7. A fuel cell reinforcement bar must be installed at the rear of the fuel cell. A continuous piece 1¾ inch diameter by a minimum .065 inch thick round magnetic steel tubing must be attached to the frame rails and extended down and across the bottom of the fuel cell with a center support bar that attaches to the rear frame crossmember.

Roll Bars

As a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to ASTM specifications for the material being welded. Once constructed and installed, the roll cage must be acceptable to the SRL officials. Holes and/or other modifications that, in the judgment of the SRL officials, were made with the intent of weight reduction will not be permitted. Additional roll bars added to or within, basic roll cage that are not listed below must be minimum 1 ½ inch.

SRL Basic Perimeter Roll Cage

The **main roll bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail and with both rising to vertically a minimum 20 1/2 inches before bending inward to maintain a minimum clearance with the "B" posts and follow along the inner surface of the roof panel with a minimum clearance for the roof panel. The main roll bar must also be braced with one (1) diagonal bar and one (1) horizontal shoulder bar. All bends in the main roll bar must be as symmetrical as minimum clearances permit.

1. The distance from the center of each of the **front roll bar legs** to the center of the main roll bar must not measure less than 40-1/2 inches. Each of the front roll bar legs must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be constructed from a continuous length of tubing. One leg must be welded perpendicular to the top of the right frame rail and one leg welded perpendicular to the top of the left frame rail with both legs rising vertically a minimum of 20-1/2 inches before bending inward and rearward to maintain a minimum clearance with the "A" posts. Both legs must follow along the inner surface of each respective "A" post. The front roll bar legs must be welded to the roof bar near the upper corners of the windshield opening.
2. The **roof bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be a continuous length of tubing extending forward from the outer edges of the main roll bar with minimum clearance to the roof panel and remain parallel to the main frame rails. The roof bar must follow the contour of the windshield as it bends across the front and be within four (4) inches to the top of the windshield. The roof bar must extend from the edge of the roof on the left side across to the right side. The center-to-center width of the roof bar must be a minimum of 41 inches, and a minimum distance of 30-1/2 inches must be maintained from the center of the roof bar to the center of the main roll bar.

3. The **centerline roof bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be welded from the main roll bar forward to the roof bar near the car's centerline. The **center windshield bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must extend forward from the roof bar near the car's centerline and bend downward and be welded to the dash panel bar near the car's centerline.
4. The **main roll bar diagonal bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must form a straight line, with no bends and must begin near the upper left bend of the main roll bar behind the driver's head and after intersecting the horizontal shoulder bar, it must be welded to the lower right side of the main roll bar
5. One (1) **horizontal shoulder bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be a continuous bar and must be welded, with no bends, inside the vertical legs of the main roll bar at a minimum height of 20-1/2 inches above the main frame rails. An additional shoulder belt bar may be added above the horizontal shoulder bar to facilitate shoulder harness mounting height. The shoulder belt bar must be welded to the main roll bar and the main roll diagonal bar or it may be a bent tube constructed of 1-3/4 inches by .090 (.000 tolerance) minimum wall thickness steel, round tubing, meeting ASTM A-519 specifications, welded at each end to the horizontal shoulder bar to form a loop above the horizontal shoulder bar.
6. The **diagonal bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be welded to the main roll bar on the right side at the same height as the horizontal shoulder bar. The diagonal bar then extends forward to a junction with the roof support bar and continues forward to the dash panel bar and must be welded near the cars centerline.
7. The **dash panel bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 20-1/2 inches above the main frame rail.
8. The **door bars** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top door bar on each side must maintain a minimum vertical height of 20-1/2 inches from the top of the main frame rails and match up with the intersection of the dash panel bar at the roll bar legs at the front and the intersection of the horizontal shoulder bar at the main roll bar at the rear. Left side door bars must be convex in shape. The left side door bars may convex outward no more that 5.5 inches past the mainframe rail. The outside of the left side door bars must be inward at least (1 1/4) inches from the outside edge of the left side tires - at spindle height. The door bars must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4 inches by .090 (.000 tolerance) minimum wall thickness magnetic steel seamless round tubing. Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 11 gauge thickness minimum steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
9. It is recommended that cars have 4 door bars on the right side, or a 1-3/4" seamless tubing .083 wall or heavier approved "X" configuration may be utilized for the right side door bars.
10. The two (2) **angular supports** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be welded to the top of the main frame rail and to the bottom surface of the bottom door bar on the left side

11. The **vertical vent window bars** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be welded from the upper surface of the top door bars on the right side and left side to the front roll bar legs. The vertical vent window bars must be perpendicular to the top door bars.
12. The **roof support bar** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be lengths of tubing that extends from the right front corner of the roof bar and down to the transmission crossmember. The roof support bar must be welded near the intersection with the front roll bar leg and the roof bar. This bar is optional, with an alternative support to right front corner of roof bar.
13. The **rear support bars** must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top. They must extend to and be welded to the top of the rear sub-frame rail.
14. The two (2) front sub-frame bars required 1-3/4 inches by 0.083 inch wall thickness magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs at a minimum height of 20-1/2 inches. The front sub-frame bars must extend forward of the spring mounts, turn down, and must be welded to the front sub-frame rails forward of the shock mounts, near the radiator mount.

Gussets

1. Gussets must be used at the intersection where the main roll bar and the front roll bar legs meet the main frame, and the gussets must be constructed using a minimum one (1) inch wide by two (2) inches high magnetic steel box tubing.
2. Gussets must be used at the intersection where the front roll bar legs intersect the roof bar, and the gussets must be constructed from a minimum 0.090 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.
3. Gussets must be used at the intersection of main roll bar and the front roll bar legs with door bars and the gussets must be constructed from a minimum 0.090 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.
4. Gussets must be used at the intersection of main roll bar and the rear support bars, and the gussets must be constructed from a minimum 0.090 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.

All roll bars within the driver's reach must be covered with an impact absorbent material recommended to be manufactured to the SFI 45.1 specifications and should have the SFI logo imprinted on the outside surface and be acceptable to the SRL officials.

Basic Straight Frame Rail cars roll cage will follow the U.S.R.A. guidelines, built by an approved manufacturer, to approved standards.

Suspension

All suspension systems, components and parts must be acceptable to the SRL officials. Unless otherwise authorized by the SRL officials, non-ferrous suspension parts will not be permitted. The following minimum requirements must be met:

Coil Over Springs

1. Coil over springs must be heavy-duty magnetic steel and must be constructed with both ends closed and ground.
2. Hydraulic Spring Perches are not permitted.
3. Only one continuous coil over spring per wheel. No spring or shock covers allowed.
4. No progressive springs allowed.

5. Only the springs may hold the car up during ride height tech inspection. Nothing may be positioned on the shock shaft which holds the car up during tech inspection. A portion of the shock shaft must be visible during pre-qualifying and pre-race tech inspection.

Rear Suspension

1. The rear suspension three (3) link lower arms must be steel or aluminum, round or octagon tubing with heim joint adjustments. Must be approved material by SRL Officials. Springs, shock absorbers, or any dampening devices will not be allowed on the lower trailing arms or upper third link.
2. Trailing arm mount must be rigid and not rotate or move.
3. Rear coil overs must be mounted either inside or outside of the rear frame rails. Both springs must be mounted on the rear trailing arms or to the brackets on the rear axle housing.
4. Panhard bar adjustments must not be made in the driver's compartment.
5. Solid Panhard Bars only.
6. No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link).
7. Truck arm rear suspension is not permitted.

Sway Bars (Anti-Roll Bars)

1. Sway bars, when used must be used for the purpose of anti-roll only.
2. The front sway bar (anti-roll bar) mounting tube must be a welded component of the front sub-frame assembly, mounted below the sub-frame rails, using a maximum of 2 inch outside diameter spline.
3. No rear sway bars permitted.
4. Adjustments to the sway bar will not be permitted outside the body of the car.

Shock Absorbers

1. Maximum one shock per wheel.
2. No electricity to the shock.
3. Maximum triple adjustable shocks acceptable.
4. Shock bump stops will be allowed.
5. No shock may be adjusted by driver within driver's compartment.
6. Only the springs may hold the car up during ride height tech inspection. Nothing may be positioned on the shock shaft or anywhere else which holds the car up during tech inspection. A portion of the shock shaft must be visible during pre-qualifying and pre-race tech inspection.
7. Heating pads, cover and/or blankets will not be permitted over the shock absorbers.
8. [Bump Springs – Landrum Performance Springs \(ST600 – ST5000\) and Eibach bump springs](#) are the only approved bump springs for SPEARS Southwest Tour Series competition. Only one bump spring per shock.

Spindles

1. Spindle must be made of magnetic steel.
2. Adjustable slugs allowed in the upper ball joint mount.
3. Ackerman adjustable steering arms at the tie rod only.
4. Bottom ball joint mount must be non-adjustable.
5. Coleman spindle approved.

Steering Components

1. The car steering components must be acceptable to the SRL officials and meet the following minimum requirements.
2. All cars must be equipped with a magnetic steel steering shaft with a collapsible section acceptable to the SRL officials.

3. The center-top of the steering post must be padded with at least two (2) inches of resilient material acceptable to the SRL officials.
4. A quick-release steering wheel coupling with a magnetic steel housing-must be used. The steering wheel coupling should meet the SFI 42.1 specification and display a valid SFI 42.1 label on the outside surface.
5. The steering shaft, forward of the firewall, must have two (2) universal joints or a collapsible steering shaft. The use of universal joints in the steering shaft must be acceptable to the SRL officials.

Brakes

The car braking and brake cooling systems and components must be acceptable to the SRL officials and meet the following minimum requirements; holes and/or other modifications in the braking system or components that, in the judgment of the SRL officials, have been made with the intent of weight reduction will not be permitted.

Brake Components

1. Only disc brakes with magnetic cast iron or cast steel round (no scalloped) rotors. Only metal brake calipers will be permitted. Each brake caliper-mounting bracket must mount solid to the rear axle housing or front spindle.
2. Brakes must be operational on all four (4) wheels at all times.
3. Electronic wheel speed sensors or brake actuators will not be permitted.
4. Power assisted braking systems will not be permitted.
5. Brake rotors must be a minimum diameter of 11 ¾ inches.
6. Front brake rotors must be a minimum thickness of 1-1/4 inches. Rear brake rotors must be a minimum thickness of .810 inch.
7. Mechanical brake pressure proportioning systems and their location, acceptable to the SRL officials, will be permitted. Electronic or remote control devices will not be permitted.

Brake Cooling

1. Fans or blowers may be used in the cooling hoses. Fans must be mounted in such a way as to draw air through the nose for the brake assembly only.
2. Mounting of brake cooling components must be acceptable to the SRL officials.
3. All brake cooling set ups must be approved by the SRL officials.
4. Ultra Cool Fan Blades (steel only) are permitted.
5. All brake cooling air inlets and inlet locations must be acceptable to the SRL officials.
6. All air entering brake cooling ducts must enter through the front of the lower air dam through openings separate from the radiator duct work. Openings above the uppermost horizontal surface of the front bumper, including the headlight openings, must not be used to pick up air for brake cooling.
7. No hoses or holes through the interior sheet metal for the purpose of drawing air to the rear brakes.
8. Liquid or gas cooling of the brakes will not be permitted.
9. Brake fluid may be cooled by re-circulating the fluid through the brake hydraulic system. Any brake fluid re-circulating device must be SRL approved.

Fuel and Fuel Cell:

All cars must have an OBERG Vacuum Style fuel shut off placed at the point the fuel exits the cell.

Must be soft-type bladder fuel cells and must be enclosed in a steel container with lid and drain holes in bottom.

Approved models:

Aero Tec Laboratories, Inc. (ATL)

FB 222 D FB 222 E FB 322 D FB 522 D

Aircraft Rubber Manufacturing, Inc.
(FUEL SAFE)
RB 122 E RB 022 E

Must be within rear frame rails. Fuel cell must have approved rollover valve. THE EXIT OF THE VENT TUBE MUST BE ABOVE FUEL TANK LEVEL. (No PCV valves or open vent line allowed.) Fuel cell not to be considered ballast. Fuel cell must have a minimum of eight inches ground clearance. Fuel cell bladder must be within 7 years of manufactures date on bladder.

1. Fuel cell must be mounted in a structure of 1"x 1" sq. tubing. The structure must be strong enough to jack up the car. No ballast may be attached to the fuel cell structure. A reinforcement plate of not less than 14 gauge (0.078 inch thick) steel must be installed in front and rear of fuel cell container. The plate must extend the full width and height front and rear. Fuel cell must be of rectangular or square shape. No U-shaped fuel cells. Must be behind rear end.
2. Fuel cell must be mounted as intended by the manufacturer with filler cap located on top. If a filler flange is mounted to the inside of the quarter panel then a strap must be connected from the flange to the frame.
3. "SPEC" racing fuel for the SRL will be designated for each race season. No other racing fuels and/or additives will be allowed.
4. No nitrous oxide.
5. Maximum fuel cell capacity including the filler spout and overflow must not exceed 22 gallons.

Fuel Cell Container

1. The fuel cell container must be acceptable to the SRL officials and meet the following minimum requirements:
2. The fuel cell must be encased in a container of not less than 22 gage (0.031 inch thick) magnetic sheet steel.
3. If the fuel cell container has a bolt on top, it must be bolted together with min. ¼ inch diameter bolts spaced a max. of (4) four inches apart.
4. If the fuel cell container has a bolt-in end panel, it must be fastened together with min. 10/32 inch diameter screws, spaced a max. of (4) four inches apart..
5. The maximum outside dimensions for the fuel cell must be 33 inches by 17 inches by 9-1/4 inches.
6. Holes in the fuel cell container will not be permitted, except for two (2) 1/8 inch drain holes in the bottom of the fuel cell container.
7. The exterior of the fuel cell container must be painted red.
8. No "U" Shaped Fuel Cells or non standard-shaped fuel cells.

Fuel Cell Container Installation

The fuel cell and the fuel cell container must be installed in a manner acceptable to the SRL officials and in accordance with the following minimum requirements.

1. The fuel cell and the fuel cell container must be fastened to the frame-
2. The fuel cell and fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails (one (1) inch offset allowed.)
3. The fuel cell container, must be secured on the top by a flat fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-513 specifications, bolted without removable spacers to the rear sub-frame rails and the front and rear fuel cell crossmembers or brackets welded to the rear sub-frame rails or the fuel cell crossmembers. The flat fuel cell top rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise centered in the area from the fuel cell fill plate to the outside of the fuel cell container across the top of the fuel cell container.

4. The front and rear fuel cell cross members must be constructed using one (1) inch wide by one (1) inch in height by 0.065 inch minimum thick magnetic steel tubing meeting the ASTM A-500 specifications.
5. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-513 specifications equally spaced across the fuel cell container. These tubes must be welded to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container.
6. A reinforcement plate of not less than 14 gage (.078 inch thick) magnetic steel flat plate must be installed in front and behind the fuel cell container. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (min. 3/8 diameter bolts) with two (2) bolts on each side.
7. The bottom of the fuel cell container must have a minimum ground clearance of (8) inches.
8. Fuel cell must be mounted level in the car.

Fuel Filler/Vent

The fuel filler must be acceptable to the SRL officials and meet the following minimum requirements:

1. Dry coupling systems using a probe on the fuel filler cans and a receptacle on the car, may be used but must be approved by the SRL. Dry coupling receptacles must be bolted from the inside of the quarter panel and at an angle on the left rear quarter panel in the taillight area only. The mounting must be as near to the top of the panel and as far back as possible. The ground cable must be installed from the metal mounting flange of the dry coupling receptacle to the fuel cell filler plate.
2. Minimum double hose clamps must be used on both ends of hose if attached to filler neck. Min. four total.

Fuel Cell Vent

The fuel cell must be vented to meet manufacturers standards.

Fuel Rule and Fuel Testing

1. The "SPEC FUEL" for the 2017 SPEARS SRL Southwest Tour Series is SUNOCO Standard 110, additives or blending with other fuels is not permitted.
2. Gasoline, as refined, is a mixture of hydrocarbons and other additives. Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant (DC). Every brand of gasoline has a characteristic or 'signature' DC based on the blend of hydrocarbon molecules and additives as it is produced at the refinery. To be certified as legal for use in competition, gasoline must exhibit the same DC and dye color as refined, and must pass such other tests as may be deemed appropriate by sanctioning body tech officials. In order to determine signature DC and dye color, gasoline used by competitors at events must either be in the HDE Gasoline Database or be available from a supplier at the sanctioning body event so that independent verification of those characteristics may be established by sanctioning body tech officials. Gasoline that exhibits a variation of more than +/-0.3 in the DC reading as measured on the HDE G-01 Fuel Analyzer as compared to the DC reading of the same gasoline as it comes from the supplier will fail fuel certification. Likewise, significant variation in typical dye color may also be considered to be an indication that the competitor's gasoline has been tampered with and will also fail fuel certification.
3. The addition of any oxygen bearing compound or other power additive is prohibited and is grounds for disqualification and the application of sanctions as established by the sanctioning body tech officials. Gasoline may be checked before, during and after qualifying and eliminations, at the discretion of the sanctioning body tech officials. If a competitor is in doubt as to the legality of his/her gasoline, it is recommended that it be checked by sanctioning body tech officials before use in competition.
4. The SRL officials may randomly test fuels at any time.

Fuel Pumps

1. Only one (1) fuel pump, acceptable to the SRL officials meeting the following requirements, will be permitted.
2. Mechanical, lever-action, camshaft actuated pumps in the approved location will be permitted.
3. An SRL-approved, remote cable driven mechanical fuel pump that is driven by the engine oil pump and mounted in the trunk area will be permitted. If a remote fuel pump is used, the fuel line fitting on the inlet side of the remote fuel pump must be a manufacturer certified, crash worthy, break-away, self-sealing type. The remote cable assembly must meet SFI 8.1 specifications.
4. Electric fuel pumps will not be permitted.
5. Liquid cooling of the fuel pump will not be permitted.

Fuel Lines

1. The fuel lines and fuel line connections must be acceptable to the SRL officials and meet the following minimum requirements.
2. The size, material and location of the fuel cell pickup must be acceptable to the SRL officials.
3. Only one (1) fuel line maximum 5/8 inch inside diameter fuel line with a maximum AN-10 fitting, will be permitted from the fuel cell to the carburetor. All fuel lines must be stainless steel, full coverage, outer braid protected synthetic rubber hose attached with threaded, nipple design hose end fittings and should be covered with flame resistant covering acceptable to the SRL officials. This includes the fuel line to the pressure gauge and/or sending unit.
4. If the fuel line runs through the driver's compartment it must be enclosed in a straight (as viewed from above) maximum 1-1/2 inch outside diameter metal tube, painted red and labeled "FUEL LINE". The fuel line must not be mounted to any roll bars inside the driver's compartment.
5. An SRL-approved check valve mounted at the fuel line outlet on the fuel cell must be used.
6. Additional lines or extra length must not be used on the fuel system. Extra fuel lines or fuel cells, concealed or otherwise, will not be permitted.
7. Quick disconnect fittings will not be permitted.
8. Only one fuel filter permitted.

Personal Safety: See Appendix (C)

STRAIGHT FRAME RAIL CARS:

Straight Frame Rail cars that meet the 'United Super Late Model Rules Alliance' (U.S.R.A. - see Southern Super Series rules) will be eligible to compete in the SPEARS Southwest Tour Series, but will have to follow the listed guidelines and rules specific to the SPEARS Southwest Tour Series: See Below.

Straight Frame Rail Car Rules and Specifications

Based on the USRA Rules plus Specific Rules Noted from the SPEARS Southwest Tour Series

1. The ABC (Approved Body Configuration) Official Rule Book Version 9.0, also, no panels allowed extending top edge of doors. No under car panning outside of frame rails and no further than drivers' box front or rear of bottom of driver's seat. Any holes in body not being used must be covered and remain so during the race.
2. Rub rail are discouraged and may only be used if they are polycarbonate.

3. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum ½" gap around the exhaust pipe. Pipe must not protrude through door.
4. At all times, the ABC "A" measurement must maintain a min. length of 11.5 inches. Also, 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
5. The air box between the nose and radiator may have no pieces wider than 29 inches. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead....air may only be directed to the brake rotors.
6. **Minimum Base Weight for Straight Frame Rail cars: 2875lbs. total / 57.0% maximum left side / 57.0% Max. left side weight at all times (without refueling).** For post-race total weight rules, teams may refuel, or officials may utilize "1 lb. per lap" burn-off.
7. 66 inch maximum tread width for all cars. **The wheelbase difference from left to right may not exceed 1/2 inch.**
8. All cars must go through technical inspection prior to car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official.

B. Engines

Basic Engine Guidelines

Engine Guidelines will follow the 2017 SPEARS Southwest Tour Series Rule Book.

C. Fuel System

1. **Sunoco Purple 110 is the Spec fuel.** No additives or blending allowed.
2. No icing or cooling of fuel system.
3. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container.
4. Fuel cell must be of rectangular or square shape. No U-shaped fuel cells. Must be behind rear end.
5. Fuel cell must be mounted level in the car.

Ignition

Ignition System Guidelines will follow the 2017 SPEARS Southwest Tour Series Rule Book.

E. Suspension

1. No fifth (5th) coil, lift bar suspensions or torque arm will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end.
2. Trailing arm mount must be rigid and not rotate or move (heim allowed).
3. Springs, shock absorbers, or any dampening devices will not be allowed on the lower trailing arms or upper third link.
4. No cockpit, driver adjustments, other than brake bias.
5. Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
6. No traction control devices, electronic or otherwise, will be permitted. Use of traction control will be cause for immediate D.Q., fine and suspension from series.
7. Shocks/Springs/Bump Stops Guidelines will follow the 2017 SPEARS Southwest Tour Series Rule Book.
8. Truck arm suspension is not approved.

F. Wheels and Tires

Tires/Fuel/Sounds limits: Same as SPEARS Southwest Tour Series Rule Book

G. Transmission, Driveshaft, Rear End

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

H. Brakes

1. Vehicle must be equipped with four-wheel hydraulic brakes.
2. No carbon fiber rotors. **Only steel rotors are allowed (no titanium).**
3. Brake fluid circulators permitted. Liquid or gas cooling not permitted.
4. No hoses or holes through the interior sheet metal for the purpose of drawing air to the rear brakes.

I. Safety

1. Safety Guidelines will follow the 2017 SPEARS Southwest Tour Series Rule Book.
2. Chassis must be supplied from an approved manufacturer and approved specifications.
3. Roll cage must be constructed of 1 3/4" OD round steel tubing with a minimum wall thickness of .090". Three inches (3") maximum gussets measured diagonally must be welded in main roll cage area where a 90 degree angle exists or where the roll cage meets the main frame rails. The main frame rails / bolt-on clips must be steel from radiator area to behind the fuel cell. Main Frame rails must be a minimum of 2" x 3" rectangular steel.
4. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No lead weights will be permitted in driver's compartment. Any lost weight will result in a \$10 per pound fine. *No*
5. Added weight must not be located ahead of the front spindles or behind the centerline of the rear axle.

OFFICIAL DECISIONS

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

New chassis suppliers, or modifications to the basic and typical roll cage design described above must be submitted in blueprint form for acceptance to the SRL office before the design can be entered in competition. If the submitted blueprints are accepted, the Competitor must submit for inspection a completed bare frame and roll cage prior to the date of intended competition. Acceptance of the submitted blueprint does not guarantee acceptance of the completed frame and roll cage design.

PLEASE READ: It is ultimately the obligation of each participant to insure that his conduct and equipment comply with all applicable rules as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. The SRL Southwest Tour Series and its officials reserve the right to refuse entry to any event under their jurisdiction.

APPENDIX (A): Policies and Procedures

Race Procedures: 2017 SPEARS Southwest Tour Series Tour Series

Initial Start:

1. Double file, once the Starter shows the 'one to go' signal, no scrubbing of tires, cars need to position nose-to-tail. Front row does not have choice 'inside/outside' on original start.
2. The front row must maintain "Pace Car" speed until they accelerate at the drop of the green flag. **On the initial start the front row must stay even or the pole position be slightly ahead, the pace must never slow down, must maintain pace car speed, until the green flag starts the race.**
4. No passing allowed until S/F line – You may not pull out of line until the S/F line.

Restart:

1. All restarts will be double file with the exception of the final 10 laps. Restarts within the last ten laps will be single file.
2. All cars one or more laps down restart behind lead lap cars.
3. When the 'double up' sign or directive is given, the leader will choose to start inside or outside. Everyone else will double up, odd positions on the inside, even positions on the outside.
4. **On restarts the front row must stay even or the leader be slightly ahead, the pace must never slow down, must maintain pace car speed, once the front row enters the restart box, the leader can accelerate to restart the race anytime within the designated restart area. The second place car cannot go before the leader and may not pull ahead of the leader anytime before the green flag is waved. The leader restarts the race.**
5. No passing allowed until S/F line – You may not pull out of line until the S/F line for double or single file restarts.

Yellow Flag:

1. **When the yellow flag is displayed stop racing, slow and maintain your position, proceed with caution.**
2. Your restart position will be the position you were in when the yellow was displayed, as long as you were able to maintain your running position, or were in no way disrupted by the incident.
3. If you are involved, spin, slowed or your progress is disrupted by the incident, you will be positioned where you rejoin or blend back into the field – NOTE: the incident must play itself out before the order is set. If you pit, you will restart at the tail of the field.
4. Any discrepancies in line up will be determined by Race Control or may revert to the last completed green lap.
5. The initial yellow on the race leader plus the next two (2) yellow laps in each caution period will count, after which the yellow laps do not count.
6. Should a car not maintain caution speed, stop or enter the pits during a yellow, it will lose its running position. You must maintain your position under yellow.
7. If a driver deliberately picks up positions after the yellow flag is displayed they may be penalized.

8. Officials reserve the right to utilize the yellow to check cars that are suspect and are being considered for a black flag (leaks, smoke, sparks, etc.). After they are checked, if okay - they keep their position.
9. If a driver does anything to intentionally cause a yellow, it's a minimum two-lap penalty.
10. DO NOT SCRUB YOUR TIRES IN THE AREA OF ON-TRACK SAFETY WORKERS.
11. CARS DO NOT RACE BACK TO THE FINISH LINE UNDER YELLOW.

EXCEPT FOR THE LAST LAP - Once the white flag has been taken by the leader, the next flag will be the checkered. If there is an on track incident, the yellow flag/light may be displayed – **race to the finish on last lap**, but be aware of the incident. Race to the finish cautiously unless the track goes RED. If the RED is displayed on the last lap STOP, the finish will then be a green/white/checker – maximum (2) g/w/c attempts.

Red Flag:

1. Stop single file in a safe manner – if a car does not re-start on it's own, it may be pushed started and maintain position.
2. NO WORK may be done on cars during red flag condition (**5 lap penalty – no Lucky Dog for remainder of race.**) – unless authorized by race control.
3. Positions will revert back to the previous completed green. Those deemed part of the occurrence that caused immediate red flag or cars that pit will be positioned at the rear of the field.

Ten Lap Rule:

1. Single-file restarts for last ten (10) laps, with lapped cars moved to rear of field, positioned in running order.
2. Last ten (10) laps must be racing laps; yellow flag laps will not be counted. No “Free Pass” within final ten laps.
3. **Once the white flag has been taken by the leader**, the next flag will be the checkered. If there is an on track incident, the yellow flag/light may be displayed – **race to the finish**, but be aware of the incident. Race to the finish cautiously unless the track goes RED.

If the RED is displayed on the last lap STOP, the finish will then be a green/white/checker – maximum (2) g/w/c attempts.

Free Pass Award:

1. On any yellow flag up to final 10 laps, the first car a lap down will be instructed to join the tail of the field, and gain back 1 lap. Any car causing a yellow will not be the recipient of the “Free Pass”.
2. The “Free Pass” car needs to drop back to the tail of the field as soon as they are notified that they are the “Free Pass”.
3. If the ‘Free Pass’ car does not reach the rear of the field by the time the green flag is displayed to re-start the race, the “Free Pass” may be rescinded from that driver and he/she will remain one lap down.
4. No free pass in final ten laps.

Contact:

1. Any contact between competitors will be determined by SRL race control if any penalty will be imposed. **If a driver is penalized for rough driving, he/or she will restart at the tail end of the field behind all cars for the immediate restart after the penalty.**
 2. Any competitor having contact with the race leader, resulting in the leader spinning and or being eliminated from competition will be penalized. Race Control has the right to call over the radio to rescind this policy if the leader is considered, only by Race Control, to be blocking, in which case the above Rule #1 under Contact will be in force.
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Technical Inspection Process & Guidelines

Engine Inspection

1. Engines and carburetors must be inspected and sealed before competition.
2. The engine must be cold. Engine inspection will take place prior to the first practice.
3. If your engine requires an inspection, please contact the series prior to the next race.

Pre-Tech – *Maximum four crew members plus the driver allowed in tech area*

1. Refers to any scheduled tech inspection prior to Qualifying Tech.
2. Teams must identify their crew chief for the purposes of discussion of any tech issues.
3. All cars must go through Pre-Tech inspection before the designated cut off time at each event.

Qualifying Tech – *Maximum four crew members plus the driver allowed in tech area*

1. Once Qualifying Tech officially opens, all cars are required to be on the ground ready to roll to tech line. Remain in your pit, until an official directs you into tech line.
2. Each team must have an air filter at the tech trailer 40 minutes before Qualifying Tech opens.
3. All cars must go through Qualifying Tech in posted Qualifying order. If you miss your qualifying attempt by more than three positions, you will receive the slower of two laps. If you have a mechanical issue, notify an official.
4. Once cars enter the tech station, cars may not be lifted, tugged, or adjusted in any manner unless instructed to do so by an SRL official.
5. Remove the hood and air cleaner to enter tech, then replace before going onto scales. No jacks will be allowed after air cleaner is installed, or as directed.
6. Cars should not exceed 30lbs of air in right side and 20lbs in left side tires for tech inspection.
7. More than two attempts to pass through Qualifying Tech will result in “Tech Line Probation”.
8. Air pressure and tape are the only change that can be made to the car after Qualifying Tech.

Tech Line Probation

1. Any team that has to make more than two attempts to pass through Qualifying Tech inspection will be put on “Tech Line Probation”, and will immediately be penalized by receiving the slower of two qualifying laps. You are required to take two green flag laps if you are under penalty, or you will receive no time.
2. More than three attempts to pass through pre-qualifying – no qualifying attempt will be allowed.
3. Once on “Tech Line Probation” a team must pass through tech inspection in one attempt at future events, or be penalized by receiving the slower of two qualifying laps.
4. The team will remain on “Tech Line Probation” until further notice.
5. A team may also be put on “Tech Line Probation” if their car exceeds the maximum sound limit on more than one occasion.
6. Repeat infractions of any tech specification or policy may also result in “Tech Line Probation”.

Post-Qualifying Impound

1. After qualifying all cars will go to a designated impound area and remain untouched (tape and tire readings allowed) until 15 minutes prior to going to the grid or as directed. If a team qualifies in the top 5, they must report to their car immediately for post qualifying tech.
2. Team members should stay in close proximity to their car to push it into starting position, if directed.
3. If a car has a mechanical issue, not related to set up or handling, the team may be granted permission to pull out of impound to work only on the mechanical issue described, and start at the rear of the field.
4. If anything safety related happens during qualifying officials reserve the right to let teams fix that item.
5. Driver must exit the car with whatever they need from the car (radios, water bottle, etc) and leave impound

area and no crew members are allowed in impound until 15 minutes prior to going to the grid or as directed.

6. The only changes allowed are air pressure, tape on the nose and driver aids, which will be done 15 minutes prior going to grid. No jacking of the car will be permitted.
7. If a team desires to make handling adjustments after qualifying, prior to the green flag, they may do so by having the driver bring the car to pit road after the field is rolling behind the pace car. The car will forfeit its starting position and take up the tail end of the field.

Post-Race Tech

1. The Top 5 cars must stop on the front-stretch – unless otherwise directed. Cars will be held there until further direction from officials. Each of the Top 5 cars are to proceed directly to post race tech inspection as directed. Driver must stay with car at all times, the driver must drive the car to the scales and remain with the car until cleared by officials to leave.
 2. Failure to go directly to tech area will result in a penalty of 5 positions at posted finish and a \$250.00 fine.
 3. Under no circumstances is there anything to be done to the top five cars prior to post race tech inspection. Tire readings while car is on the ground is allowed, never jack the car up, remove the hood or anything else, unless directed by an SRL official.
 4. Teams must take any and all measures to comply with officials' requests. Failure to do so will be deemed as an admission of guilt and result in a technical disqualification.
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APPROVED FLAT TIRE CHANGES:

Unapproved tire change is a two (2) lap penalty – For a tire to be changed during a race without penalty, the tire must **first** be inspected by an SRL Official and must be deemed as flat (10 lbs. or less Left Side / 18 lbs. or less Right Side), or has severe wheel damage.

Steps for an Approved Tire Change:

1. The team should notify the SRL Officials of a tire issue prior to entering Pit Lane and must stop at the inspection station on Pit Lane, or as directed.
2. **SRL OFFICIAL PRIOR APPROVAL:** No crewmember is allowed to touch or inspect a tire before the SRL Official. If a tire is low on pressure, or has severe wheel damage, it must be first inspected by an SRL Official to be changed without PENALTY. Once inspected, if the tire is low on pressure and considered flat, or suffers from excessive wheel damage the tire may be changed by the team with no penalty. Again, stay clear of the tire until an SRL Official inspects it.
3. **PENALTY:** If a crewmember inspects or touches the tire or wheel before the SRL Official inspects it, or observes directly, it will not be an approved tire change, or if the tire has sufficient air pressure when inspected by the SRL Officials the tire is not approved to change and the team will suffer a (2) two-lap penalty for each unapproved tire change. Tires changed prior to inspection by an SRL Official will be cause for a (2) two-lap penalty per tire.
4. Once under PENALTY for an unapproved tire change, you will not be eligible for the “Free Pass” / “Lucky Dog” for the remainder of the race.
5. Excessive tire wear, blistering or other factors will not affect the determination of an approved tire change.
6. Any tire that is changed must be immediately presented to an SRL official, in which it will be impounded

until after post race tech inspection.

NOTE: If the car is on the rim, or is excessively dragging the track. The team may request to pit early while yellows are still counting, without losing laps. **IMPORTANT** – the team must communicate this request with an SRL Official, and then be given approval to pit early to change the tire.

SEASON POINTS CHAMPIONSHIP:

1. Points will be awarded as follows:

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1	180	28	79
2	170	29	76
3	165	30	73
4	160	31	70
5	155	32	67
6	150	33	64
7	146	34	61
8	142	35	58
9	138	36	55
10	134	37	52
11	130	38	49
12	127	39	46
13	124	40	43
14	121	41	40
15	118	42	37
16	115	43	34
17	112	44	31
18	109	45	28
19	106	46	25
20	103	47	22
21	100	48	19
22	97	49	16
23	94	50	13
24	91	51	10
25	88	52	7
26	85	53	4
27	82	54	1

If at any time two (2) or more drivers or car owners have the same number of points (a "tie"), each driver or car owner will be ranked according to the greatest number of 1st place finishes in 2017 Events for each respective series as of that time. If a tie still exists, the greatest number of 2nd place finishes, 3rd place finishes etc., will be used in the same manner, until the tie is broken.

Advertising / Decals on Cars

The SRL may refuse to permit, or it may restrict or assign the size or placement of decals, identification and advertising of any kind on a car for any reason.

All the SRL members agree to accept the SRL's decision in this regard.

1. The SRL may refuse to permit a competitor to participate in an event if the SRL determines that any advertising, sponsorship or similar agreement to which the competitor (or a car owner, driver or crew member associated with the competitor) is or will be a party, is detrimental to the sport, to SRL, or to the Promoter for any reason, including without limitation the public image of the sport.
2. Decals, advertising slogans, paint schemes and other graphic designs and text on the car that have not been previously approved by the SRL must not be used unless and until they have been submitted to the SRL and approved by the SRL prior to the event.
3. Decals, advertising logos, text or identification of sponsors must not be placed on the front of each door and/or each front fender (between the front of the car and the front of the door number).
4. Decals, advertising logos, text or identification of sponsors will not be permitted on the windshield, rear window, or rear spoiler.
5. Decals, advertising logos, text or identification of sponsors, other than the 72 square inch identification for the automobile manufacturer, will not be permitted forward of the hood pins on the front of the car.
6. Decals, advertising logos, text or identification of sponsors must not extend past the seam between the hood and front fenders and the seam between the rear of the hood and the cowl.
7. Decals, advertising logos, text or identification of sponsors must not be on the roof panel.
8. No 'For Sale' signs displayed during competition.
9. A yellow stripe, a minimum of four (4) inches in height must be displayed on the vertical portion of the rear bumper cover of any car driven by a rookie driver as determined by the series director.
10. Top number must face passenger side and be 36" in height and three inches wide.
11. Driver's name to be in minimum two-inch letters above driver's side door.
12. The driver's last name is to be displayed on both sides along or just above the rocker panel below the car number in 5" readable letters.
13. All the SRL contingency sponsors' decals must be placed on all cars to be eligible for any and all event prize money, points and/or awards. The location of these decals will be designated by the SRL. The contingency pack will be supplied by the SRL.

Electronic Scoring System

1. All competitors must have timing transponders on their car for the entire program. Transponder must be mounted 24 inches (center of axle tube to the center of transponder) behind the rear axle housing on outside of right side frame rail. Transponders are mandatory for practice sessions.
2. Photo Finish - If there is an exact time (per the scoring system) for two cars at the finish of a race, the tie will go to the car that was ahead on the previous lap.

Transponder Lease or Rental

1. A competitor may lease a transponder for \$350.00 (lifetime) and will be registered to him to use anytime when racing in an SRL event.
2. A competitor may rent a transponder from race to race for the cost of \$35.00 per race.
3. The SRL will maintain possession of all transponders to insure maintenance and full charge for each event. Transponders will be obtained at the SRL trailer before each event and returned at the completion of the program. A valid driver's license will be taken to receive the transponder and be returned when transponder is brought back.
4. Transponders must be on the car during practice.

General

Tire Changing: Tire changes are not allowed unless approved. An SRL Official must approve any tire change or a minimum two-lap penalty for each unapproved tire change will be assessed.

Qualifying: Two laps on the timer. Warm up laps will be designated at each track before qualifying.

Qualifying order will be determined after final practice. If a driver is more than 3 positions out of order the slowest of the two complete qualifying laps will be given as official time. Late arrivals after qualifying line up is posted will qualify first in qualifying line up. Ties in times will go to first car to establish that time.

Competitors must run one practice session to be eligible to qualify, unless approved by series director. If you are under penalty of slowest of the two laps, you must complete both laps to receive a qualifying time.

Drivers Meeting: Mandatory attendance. Roll call will be taken. If you miss or are late to the drivers' meeting, a penalty will be assessed (Unless prior approval).

Driver Change: Series director must approve all driver changes. If a driver change is made after qualifying, but before the start of the race, the car must relinquish its starting position and start at the rear of the field. Driver points and prize money will be awarded only to the starting driver.

Spotters: Each team must supply one spotter in designated area for any event for communication with driver and SRL officials. Radios are mandatory whenever car is on the track. Roll call will be taken before the "race" in the spotters stand and if spotter is not present that car will be removed from field until a spotter is present. If spotter leaves stand during race that car will be black-flagged from event. Each spotter must have a radio that will scan the SRL Race Control frequency at 460.0125.

Contingency Decals: All SRL contingency sponsors' decals must be placed on all cars to be eligible for event prize money, points and awards. The location of these decals will be designated by the SRL. The contingency pack will be supplied by the SRL.

Official Results: Race results are not considered OFFICIAL until Tuesday following the race weekend.

More General Information

1. SRL officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.
2. Cars found illegal are subject to disqualification, confiscation, fines, suspension, expulsion from SRL and/or loss of points and money for that event.
3. All vehicles must undergo tech inspection prior to running at any event.
4. Rules clarification will be done by the SRL series director.
5. Driver assumes responsibility for actions of their entire crew and associates.
6. Any abusive or improper language to or regarding an SRL or track official may be cause for suspension, expulsion from SRL and/or fine.
7. No person shall participate in fights in motor pits or on race premises at any time. A violation could cause a fine of up to \$500 for each individual involved and immediate expulsion from the SRL until further notice. Persons involved will be asked to leave and/or will be taken to jail. Subsequent offense may result in disqualification.
8. All drivers must be a minimum of 15 years of age and must be approved for competition by an appointed panel of the SRL. All drivers must be approved for competition, and will be under evaluation for their entire first year of SRL competition.
9. All drivers and owners must have a 2017 SRL license.
10. To be eligible for rookie status, the driver must declare his/her rookie status in writing and be approved by the series director. All rookie entries will be verified. Any driver who has raced in more than a total of five SRL races in a single season, or a series deemed similar in status will not be eligible. Any event where the

- rookie driver does not complete 50% of the laps will not count towards their five total races in one season.
11. All motor oil, anti-freeze, gasoline, fuel, gear oil, A.T.F. or petroleum product must be dumped at posted dumpsite. Any illegal dumping will result in a \$500 fine and loss of points and purse moneys, as well as possible legal action pursuant to Article 13, California Health and Safety Code.
 12. All crews will be responsible for their pit area and can be ordered to clean area by pit steward. Failure to do so can result in disqualification.
 13. If it isn't in the rules, it is considered illegal. All officials' decisions will be final.
 14. Any infraction of any rule or regulation may result in penalty, disqualification, fine, suspension or expulsion. Any illegal parts may be confiscated.
 15. The consumption of alcohol during the period of competition is strictly prohibited. The use or possession of illegal drugs at anytime is strictly prohibited. Both are grounds for expulsion from the SRL. Upon entering and/or participating in an SRL event, you may be subject to a drug and/or alcohol test at anytime.
 16. No golf carts, scooters, quads, etc. allowed in the SPEARS Southwest Tour Series pit area on race weekends. You may utilize such vehicles to transport from your pit to the parking or RV areas only.

Provisional Procedure

The top 20 in owners points are eligible for a provisional, based on the current SRL cumulative points entering that day's event. The highest-ranking owner in the top 20 whose car did not qualify for the A-Main can use a provisional, **the first three events of 2017 will utilize points ranking from previous year**. All owners will have 2 provisionals per season. Past championship drivers in the SRL Southwest Tour Series will be afforded a total of 3 provisionals per year.

(All aspects of these procedures are subject to adjustments or changes as deemed necessary by the SRL officials)

APPENDIX (B): 9.5:1 Engine and Carburetor Specifications:

The eligible engines must be production engines as determined, selected and approved by SRL. All major components (engine block, heads, etc.) must be produced by the manufacturer for sale in a regular product offering. Prior to being used in competition, all major engine and component parts must be submitted to the office of the SRL for consideration of approval and thereafter approved by SRL.

The following characteristics of the production engine must be maintained in any engine used in competition in a manner acceptable to SRL Officials. All parts listed below must originate from approved production castings and forgings. All parts, except spark plugs, should utilize fractional English measurement system fasteners and dimensions (non-metric).

A. ENGINE BLOCK:

Material

Number of Cylinders

Angle of Cylinders

Cylinder Bore Centerline Spacing

Number of Main Bearings and Type

Integral or Separate Cylinder Sleeves

Location of Camshaft
 Overall Configuration
 B. CYLINDER HEAD:
 Material
 Number of Valves per Cylinder
 Type of Combustion Chamber
 Location of Spark Plug
 Orientation of Spark Plug
 Arrangement of Valves
 Valve Location in Relation to the Cylinder Bore
 Angle of Valves
 Type of Valve Actuation
 Number of Intake Ports
 Number of Exhaust Ports
 Center Distances of Intake Ports Referenced to the Cylinder Bore
 Center Distances of Exhaust Ports Referenced to the Cylinder Bore
 Angle of Port Face Relative to Mating Face of Head to Block
 Firing Order

Engine Displacement / Compression Ratio

Engine Displacement

1. Only "small block" V-8 engines with a minimum of 350.000 cubic inch displacement and a maximum of 362.000 cubic inch displacement will be permitted.
2. The only basic engines designated and approved as "small block" engines are:

DODGE	FORD	GENERAL MOTORS
360 CID	351 CID	350 CID
3. Engine displacement may be increased or decreased by changing the cylinder bore diameter and/or the crankshaft stroke length. The total cubic inch displacement must not be less than the minimum engine size of 350.000 cubic inch displacement or greater than the maximum engine size of 360.000 cubic inch displacement.
4. The formula for determining the cubic inch displacement is as follows: Bore x Bore x Stroke x .7854 equals the cubic inch displacement of each cylinder. The cubic inch displacement of each cylinder added together will determine the total cubic inch displacement of the engine.

Compression Ratio

1. For all Events, the maximum allowable compression ratio permitted on any cylinder will be 9.5 to 1. The procedure for calculating the compression ratio is as follows: Bore x Bore x Stroke x .7854 x 16.387 equals the Cylinder Volume of a cylinder at Bottom Dead Center (BDC) in cubic centimeters. The Cylinder Head Pour Volume minus (-) the known volume of the cylinder head plate plus (+) Head Gasket Volume plus (+) 1.00 cc for sealing the piston ring plus (+) the Cylinder Block Volume minus (-) the known volume of the block plate equals (=) Chamber Volume.

$$\text{Compression Ratio} = \frac{\text{Cylinder Volume plus (+) Chamber Volume}}{\text{Chamber Volume}}$$

Engine Blocks

All engine blocks must be acceptable to the SRL officials and meet the requirements that follow. The SRL officials may use an engine block provided by the respective manufacturer as a guide in determining whether a competitor's engine block conforms to the specifications of the Rule Book.

Eligibility

1. All engine blocks must be a product of the manufacturer for the SRL-approved engine being used in competition. Approved manufacturers' identification and part numbers and/or casting numbers in the form of cast-in numbers must remain unaltered on the engine block being used in competition.
2. Only the Dodge 360 engine blocks, the Ford 351 engine blocks and the General Motors 350 engine blocks will be permitted. Aftermarket engine blocks will not be permitted.
3. The engine block must retain all standard external dimensions with the exception of the surfacing of the engine block deck. Angle cutting of the engine block deck will not be permitted.
4. Aluminum engine blocks will not be permitted.
5. Externally lightened blocks will receive a weight penalty to be determined, with the goal to eventually eliminate those blocks.

Internal Changes

1. Internal polishing of the engine block will be permitted.
2. Relocation of the camshaft will not be permitted.
3. Cylinder bores must remain round.

Pistons / Rods

1. Only round aluminum pistons will be permitted.
2. Only solid magnetic steel connecting rods will be permitted.
3. Only round piston pin holes with a fixed location in the piston and the connecting rods will be permitted.
4. Titanium and stainless steel connecting rods will not be permitted.
5. Only two-piece insert style connecting rod bearings will be permitted.
6. Roller bearings will not be permitted.

Oil Pans / Oil Coolers

The oil pans and oil coolers must be acceptable to the SRL officials and meet the following minimum requirements:

1. Oil pans must be made of magnetic steel or aluminum. The exterior of the oil pan must be of welded one-piece construction. Spacers, other than sealing gaskets, will not be permitted between the oil pan side rails and the engine block surface. Inspection hole is required.
2. Segmented oil pans and/or crankcases will not be permitted. The oil pan and crankcase area must remain open. Additions of materials to the engine block, engine block components, and/or the oil pan to separate the crankcase area from front to rear will not be permitted.
3. A maximum of four (4) oil pump scavenging pick-ups will be permitted into the oil pan. The scavenging pick-ups must draw oil from the inside bottom of the oil pan.
4. Sealed windage trays will not be permitted.
5. A single baffle (windage screen) may be used inside the oil pan providing it is constructed from wire mesh or louvered metal. The baffle (windage screen) must be installed in a straight line from the front to the rear of the oil pan. The baffle (windage screen) must attach to the upper sidewall and to the bottom of the oil pan on the same side. Clearance between the baffle (windage screen) and the engine main bearing caps must not be less than 1-1/2 inches when viewed horizontally. Baffles must not be higher than one (1) inch.

6. Engine oil coolers must be an oil to air or an oil to water heat exchanger mounted forward of the engine. When an oil to air heat exchanger is used, it must have a minimum of nine (9) fins per inch on the cooling tubes. All oil coolers and their installation must be acceptable to the SRL officials.

Cylinder Head

All cylinder heads must be SRL-approved, and all modifications must be submitted to the SRL before any proposed modification will be eligible for approval. Approved manufacturers' identification and part numbers in the form of cast-in part numbers must remain unaltered on the cylinder heads being used in competition. The following cylinder heads are approved for use in competition:

<u>General Motors</u>		All Pro	RR227SP & RR245SP
Chevy	10051101	Brodix	3941075 10SPX, 10STD, WP10SPXWT
Pontiac	10033867	Ford	
AFR	215, 220 or 227	Brodix	3941078
Edelbrock	77559 or 775569	Ford	E3ZM-6049-C302
			4 and 3 degree cant

The SRL officials may use a cylinder head provided by the respective manufacturer as a guide in determining whether a Competitor's cylinder head conforms to the specifications of the Rule Book.

Eligibility

To be eligible, the approved cylinder heads must be acceptable to the SRL officials and meet the following requirements:

1. Only steel or titanium valves will be permitted.
2. Valve spring retainers and valve keepers may be titanium.
3. Only magnetic steel valve springs will be permitted.
4. Only two (2) valves per cylinder will be permitted.
5. There are no restrictions on the valve size.
6. The valve angle must remain as manufactured of the approved cylinder head.
7. Valves must remain in the stock location in relation to the cylinder bore centerline, in approved cylinder heads as produced.
8. Valve angle must remain as manufactured within two (2) degrees from the stock valve angle on the SRL approved cylinder from manufacturer.
9. The top of the intake ports must remain in the approved location measured on the inside top of the port.
10. The vertical centerline of the intake port entrance must be straight and perpendicular to the cylinder head gasket surface. The vertical centerline of the intake port must remain in the stock location. The horizontal centerline of the intake port must be straight and parallel to the cylinder head gasket surface.
11. The vertical and horizontal centerlines of the exhaust port exit must remain in the approved location. The vertical and horizontal centerlines must be straight lines. The horizontal centerline must be parallel to, and the vertical centerline must be perpendicular to, the cylinder head gasket surface.
12. If material is removed from the top or side of the exhaust port, the same amount must be removed from the bottom or opposite side of the port.
13. The rocker arm fastener bolt holes must remain in the approved location.
14. Internal polishing and porting will be permitted.
15. Spark plug holes must remain in stock location of the approved head.
16. Angle cutting of the cylinder head to the engine block mating surface will not be permitted.

17. Milling of the cylinder heads will be permitted, but not to exceed 0.175 inch.
18. "O" rings will not be permitted for sealing the cylinder head to the engine block.

External Changes

1. External modifications for the approved cylinder heads will be permitted providing the external dimensions of the cylinder head have not been changed in respect to original height (+/- 0.100 inch) original length and width.
2. Painting or coating not permitted.

Internal Changes

1. Except as provided below, internal polishing and porting will be permitted. The addition of foreign material (i.e., epoxy, plastics, etc.) to the production casting will not be permitted. The original internal shape and configuration of the port must not be notched, grooved, channeled or ridged in any way. After porting and/or polishing the intake port walls, port roof and port floor from the intake manifold mating surface to the centerline of the intake valve, air can flow over one (1) surface each, except where the manufacturer has cast a valve guide support into the roof of the intake port.

Crankshaft / Harmonic Balancer

1. Only magnetic steel crankshafts will be permitted. The stroke may be increased or decreased.
2. Only two-piece insert style crankshaft main bearings will be permitted. Roller bearings will not be permitted.
3. Aftermarket crankshafts must have the same design as an OEM type crankshaft for the approved engine and must be acceptable to SRL Officials.
4. Crankshafts may be lightened and balanced.
5. Only SFI 18.1-approved magnetic steel harmonic balancers and balancer hubs will be permitted.
6. Electronic switching devices, sensors or magnets will not be permitted on the harmonic balancer, crankshaft, camshaft or flywheel.

Camshaft / Valve Lifters / Rocker Arms

Camshaft

1. Any magnetic steel roller or flat tappet lifter camshaft will be permitted. The maximum camshaft bearing journal size must not be more than 2.362 inches (60mm). Roller cam bearings allowed.
2. Only standard production design timing chains and belt drives will be permitted for operating the camshaft on all engines. All camshaft timing drive systems must be approved by SRL.
3. Camshafts must be driven in the same direction of rotation as the SRL-approved standard production engine crankshaft. The camshaft must maintain the same firing order as the SRL-approved production engine.

The approved firing orders using approved cylinder identification are as follows:

Dodge	Ford	General Motors
1-8-4-3-6-5-7-2	1-3-7-2-6-5-4-8	1-8-4-3-6-5-7-2

The manufacturer's cylinder identification sequence is as follows:

Dodge and General Motors	Ford
(Front)	(Front)
1 2	5 1
3 4	6 2
5 6	7 3
7 8	8 4

The front engine cover material must be magnetic steel or aluminum. Magnesium and other exotic materials will not be permitted. Any material for the timing belt dust shield, may be used.

Valve Lifters

1. Valve actuation must be limited to one (1) lifter, one (1) push rod and one (1) rocker arm per valve. All valve actuation systems must be acceptable to SRL Officials.
2. Solid magnetic steel flat tappet straight barrel and steel roller tappet valve lifters will be permitted.
3. Any type of mechanical assistance exerting a force to assist in closing the valve, commonly known as rev-kits, will be permitted.

Rocker Arms / Valve Covers

1. Only steel or aluminum rocker arms, one (1) per valve that are acceptable to the SRL officials may be used. Split shaft rocker arm assemblies will be permitted.
2. Valve covers must be made of steel or aluminum. Magnesium and other exotic materials will not be permitted.
3. The rocker arm fastener bolt holes must remain in stock/approved location.

Intake Manifold

1. The intake manifold must be approved by the SRL. The approved manufacturers' identification in the form of cast-in part numbers must remain unaltered on the intake manifold.
2. The intake manifold must conform to the SRL-approved templates, gauges, scales and other measuring devices.
3. The SRL officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a Competitor's intake manifold conforms to the specifications of the Rule Book.
4. Only open plenum intake manifolds will be permitted. The plenum opening must not be smaller than a minimum size of 3-5/8 inches in width by 3-9/16 inches in length. The plenum opening must have radiused corners that maintain the shape and configuration of an open four (4) barrel carburetor gasket.
5. The inside floor of the plenum and the carburetor mounting flange must remain in the stock/approved location.
6. In the center of the plenum, from the base of the carburetor to the floor of the intake manifold between the intake runners, there must be an open area of 1 3/4 inches minimum diameter.
7. The floor of the intake manifold between the intake runners must have a single plane, smooth, unaltered surface. Polishing permitted.

The following is a list of approved manifolds:

DODGE

Mopar P4532966

GM

Chevrolet 10051103

Pontiac 10093374

Edelbrock 2926 & 2967

Brodix HV1005

(HV-1-H 0.625 inch Flange)

Holley 300-105

FORD

Ford M9424-A351

Ford M9424-E351

Edelbrock 2990

Edelbrock 2991

Modifications Permitted:

1. Polishing and porting of ports in the intake manifold will be permitted.

Modifications Not Permitted:

1. Added directional devices will not be permitted inside the intake manifold. The length of the intake manifold runners must not be changed. Epoxy or fillers will not be permitted on the plenum floor or on the walls of the plenum.
2. Air holes will not be permitted to be opened in the intake manifold. External modifications to the intake manifold will not be permitted unless approved by the Series Director. Painting and/or coating of the intake manifold will not be permitted.
3. Spacers between the intake manifold and the cylinder heads will not be permitted.
4. The intake manifold must have a minimum of ¼ inch of surface on all sides to seal the intake manifold to the cylinder head.
5. The carburetor mounting studs must remain in the approved location and maintain a stud size of 5/16 inch diameter.
6. Any spacer added between the carburetor (per sub-section 20C-5.10.2) and the intake manifold must be mounted using 5/16 inch diameter, solid carburetor studs and must not be welded to the intake manifold.
7. The intake manifold and the valley tray material must be aluminum. Magnesium and other exotic materials will not be permitted.
8. The centerline of the intake ports, as seen from above, must remain in the approved location.
9. Only one (1) standard flat gasket per side of the engine must be used between the intake manifold and the cylinder head. The maximum thickness of the intake manifold gasket(s) must not exceed 0.117 inch per side.
10. Drilling or tapping of the intake manifold plenum or intake runners will not be permitted unless approved by the Series Director.

Carburetor

Eligibility

The following carburetors are eligible for use:

The Holley 4150HP Series, list number 80507, and Holley 4150 Series, list number 6895, four (4) barrel carburetors with a maximum venturi size of 1-1/16 inches and a maximum throttle bore size of 1-7/16 inches are approved for use on all engines. The venturis must maintain a circular (round) cross section. Only approved replacement or service parts can be used in any carburetor rework. All carburetor modifications must be acceptable to SRL Officials. Carburetors and/or carburetor components machined from billet materials will not be permitted. All carburetors must have two throttle return springs.

Holley 4150HP and 4150 Series, list number 80507 and 6895 rework guidelines are as follows:

1. Carburetor Main Body: The only carburetor main body that will be permitted will be the Holley main body with casting number 6R-7879B. The Holley casting numbers must remain legible on the top of the main body. Main bodies must remain as manufactured. Machining, reshaping, grinding, polishing, or drilling holes will not be permitted. The addition of material(s) such as but not limited to, epoxies, sleeves, inserts or tubes will not be permitted to the carburetor main body.
2. Carburetor Boosters: One (1), one-piece singular discharge booster per venturi must be used. The type of booster must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size and shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters. A bonding agent may be used to assist in adhering the carburetor booster to the carburetor main body, but it must not extend past the carburetor main body booster-mounting hole into the carburetor venturis. Each carburetor booster must be secured by a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor

booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimal size hole, acceptable to SRL Officials, must be drilled through the top of the booster barrel, inboard of the booster-attaching stem. The 0.025 inch steel wire must loop through the hole in the booster barrel and then be tied to the respective float bowl vent tube. As an alternative to drilling a hole in the booster, the 0.025 inch steel wire must pass through the booster barrel from top to bottom and then be tied to the respective float bowl vent tube.

3. Carburetor Venturis: The venturi is defined as a constricted throat in the main body air passage. The location of the venturi must remain as produced by the manufacturer. The venturis must not be raised or lowered in the body of the carburetor. The venturis must maintain a circular (round) cross section. The maximum diameter of the venturis must not exceed 1.064 inches. Altering or reshaping of the venturi in any manner will not be permitted.
4. Carburetor Throttle Body (base plate): The only carburetor throttle bodies permitted will be the Holley throttle bodies with casting numbers 12R-6236B or 12R-11524B. The Holley casting number must remain legible on the left secondary "ear" of the carburetor throttle body casting number 12R-6236B, and on the right secondary "ear" of the carburetor throttle body casting number 12R-11524B. The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must not be larger than 1.438 inches. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The carburetor throttle body must not be altered in shape or size.
5. Throttle Plates (butterflies): The throttle plates (butterflies) must be magnetic steel and must not be thinned or tapered. The type of screw used to retain the throttle plates (butterflies) to the throttle shafts must be pan head type either straight slotted, phillips head or allen type head. Idle holes may be drilled in the throttle plates (butterflies). The throttle plates (butterflies) must be mounted to the throttle shaft in the approved location.
6. Throttle Shafts: Holley magnetic steel throttle shafts must be used. Shafts must remain standard production size and must not be thinned or cut in any manner. Throttle shaft rotation must be in the same direction as produced by the manufacturer. The combined thickness of the throttle shaft and the throttle plate (butterflies) must not be less than 0.197 inch. Throttle shaft seals that prevent air leakage must be used on all throttle shafts where the shafts exit the carburetor throttle body. The primary and secondary throttle shafts must each have an independent travel stop to prevent the throttle plates (butterflies) from opening beyond vertical.
7. Carburetor Metering Blocks: Only Holley metering blocks will be permitted. Surfacing of the metering blocks for improved gasket seal will be permitted.
8. Alterations that, in the judgment of the SRL officials, were made to allow additional air to be picked up below the opening of the venturi, such as but not limited to, altered gaskets, throttle bodies, drilling or machining holes into the carburetor will not be permitted.
9. External modifications and/or alterations to the carburetor will not be permitted.
10. All carburetors must pass inspection of the SRL official using the SRL approved inspection tools, before being used in competition.

Carburetor Spacer / Gaskets

Only a one-piece, solid, aluminum carburetor spacer, maximum one (1) inch in thickness, acceptable to SRL Officials may be installed between the intake manifold and the carburetor on all engines. An open or four (4) hole spacer may be used, but the spacer opening must be perpendicular to the base of the carburetor with no taper or bevel. Outside configuration of the spacer must conform to the shape of the base of the carburetor. Only two (2) paper gaskets (1 per side), maximum thickness 0.050 inch, will be permitted. Gaskets can only be altered to match the carburetor base openings.

APPENDIX (C) Personal Safety

Safety

In all matters pertaining to safety, Car Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Car Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to; helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, head and neck restraint systems, driver's racing seat and safety belts. Any Safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re-inspected.

Seat Belts and Shoulder Harness

1. Each car must be equipped with an SFI 16.1 or SFI 16.5 - approved 5-point or 6-point seat belt restraint system and display a valid SFI 16.1 OR SFI 16.5 label. Unapproved seat belt restraint systems or components will not be permitted.
2. An SFI 16.5-approved shoulder harness may be two (2) inches wide as it passes over the approved head and neck restraint device.
3. Approved seat belt restraint systems must have a latching mechanism attached to the lap belt or, if cam lock latching mechanism is used, it must be attached to the lap belt, the shoulder harness and the anti-submarine belts. This latching mechanism must provide a common connection and release for the lap belt, shoulder harnesses and anti-submarine belt(s), and must be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It must either have one (1) of two (2) approved release designs.
Latch/Lever
Cam Lock
4. A center (crotch/anti-submarine) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.
5. Where the belts pass through the seat edges, they must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. Untagged, undated belts will be considered out of date. The label cannot be in the adjuster.
6. Seat belts and shoulder harness systems must have a production date within three years of the event date.
7. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers.
8. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

Driver Seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by the SRL officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted.

1. Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis and shoulder supports on both the left and right side.
2. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to SRL officials approval. Bolt on systems are approved for competition.
3. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.
4. Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front or backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

Fire Control and Safety

1. A fully charged five-pound on-board fire system with a minimum of two nozzles is mandatory. Gauge must be easy to read. The bottle must be certified from the manufacture every three (3) years. This cylinder must contain a minimum of five (5) pounds of DuPont FE-36 or equivalent.
2. Driver uniform must be a multi-layer, full-coverage, one-piece fire-retardant uniform specifically designed for racing; Nomex-type or equivalent fire resistant uniforms mandatory. Nomex gloves, socks and racing

shoes are mandatory. Nomex fire resistant underwear is recommended. Uniforms must be kept clean and in good repair. Soiled, torn, worn, or poorly fitting uniforms will not be allowed.

3. Drivers must wear a full-face helmet carrying at least one of the following certifications: Snell SA 2005, Snell SA 2010, Snell SAH 2010, FIA 8860-2004, FIA 8860-2010, or SFI31.1/2005 label at all times on the race track. SFI or Snell approval sticker must be visible for SRL Officials inspection.
 - a. "M" type not allowed.
 - b. Eye protection is mandatory at all times.
 - c. Any helmet with the inside identification labels defaced, obliterated or removed will not be approved.
 - d. Helmets showing wear or abuse, such as chipping or cracking, will not be approved.
 - e. Helmet chinstrap must be Nomex covered.

Head and Neck Restraint Devices/Systems

At all times during an Event (practice, qualifying and competition), drivers must connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to the SRL. The device/system must meet the SFI 38.1 specification and must display a valid SFI 38.1 label.

The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained and used in accordance with the manufacturer's instructions.

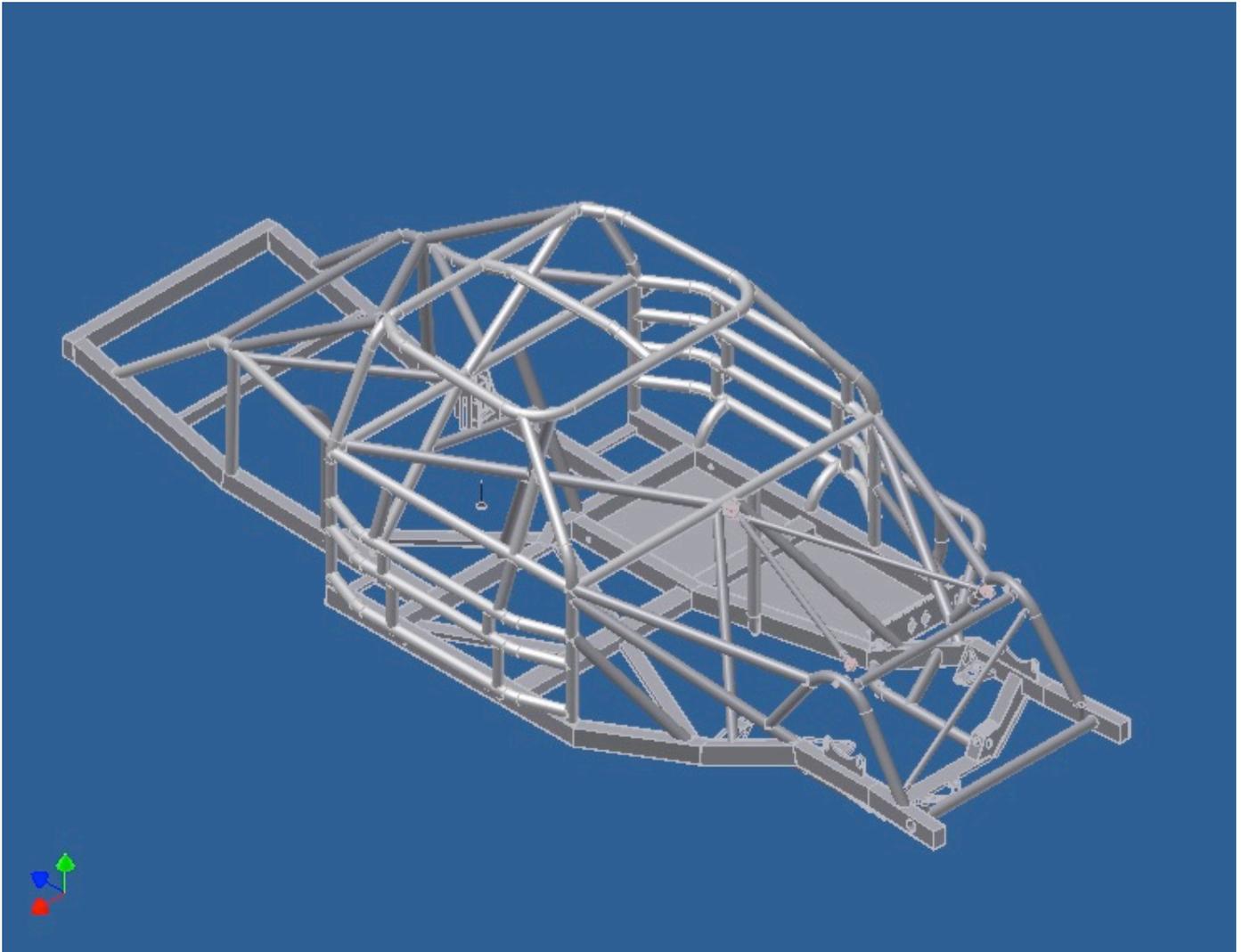
IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT THE SRL TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, CORRECTLY WORN, MAINTAINED AND PROPERLY USED.

The following SFI-approved Head and Neck Restraint Devices/Systems are acceptable to the SRL:

<u>DEVICE</u>	<u>MODEL</u>	<u>OPTIONS</u>
HANS Device	Professional Series	Fixed or Sliding Tethers
HANS Device	Extra/Economy Series	Fixed or Sliding Tethers
HANS Device	Sport Series	Fixed or Sliding Tethers

More Safety

1. Window net required on driver's door window. Net must be permanently mounted at bottom of window with a minimum 5/16" steel rod and secured at the top using a steel flip style release. No other window net latches will be allowed.
2. An approved latch at forward end of upper rod.
3. Toe straps required on all throttle pedals.
4. A fully charged fire extinguisher is required in each pit at each racing event.
5. All entrants should have in their garage or pit area as part of their equipment, at all times, a fully charged 10- or 13-pound dry chemical, Halon, or its equivalent, fire extinguisher.
6. Two-way radio communication between driver and crew is required whenever car is on the track. Spotter must be in designated area at all times while car is on track, and must monitor Race Control at 460.0125.



Pictured is the basic 'tour car' roll cage configuration for general reference (center windshield bar – not shown, but is mandatory.)

2017 SPEARS SOUTHWEST TOUR TESTING POLICY

1. **TWO TESTS PER YEAR:** SRL teams and drivers will be limited to only two non-SRL sanctioned test days during the 2017 SRL season.
2. **NOTIFICATION:** All SRL teams must notify the SRL office prior to any and all planned tests – no matter the event or track, and specify the car and driver participating in the test. Not doing so is a violation of the testing policy.
3. **PENALTY:** Violators of the testing policy will be subject to disciplinary action, including not being allowed to attend the next SRL sanctioned Friday Practice Day, and other possible penalties.

4. **ROOKIES:** Registered SRL rookie drivers may be granted up to two additional test days per season, which must be approved by the SRL office.
5. **OFF SEASON:** SRL teams or drivers will be allowed to test anytime after the close of the 2016 season and prior to the opening race of the 2017 SPEARS Southwest Tour Series season – March 24 at Irwindale Speedway.
6. **FRIDAY TESTING:** These policies do not apply to SRL scheduled Friday Practice Days associated with SRL sanctioned events. Friday SRL Practice will continue to be part of each SPEARS Southwest Tour Series event in 2017, all teams welcome to attend every Friday SRL Practice.
7. **NON SRL RACES:** Teams or drivers participating in a non-SRL race event (attempting to qualify for that event) are exempt from the SRL testing policy in preparation for said event. SRL teams must still notify the SRL office prior to any and all planned tests.

FINAL NOTE: If a team does test on the day prior to a scheduled SRL sanctioned Friday Practice Day, the team's rig and equipment must be removed from the track's pit area Thursday evening.

3.22