



2020 SPEARS SRL SOUTHWEST TOUR SERIES RULES and SPECIFICATIONS

- 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 ensure 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 Super Late Model racing and in no way guarantees against injury or death to participants, spectators, or others.

1. WEIGHT:

- Minimum Base Weight: **2800 lbs.** and **58.0%** Maximum 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.
- Weights include driver, race ready with fuel on board.
- All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. Any lost weight will result in a \$10 per pound fine. No Tungsten or similar weight allowed! Added weight must not be used as panning or aero advantage.
- Added weight located ahead of the front spindles or behind the centerline of the rear axle must be bolted securely to main frame rails and cannot be used as panning or aero advantage.
- No titanium, Inconel, exotic materials, parts, or components allowed anywhere on racecar or the engine unless specified in the rules.

2. TRACK WIDTH/ WHEELBASE:

- Measured at spindle height 66” maximum all cars (zero tolerance).
- Minimum 101” wheelbase required.
- The wheelbase difference from left to right may not exceed 1/2 inch.

3. TIRES:

- All race tires (LS 3035 and RS 3045) must be purchased from Hoosier Tire West 559-485-4612 and may be pre-ordered and picked up at each event. Tire policy may be amended for controlled caution events.
- Your four qualifying tires will be used to start the race. All tires used for competition must be purchased at the event, scanned and impounded. LCQ – Four approved tires.
- No performance enhancing or appearance enhancing products allowed inside or outside the tires.
- Maximum 10” wide steel wheels and steel lug nuts only. Bleeders are not allowed.

4. BODY/ CHASSIS:

- **THE NEW FIVE STAR GEN-6 BODY IS NOT ALLOWED NOR HAS BEEN APPROVED FOR 2020.**
- **Minimum nose, body and frame height is 4” and Maximum of 8”.**
- All 2018 A-B-C Body Rules apply unless otherwise specified herein. **Refer to the 2018 A-B-C Rulebook and guidelines for details.**
- No panels allowed extending top edge of doors.
- **At all times**, the ABC “A” measurement must maintain a minimum length of 11.5 inches and 20 inches is the minimum length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam **will be strictly enforced.**
- Front nose valance may only be a single layer and may only be a maximum 3/16” thick and may be only a maximum of 3” wide and **may not cover any of the grill screen. Valance must be secure to the nose and may not be moveable during competition.**
- The standard opening for the grill screen area, as approved for manufacturer’s production, must be maintained at all times. Only ABC manufacturer’s standard mesh screen may be used for the radiator opening in the nose.
- The use of factory (AR & Five Star) ABC valances and rocker panels only.
- A-Pillar vent windows may only have 1 inch of straight-line deflection. The surface must be smooth with no bead rolls or breaks.
- Straight Rail cars maximum drivers tub length is 52 1/2” and the maximum width of frame is 53 1/2”. No under car panning outside of frame rails and no further than drivers’ tub front or rear at the bottom of the frame. Perimeter cars can only have a total of 500 square inches.
- Any holes in body not being used must be covered and remain so during the race.
- Rub rail are discouraged and may only be used if they are polycarbonate.

- If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door **and a maximum of 1" lip allowed on a 45-degree angle at pipe where it exits the door.** Maximum ½" gap around the exhaust pipe and must not protrude through door.
- 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. The duct work between the nose and the radiator may be no wider than 29" and may not be carbon fiber.
- **Only one naca-duct in right side quarter window for helmet blower only.** No reverse naca-ducts.
- Interiors must be steel or aluminum only.
- 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.
- Bumper bars and right-side door bars must be a minimum of .065 x 1 ¼ inch tubing.
- Two driveshaft hoops are mandatory.
- No Carbon Fiber; radiator ductwork, rotors, drivelines, driveshafts, chassis supports or clutches.
- **Cars must be utilizing a locked rear end with a Spool. No part of the spool may move or twist allowed.**
- No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end and chassis in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end or move. Truck arm cars must have a race to race approval.
- One (1) mechanical brake pressure proportioning systems to adjust front to front to rear bias, and its location, acceptable to the SRL officials, will be permitted. Electronic or remote-control devices will not be permitted.
- 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 front brake duct openings.
- **No cool down units, pumps, exotic fans allowed. If you have to ask it's not Legal.**
- **No fans or cool down units that fasten to wheels will be permitted.**
- **Window tint of any kind will not be allowed on windows or spoilers.**
- **No hollowed-out bolts of any kind on suspension components.**

5. ENGINE:

Basic Engine Guidelines

- Use of any engine under 347 Cubic Inches will require a 50lb penalty.
- Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints.
- Engines may not be offset more than one inch (1") from centerline of car.
- Front center of crankshaft must have at least ten inches (10") of ground clearance.
- Standard steel blocks only. No Carbon Compacted blocks of any type.
- No Ford D3, SC, or other High Port heads. The following are the ONLY approved Ford heads: A, B, C, C3, and C35. These heads must remain unaltered other than porting and polishing. No altering will be allowed so as to change runner floor or roof height to raise port or ports, these heads will be considered high ports and are not permitted. Runner floor and runner roof heights must remain as manufactured from Ford.
- No Overhead Camshafts.
- A maximum 16-inch (O.D.) air element and housing must be used.
- Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
- Externally lightened blocks will receive a 25-50 lb. total weight penalty.
- All oil pumps must be mounted to front of engine.
- **Exhaust system may only be made out of mild steel, 304 or 321 stainless steel.** A muffler (**Highly recommended muffler Magna Flow part #14162**) must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. A spec muffler may be required at certain events.

SRL Tour legal 9.5:1 engine (This package may go away in 2021)

- **Unaltered 390 CFM 4bbl Part #6895 or #80507. Carburetors must pass inspection at any time regardless of temperature. Booster must remain unaltered or gauge legal, 750 Holley carburetors (4779 or 80528) with the All-Star Performance Adjustable Base Plate with 1.200 inserts. No other modifications are allowed on carbs.**
- 1" Maximum spacer allowed but cannot extend into manifold.
- No welding modifications are allowed to the original head castings. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Officials. **8200 rpm** maximum.
- Minimum valve angle: GM-18 degrees; Ford 9 degrees with 4 degrees valve center; and Mopar 12 degrees. (+/- 2 degrees)
- Steel or aluminum cylinder heads.
- Steel standard production crankshaft; balancing, lightening, stroking allowed.
- Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.
- Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carb height. No welded-on spacers or air deflection devices allowed in intake. No part of carb spacer shall enter the intake.
- Maximum c.i. = 362 (Ford, Chevy) • Chrysler = 365 cu. inch – steel blocks only.

Southern Super Parts Engine (SSPE)
Must have approval by Series before building this option

(May Be Claimed for \$21,000 undressed + pulling fee)

(Claim must be presented within 10 minutes of checkered flag in writing, by a Top 20 SRL team owner, paid in cash only)

- Maximum Engine displacement is 362 cubic inches.
- Maximum compression ratio is 11.5:1 with +.5 tolerance.
- Any flat top piston with 927 wrist pin and minimum ring thickness 1mm x 1mm x 2mm only. Pistons must not extend out of the top of engine block. Maximum racer cost of \$1500.00 per set.
- Cast Iron engine blocks only. No lightened blocks.
- Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 and 2892 only.
- Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250. Maximum advertised racer cost of \$2200.00
- Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of \$1600.00 per set. No titanium rods permitted. Minimum rod weight 540 grams.
- Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F STD 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 STD 227-SSPE. Must retain minimum valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
- Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel.
- No Titanium valve springs permitted. Maximum racer cost: \$500.00 per set. Titanium retainers permitted. Lock angles not specified.
- Camshaft must be Competition Cam Part # 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum racer cost of \$750.00 per set. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm racer cost of \$1,600.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
- Maximum 5 stage dry sump oil pump permitted. Maximum racer cost of \$1,500.00.
- Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Max. Racer cost of \$700.00.
- Ignition System may only be FAST Ignition part # 6000-6701. Mount on right side of car dials point out the passenger side. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Mandatory 7800 RPM Rev Limiter must be installed and fully functional. Absolutely no crank trigger pickups permitted.
- Unaltered 750 CFM 4779, 80528 Holley carburetors permitted and must pass inspection at any time regardless of temperature. Maximum 1" carburetor spacer permitted on Ford motor only. Maximum 1/2" carburetor spacer permitted on Chevrolet motor only.

Approved S.E.A.L. Engines and SSPE or other approved engines

- All approved S.E.A.L. (**McGunegill, Hamner, Progressive**) and SSPE engines must use the gauge legal, 750 Holley carburetors (4779 or 80528), or SS390 carburetor (6895 or 80507) **with the All-Star Performance Adjustable Base Plate with 1.200 inserts**. Unaltered carburetors only and gauge legal.

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.
- S.E.A.L. approved McGunegill, Hamner, Ford 374D and Florida SPEC "Sealed Engines" may also be used. The 6 existing Ford 374D engines are grandfathered for another year. No new Ford 374D engines may be built. If necessary, series officials may add or subtract weight to ensure fair competition.
- The maximum RPM is the series mandated 7600 (Sealed) and 7800 (SSPE) for these engines. Rev limiting device must be operational at all times with RPM Dials securely covered. All Sealed engines must use the gauge legal, 750 carb as described in the SSPE section.

6. IGNITION SYSTEM:

- Only ONE FAST Ignition part# 6000-6700 (HI-6RC) and a Coil part# 730-0192 (PS92N), mounted on a tray from FAST may be used and may be swapped out at any time and mounted as far to the right and forward as possible inside the car with RPM dial positioned facing right side of car and all wires in plain view and out of reach of the driver. All wires to the distributor must be run separately and not part of a bigger loom or wiring harness. All wiring must be sealed. No unplugged wiring. Officials may switch ignition boxes from car to car, or swap with the SPEARS Southwest Tour Series ignition box at any time.
- No alterations may be made to the FAST/Crane ignition plate, box or coil and should remain as it comes from the manufacturer.
- 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.
- The Nelson Specialties/SPEARS SRL Southwest Tour Series or Quick Car part number #50-2053 spec wiring harness is mandatory and may be removed or swapped with the SPEARS Southwest Tour Series wiring harness at any time.
- The spec wiring harness shall not be altered or changed in any way.
- If the harness from the race team needs repair based on the official's assessment, it will be sent to Nelson Specialties to be examined and repaired at the team's expense.

- The wire harness must be able to be removed from the car in five minutes or less.
- **NO Traction Control Devices of any kind** - If any 'traction control' device is found, the driver and owner will be disqualified from the event, 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 events.
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- We may allow a one race waiver for a new or visiting teams.
- **No digital dashes will be allowed.**
- **Cellphones, smart watches or bluetooth devices will not allowed in racecar at any time during qualifying or race, this is an automatic disqualification.**

7. TRANSMISSION/ CLUTCH:

- Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. A minimum of one reverse and two forward gears will be required. Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. No carbon fiber or nonstandard material clutches. The minimum clutch Diameter is 5.5". No "slipper" or "centrifugal" clutches allowed.

8. FUEL:

- **Sunoco Standard Purple 110 is the Spec fuel of the Series.** Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. Street-use pump gas is not allowed. Use of such substances or additives will result in immediate disqualification. **A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from Sunoco 110 will be illegal.**
- No electric fuel pumps or forced induction of any kind are permitted.
- No icing or cooling of fuel system.
- A fuel cell will be mandatory with a 22-gallon (U.S.) maximum and 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. No "U" Shaped Fuel Cells or non-standard-shaped fuel cells.

9. SHOCKS/ SPRING:

- Maximum triple adjustable shocks only acceptable and **only (1) one shock, (1) steel coil spring and (1) steel bump spring per wheel.**
- No electricity to the shock, hydraulic spring perches or air shocks allowed and no shock may be adjusted by driver within driver's compartment.
- **No covers on shocks, springs or any other suspension component will be permitted.**
- Only the springs may hold the car up during ride height tech inspection. Nothing may be 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.
- Heating pads, cover and/or blankets will not be permitted over the shock absorbers.
- Shock bump stops will be allowed and only Approved Bump Springs – Landrum Performance Springs, Eibach, Hypercoil and Swift brand bump springs are the only approved bump springs for competition.
- Spindles must be Steel. (Exception: approved Coleman Spindle)
- Springs, shock absorbers, or any dampening devices will not be allowed on the lower trailing arms, track bar or upper third link.

10. SAFETY:

- Two-way radio communication between driver and minimum of one spotter for each team is required for all competitors at all times while on track. **Mandatory each spotter must have a dedicated stand-alone radio or scanner to monitor Race Control at all times frequency at 460.0125.**
- No electronic recording devices allowed in or on the car, cameras inside car may be approved **but Series has the right to view or download any video at any time.**
- Approved **SFI or FIA** seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.
- A capable form of an **SFI or FIA** head & neck restraint must be used. A strap-type neck restraint is mandatory (No Neck Collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.
- Full-face helmet required and must be 2010 but recommended 2015 Snell standard or better and have sticker visible for inspection.
- Clean **SFI or FIA**, full driving suit, **shoes** and approved gloves for fire protection are mandatory.
- Side plate for driver's door will be mandatory. Must be 12 inches (12") high post-to-post, 1/16" minimum thickness steel or and must be fastened with a minimum of six (6) half-inch bolts or securely welded to series' approval.
- Driver's window must be equipped with safety net **SFI or FIA** with quick release-latch, no older than five (5) years. String window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
- Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
- All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher

- A main electrical cut-off switch needs to be clearly marked and easily accessible to safety crews.
- Numbers must be a minimum of 21" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door. A number will be required on top, readable from the infield.
- 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. Bumper bars and right-side door bars must be a minimum of .065 x 1 1/4 inch tubing.
- No part of any cooling system may be located in driver's compartment.
- Batteries must be securely mounted outside of driver's compartment.
- A working Fire Suppression system or driver accessible fire extinguisher is required.
- All cars must have an OBERG or SRI fuel shut off at the point the fuel exits the cell and after fuel filter.
- **All fuel cells must be SFI or FIA rated and within 7 years of build date. We will verify and seal at the beginning of the season.**

11. TRANSPONDER:

- All competitors must have timing transponders on their car for the entire program including practice. Available at event.
- **All Transponders must be mounted 160" inches (front of nose to the center of transponder) from front of the nose and on outside of right-side frame rail.**

For additional information go to www.srlsouthwesttour.com, contact Ricky Brooks at 850-324-6821 or rickybrooks5@aol.com

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

Updated 9/4/20

2020 RACE PROCEDURES: SPEARS Southwest Tour Series & Modified Series (updated 8/21/20)

Initial Start:

1. **Initial start will be by the Flagman, but once the pace car leaves the field, the front row should gradually increase speed at the cones (in turn 3) and be at speed (out of turn 4) coming to the start line, the next time you slow should be on entry to turn one. Front row must stay side by side and at no time should second place be ahead of the leader while coming to green.** Jumping the start will result in a black flag and a pass thru penalty. No passing or pulling out of line allowed until you reach the S/F line.
2. No scrubbing tires once one to go has been displayed.

3. If a caution occurs before the leader completes the first lap there will be a complete restart. All cars retain position unless a penalty is issued, they pit or receive assistance from the safety crew and if a car drops out or goes to the rear that line will just advance forward.

Restarts:

1. **Front row should gradually increase speed at cones (in turn 3) and be at speed (out of turn 4) coming to the start line, the next time you slow should be on entry to turn one. Front row must stay side by side and at no time should second place be ahead of the leader until the green waves.** It comes down to a respect issue, respect for the fans, officials, fellow drivers/teams and your equipment. At no time should second place be ahead of the leader while coming to green. Jumping the start will result in a black flag and a pass thru penalty. No passing or pulling out of line allowed until you reach the S/F line.

2. **All restarts will be double file, except for the 2nd attempt at a green/white/checkered, all cars one or more laps down restart behind lead lap cars.**

3. When one to go or the directive is given, the leader will choose to start inside or outside. Everyone else will double up accordingly. If not back on track by this time you will start on the tail of the field.

4. No scrubbing tires, swerving, brake checking, laying back, or games of any kind will be tolerated.

Yellow Flag:

1. When the yellow flag is displayed stop racing, slow and maintain your single file position with caution.

2. **Yellow laps do not count. You will not lose a lap as long as you cross the start finish before the race is restarted. We do not revert back a lap.**

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 and don't rejoin the field in your proper position before the one to go sign, you will restart at the back of the Field. **If you pit you must first wait until the Pace Car has control of the field, and you have followed the Pace Car across the S/F line at least once – otherwise you will be relegated to the tail of the longest line for pitting early.**

4. Any discrepancies in line up will be determined by Race Control or may revert to the last completed green flag lap.

5. Should a car not maintain caution speed or any reason, stop or enter the pits during a yellow, it will lose its running position. You must maintain your position under yellow and stay nose to tail.

6. If a driver deliberately picks up positions after the yellow flag is displayed, they may be penalized.

7. If a driver does anything to intentionally cause a yellow, it's a minimum two-lap penalty.

8. No scuffing tires in the area of on-track safety workers, you will only receive one warning.

9. Officials reserve the right to utilize the yellow to check cars that are suspect and are being considered for a black flag (leaks, smoke or sparks, etc.). After they are checked, if okay - they keep their position.

10. **Pit crews are not allowed on the track and drivers may not repair or adjust their cars while on track.**

Red Flag:

1. Stop in a safe/quick manner—if a car does not re-start on its own, it will be pushed started and maintain position.

2. No work may be done on cars during red flag condition (5 lap penalty) – 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.

Free Pass Award:

1. On any yellow flag up to final 10 laps, the first car a lap down based on the last completed green flag lap, will be instructed to fall to the tail of the field, and credited back 1 lap. Any car causing a yellow will not be the recipient of the "Free Pass".

2. 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.

Ten Lap Rule:

1. Last ten (10) laps must be racing laps; yellow flag laps will not be counted. No "Free Pass" within final ten laps.

Three Wide Rule:

1. If you are the third car that makes it a 3-wide situation, if an incident occurs, you may be penalized whether or not you made contact with another car.

Finish:

1. **Once the white flag is displayed, we are coming to the checkered unless the track is blocked.**

2. **If we go yellow after the leader takes the white, we will finish with a green/white/checkered, with a maximum (2) attempts.**

3. **On the 2nd attempt at the green/white/checkered - once the entire field receives the green flag, and crosses the s/f line, the race will be complete if the yellow is displayed, those remaining are to slow and proceed with caution. The remaining cars would be scored in the position they held when the yellow was displayed. If you are involved, spin, slowed or your progress is disrupted by the incident, you will be positioned where you blend back into the field – NOTE: The incident must play itself out before the order is set. If that relative position could not be determined, they would be scored in the order those cars in question crossed the finish line on their last completed lap. If the race were to finish under a red flag condition we will revert back to the last completed lap minus cars involved.**

4. **Top 5** to staging for trophies and interviews then the driver must drive car to scales or you will be disqualified.

Contact:

1. Any contact between competitors will be determined by 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 (before an incident) 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.

Qualifying Policy: You may not drive your car counter on the track prior to taking the green during qualifying – however, you may drive counter if you spin after taking the green, violation will result in the slowest of your two qualifying laps.

ALL TEAMS MUST HAVE A WORKING FIRE EXTINGUISHER IN THEIR PIT STALL AND PIT BOX.

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 by appointments 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 if directed to.
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.
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 safety/mechanical issue, not related to set up or handling, the team may be granted permission 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 are allowed, never jack the car up, and 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.

APPROVED FLAT TIRE CHANGES:

1. 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:

Position	Points	Position	Points
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 2019 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. **All Transponders must be mounted 160" inches (front of nose to the center of transponder) from front of the nose and 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.

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 of the slowest of two laps in qualifying will be assessed (Unless prior approval).

DRIVER CHANGE – UPDATE 9/4/20: Series director must approve all driver changes made on race day. If a driver change is made any time after qualifying, the car must relinquish its position and be relegated to the rear of the field. Driver points and prize money will be awarded only to the driver who starts the main event.

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. Two-way radio communication between driver and minimum of one spotter for each team is required for all competitors at all times while on track. **Mandatory each spotter must have a dedicated stand-alone radio or scanner to monitor Race Control at all times 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.

Driver Uniform Patches: All SRL Contingency patches must be in place to receive and maintain SPEARS Frequent Flyer bonuses.

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 **14 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 2020 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 any time 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 any time.
16. **No golf carts, scooters (manual or electric), 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.**
17. **If teams need to park by someone at an event you must let Series no later than Wednesday of that event.**

Provisional Procedure

The top 20 in owner's 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 two events of 2020 will utilize points ranking from previous year.** All owners will have 2 Provisionals per season.

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