

# Atlantic Modified Tour

## 2023 Rulebook

2023 Changes are in red

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# 1 POLICIES & PROCEDURES

## 1.1 WELCOME

The following is information on how events in the **Atlantic Modified Tour (AMT)** are organized and the rules that govern them. The rules, regulations and/or procedures set forth the guidance for the conduct of participants and conditions under which competitors will race. It is essential that you know and understand them. Every attempt will be made to apply them firmly, fairly and justly. Ignorance of the rules will not be accepted as an excuse for infractions. The successful presentation of racing events requires that we each keep in mind that our first obligation is to the racing fan, which keeps us both in operation. When we offer consistently clean, well-controlled, and entertaining events, everyone will be successful. Most of you race as a hobby and we want you to enjoy it.

The **Atlantic Modified Tour** reserves the right to final and non-appealable interpretation of all rules and specifications. Any situation not specifically covered in the rules or procedures will be decided upon by the Competition Director, or official in charge.

These regulations are a guideline. Since it is impossible to cover every anticipated situation, all descriptions may be subject to the EIRI (except in rare instances) rule. Rules are subject to change without notice.

## 1.2 TOUR OFFICIALS/EXECUTIVE

|                           |                            |
|---------------------------|----------------------------|
| President:                | Doug Matchett              |
| Vice President            | Joe Hoyt                   |
| Promoter                  | All Drivers                |
| Competition Director      |                            |
| Secretary                 |                            |
| Drivers Representative    | Jamie Weston / Yves McCray |
| Tech & Safety Operations: | Robert Miner               |
| Tech Support:             | Tony Leonard               |
| Flag person               | Paul Clarke                |
| Announcers                | TBA                        |
| Scorer                    | Track Personnel            |

## 1.3 DISCLAIMER

The intent of the Atlantic Modified Tour (AMT) is to provide an affordable, competitive, safe choice for the competitors. To this end, we commit to ensure that safety and professionalism be foremost in the executive decision-making process, while not putting undo financial burden on the competitor.

With this in mind, it must be clearly stated that DUE TO THE NATURE OF THE SPORT, THE STAFF OF AMT RACING TOUR, THE TOUR ITSELF, as well as the CHASSIS DESIGNER WILL NOT BE HELD RESPONSIBLE OR LIABLE FOR THE SAFETY OF THE COMPETITORS.

The rules and regulations:

- Are designed to provide for the orderly conduct of racing events, and shall govern the participants' conduct at all AMT events
- Are designed as a guide for conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator or official
- Tour Officials shall be empowered to allow appropriate deviation to these rules or impose restriction within acceptable boundaries that will not alter minimum acceptable requirements
- Any interpretation of these rules is left to the discretion of the Tour Officials, their decision is final
- AMT Modified Tour rules shall apply at all AMT events
- **Any competitor may be disqualified from the race for rule violations, hazardous equipment, hazardous actions, or any safety concerns.**

*“Do not do anything to your race car that you are not prepared to undo”*

## 1.4 DEFINITIONS

- 1.4.1 **Disqualification:** To make a driver or car ineligible to participate in a race or meet with the loss of credit for an official finishing position, including the loss of prize money and points for that race or meet and possible suspension of driver, car owner, crew, or all of the above. The decision to disqualify can be made before, during, or after a race or on the completion of the race meet. The length of any suspension is at the discretion of the Competition Director.
- 1.4.2 **Illegal Drugs:** Illegal drugs are those substances defined and prohibited by provincial or federal laws. Illegal drugs also include prescription drugs not prescribed for the participant.
- 1.4.3 **Participant:** A participant is any person taking part in any portion of an **Atlantic Modified Tour** event in any form, including but not restricted to drivers, car owners, crew members, sponsors, track officials, or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events with the **Atlantic Modified Tour**, with full understanding that he or she must abide by the rules and regulations established and published or announced by **Atlantic Modified Tour** or participating facilities. All participants are considered to be responsible for their personal conduct.
- 1.4.4 **Penalties:** These are measures applied by officials to participants who require closer regulation of their behavior. Some rules have specific penalties defined for an infraction. Others leave it up to the judgment of the officials dealing with the problem at the time. Penalties may be applied to an individual, a group, or a car.
- 1.4.5 **Race Meet:** A race meet shall, for the purpose of rules enforcement, be considered to be the period between the opening and closing of the pit gate.
- 1.4.6 **Restricted Areas:** The rules and procedures apply to the entire venue in which the race meet is held. There are areas within the venue that have additional requirements. These include but are not limited to the pit area, tech area, tower, flag stand, and track. Within restricted areas, additional restrictions may be placed on access and activities.

## 1.5 DRUG POLICY

- 1.5.1 General Prohibition: Possession or uses of illegal drugs or drug substances, as defined above (sec. 1.4.2), is prohibited in any form, by any participant in the **Atlantic Modified Tour**, either on speedway properties or any area considered to be used in the operation of any **Atlantic Modified Tour** event, such as parking lots or leased properties.
- 1.5.2 Penalties: Any person found to be in possession of, or under the influence of, an illegal drug or substance on any **Atlantic Modified Tour** contracted facility property, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by **Atlantic Modified Tour**: Suspension from competition and eviction from Atlantic Modified Tour event, and denial of further entry to Atlantic Modified Tour events for a period to be determined by **Atlantic Modified Tour**.
- 1.5.3 Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to **Atlantic Modified Tour** by that agency, shall be suspended from all forms of participation at Atlantic Modified Tour events until such time as the charges are fully adjudicated through legal process. Any participant convicted of a formal drug charge by such process of the law will be prohibited from taking part in any Atlantic Modified Tour event from the date of conviction until further notice.
- 1.5.4 Right to Test: **Atlantic Modified Tour** reserves the right to test any participant for alcohol and/or illegal drugs.
- 1.5.5 Appeal and Hearing: Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by **Atlantic Modified Tour**, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.
- 1.5.6 Reinstatement: A participant suspended for violation of these rules, except in the case of persons charged with selling drugs, may, as a result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the affected province, certifying that he or she is drug independent, as a result of random and periodical examinations of urinalysis testing, made at the request of **Atlantic Modified Tour**.
- 1.5.7 Prescribed Drugs: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the pit steward or competition director prior to the participants' entry into any **Atlantic Modified Tour** activities. Failure to notify could subject the participant to penalties prescribed above.

## 1.6 SUSPENSIONS & REINSTATEMENT

- 1.6.1 Flagrant disregard of **Atlantic Modified Tour** rules, regulations, or officials could result in a permanent disqualification from Atlantic Modified Tour events and a monetary penalty.
- 1.6.2 Participants must be approved for competition by the **Atlantic Modified Tour** executive. Decisions are based on a driver's previous experience, as well as his past and/or projected performance. All decisions are the opinion of the AMT and are solely administered by the executive, without the right of appeal. All decisions are made in the best interest of competition, safety to the individual participant and all other participants, and in the overall best interest of the positive enhancement of the division, sport, facility and participants.
- 1.6.3 After any suspension, rejection, penalty, or restriction from participation has been issued to the participant, whether verbally or in writing, **Atlantic Modified Tour** reserves the right to review the individual's circumstances on a case-by-case basis, and after having done so, to make a decision at that time as to whether or not the person or persons involved should be allowed to continue competing in the **Atlantic Modified Tour**. Certain restrictions may apply. Participants may request one meeting with officials (in writing). Tour management must receive the written request within 48 hours of any penalty being applied to an individual or team.

## 1.7 GENERAL

- 1.7.1 **Atlantic Modified Tour** events take place on private property. Any person on this property without the permission of the facility owner(s) or **Atlantic Modified Tour** is guilty of trespassing and subject to the penalties prescribed by law. Through your registration, you are given the authority and the right to be on the property in conjunction with racing activities. However, **Atlantic Modified Tour** or the facility owner(s) reserve the right to refuse, revoke, or cancel this authority at any time that it is felt your presence or conduct is not in the best interest of either the sport of auto racing, your fellow competitors, the fans, management, officials, or the employees of the facility or Atlantic Modified Tour. **Atlantic Modified Tour** reserves the right to accept or reject any participant (car owner, driver, crew member) for any or all events.
- 1.7.2 Normally, no person under 16 years of age will be permitted in the pit area during an **Atlantic Modified Tour** event. Some venues may have different insurance carriers, which may allow exceptions.
- 1.7.3 Each person should sign his/her own waiver and pay his/her own admission.
- 1.7.4 Any vehicles, which enter the pit or track area, are entered at the vehicle owner's risk. **Atlantic Modified Tour** assumes no responsibility for damage to or loss of equipment, vehicle, or any parts, by any means whatsoever.
- 1.7.5 Any person in a restricted area who refuses to obey the request of an official may be subject to further action by the **Atlantic Modified Tour** management or its designated officials.
- 1.7.6 Given the nature of competition, there may be times when relations among competitors become strained. All participants are expected to show restraint on the track and in the pit area. Should

tensions become unmanageable, participants involved are expected to return to or remain in the pit area assigned to their car. Any person that deliberately goes into another person's pit in a violent and/or threatening manner or any person involved in a fight, regardless of who was the aggressor, may be removed from the premises, disqualified, and/or suspended. A fight shall be defined as making physical contact. Negative action by a crewmember could affect the car.

- 1.7.7 Anyone who, by word or deed, disrupts, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any action detrimental to stock car racing, or the **Atlantic Modified Tour** will be considered to have abused the privileges of entry or admission to the property and may be subject to the cancellation of those privileges or disqualification as determined by management or designated officials.
- 1.7.8 Any person who has evidence of alcoholic beverages or chemical substances about his or her person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of **Atlantic Modified Tour** or designated officials.
- 1.7.9 No participant shall subject any **Atlantic Modified Tour** official, track employee, or sponsor representative to any abusive or improper language at any time. No participant shall touch an official in anger.
- 1.7.10 Anyone who goes to the flag stand, tower or race control to protest, or otherwise jeopardizes the flow of the racing program, is violating these rules and could be subject to further action by officials.

## 1.8 SAFETY

- 1.8.1 Safety is paramount at a race meet. Whether it is the care taken driving, avoidance of rowdiness that might lead to injury in steeply sloped stands or viewing areas, the use of jack stands or similar safety devices when working beneath a vehicle, we must all be aware of the inherent hazard that casualness toward safety can create in the racing environment.
- 1.8.2 Refueling procedures – a manned fire extinguisher must be present at the rear of the car and upwind at all times when refueling.



## 1.9 PIT PARKING

- 1.9.1 Certain tracks may have paved or concrete stalls. Stalls may be rented by the facility or used on a first-come first-served basis. Each track has its own policy. Check with series officials for track policies.

## 1.10 DELAYS OR CANCELLATION

- 1.10.1 Whenever officials determine that continuing a race could be dangerous, the race or meet may be stopped and terminated at any point. Fifty percent of the advertised distance could constitute a complete race.
- 1.10.2 If a race or meet is shortened for any reason, drivers will be paid or credited for those races in which they participated.
- 1.10.3 After the initial round of qualifying heats are completed, on any given race date, rain checks may not be issued. Any remaining features will be rescheduled to another date. Only cars, which participated in the postponed date, will be eligible for the held-over portion of any affected meet. Should a race be postponed, it may be restarted from the beginning at the discretion of officials.

## 1.11 DRIVERS

- 1.11.1 The driver is that person who enters the racing competition on the track. A car is entered by number and in the driver's name. Drivers are responsible for the conduct of all persons associated with their car. The driver shall be the sole spokesman for the car owner and pit crew in any matters pertaining to the meet. Penalties incurred by a crewmember may affect the driver. Car owners, crewmembers, sponsors, spouses, or associates of a driver may not represent a driver in any concerns, whether they are signed in as a crewmember or as a member of the audience.
- 1.11.2 Drivers must be 16 years of age or over. Drivers under this age must provide a completed Parental Consent form and be approved for competition by the AMT.
- 1.11.3 All drivers must complete & submit an AMT Competition Licence Form at least one week prior to their first event. All licence approvals are at the discretion of the AMT.
- 1.11.4 There may be times when two or more individuals wish to share the driving of a car. The second (or more) driver will be considered a co-driver. Since various methods may evolve to determine when each will drive, no hard rules can be made. Consultations with the competition director should take place to ensure compliance with the intent of the rules. In part, it must be clear who will be undertaking the responsibilities outlined above and elsewhere in the rules and procedures. If the co-driver is a rookie this could further complicate matters.

- 1.11.5 Illness, work schedules or other considerations may require a substitute driver for a car, either for a race or an entire meet. Should this occur the substitute driver would represent the regular driver. However, the regular driver is still responsible for his car. Any action taken by the car, substitute driver, and/or crew, or by officials in regard to the car, could affect the regular driver.
- 1.11.6 Drivers, car owners, sponsors, crew members, or anyone associated with a car, shall have no claim against the racing facility, **Atlantic Modified Tour**, or its sponsors, officials, agents or contractors by reason of disqualification, penalization or damage to vehicles, personal property, or personal injuries.
- 1.11.7 If a participant creates problems in the pit area, or other parts of the facility, the car under which they are signed could be subject to further action by officials.

## 1.12 ROOKIES

- 1.12.1 New drivers racing in the **Atlantic Modified Tour** could qualify for rookie status. A regular competitor will be one who has not competed more than three times in a single season **Atlantic Modified Tour**. A driver who fails to start an **Atlantic Modified Tour** main feature will not be charged with a race against his rookie status provided he did not qualify a car and step aside.
- 1.12.3 Drivers seeking rookie status must make application to **Atlantic Modified Tour**. Acceptance or rejection can be made at any time at the discretion of the race director. The driver must disclose all previous racing experience. If officials request proof of rookie status, the onus will be on the driver to provide it.
- 1.12.4 Should a registered rookie switch numbers during the season, he will be allowed to maintain his rookie status. Any car switching should be done before registering for an event. Driver changes should be confirmed with the chief scorer or race director at daily registration (sign-in).
- 1.12.5 Rookie drivers will be required to start at the rear of the field in Heat/Semi/Feature races for a minimum of 3 events. It will be at the discretion of the AMT officials when a rookie will be permitted to start in their 'driver average' starting position.

## 1.13 INSPECTION

- 1.13.1 All cars must report to AMT Tech for Safety Inspection before entering the first race event of the season, failure to comply will result in a starting position penalty.
- 1.13.2 All cars must arrive a minimum of 2 hours before posted race time, to allow time for pre-race inspection. Failure to meet this requirement may result in the car/team not participating in the AMT event. The AMT competition director will be the official responsible for making this call.
- 1.13.3 All cars must go to the designated tech area for pre-race inspection. Cars may not be permitted on the racing surface until they have been inspected. If a car is deemed technically illegal during the pre-race inspection or throughout the day, the car owner must make the car legal before starting the race meet.

- 1.13.4 **Atlantic Modified Tour** officials reserve the right to inspect any car at any time. Officials will determine inspection items. Tech inspectors are not empowered to determine penalties but will be empowered to apply predetermined penalties.
- 1.13.5 Any illegal parts may be confiscated by officials. If the illegal parts are found in post-race inspection, the car could be disqualified. Refusal to forfeit illegal parts or refusal to tear down or to be inspected, or weighed, will result in disqualification, and could lead to suspension from further meets. Anyone who refuses to tear down or refuses to allow their car to be checked by the officials will be required to prove their legality before they can participate in any future **Atlantic Modified Tour** meets.
- 1.13.6 Once a car has failed an inspection, it could be required to prove that corrections have been made before the car is allowed to compete in future **Atlantic Modified Tour** meets.
- 1.13.7 Only the driver and one crew member are permitted in the tech area with their car for post-race tech inspection unless specifically asked by the technical inspector. Anyone other than the driver and authorized crew member for the car being inspected could be asked to leave the inspection area immediately.
- 1.13.8 If a car is deemed technically illegal, it will be disqualified for the current event. AMT Officials will review the infraction, which will likely be a minimum loss of total points and purse for the meet.
- 1.13.9 In the event of a held over feature, any car found illegal at the completion of the entire meet could lose their highest finish of the meet.

## 1.14POINTS

- 1.14.1 All cars that attempt to compete on race day will receive a minimum of last position points per event.
- To ensure all events have the same points available:
    - If an event includes both Heats and Semis, they each will be worth 10 points
    - If an event will only include Heat races, it is worth 20 points
- 1.14.2 Driver points are awarded as follows:
- **HEAT(S)** Begin at either 20 or 10 points and drop by increments of 2 or 1 point(s), depending on if a semi race is scheduled.
  - **SEMI(S)** When run, will begin at 10 points and drop in increments of 1 point. Scheduling of Semi races will be a race day decision based upon the number of cars participating in the day's event.
  - **FEATURE** Begin at 80 and drop-increments of 5 for Top 3 positions (80/75/70), then followed by drop-increments of 2 from 4<sup>th</sup> position to last finisher
- 1.14.3 Points are awarded to the car #

1.14.4 If a car/driver is disqualified in any event they will at most receive last place point divided by 2 and will also start the next event at the back of all cars at the racing event.

1.14.5 For the 2023 season drivers will be given 2 drop races. If any driver/car misses 2 races then they can drop those races, if a car is at every race during the season, they will drop their 2 worst points races of the season. Reminder that you CANNOT drop a race where you were disqualified from.

## 1.15 LINEUPS & ATTENDANCE

1.15.1 Pit Stewart will call drivers for all lineups in the pits prior to all AMT races at all AMT Events.

1.15.2 The Drivers Average will determine lineup for all Heat and Feature races

1.15.3 The Drivers average is established prior to the event and does not change for heats or semis run on the current race day event.

1.15.3 Starting field lineup will be set based on handicaps (lowest to the highest). Cars missing an event will start at the rear of the field on the next event they participate in.

1.15.4 For race events that warrant 2 Heat races, lineups will be set using alternating averages. So, the lowest average will start in Heat #1, the next best in Heat #2 and so on.

1.15.5 For race events that warrant 2 Semi races, lineups will be set using the heat race results in an alternating fashion. The winners of each heat race are in Semi #1, second place finishers in Semi #2, third place finishers in Semi #1, etc.

1.15.6 All Heat, Semi & Feature Lineups will be POSTED on the “White Board” next to the AMT Tech prior to all races. It is highly recommended that all Race teams have one Pit crew member responsible to check these lineups prior to the upcoming race.

1.15.7 Drivers who are LATE for Pit Lineup will start at the back of the field in order to avoid delays. Any exception to this procedure is to the discretion of the Pit Stewart.

1.15.8 All Drivers (new drivers & former drivers) that do not yet have an average in the current race season; must start at the back of the field for all races (Heat, Semi, and Feature) for their 1st AMT event; it will be at the discretion of AMT Officials to determine starting position for any driver.

1.15.9 Driver that miss the previous race meet will start behind those drivers that attended it and will be lined up based on their handicap.

1.15.10 Sit-In-Driver will start at the back of the field for all races of the AMT Event. AMT must be advised of sit-in drivers before the start of an event (i.e. during arrival or practice).

## 1.16 PRACTICE

- 1.16.1 Only one division will practice at one time unless otherwise indicated by the official in charge.
- 1.16.2 Cars waiting to go on the track will line up on the pit line-up road.

## 1.17 RACE PROCEDURES

- 1.17.1 The race director and/or flagman shall enforce flagging and track procedures. Anyone disobeying or ignoring outlined procedures or a flag could be subject to disciplinary action.
- 1.17.2 Green Flag - When the green flag is displayed by the starter, cars must maintain position until they have crossed the starting line or a designated position on the race track, to be made known to the competitors in the pre-race drivers meeting. The first place car should determine the start or restart if he maintains reasonable speed and holds the field. Minimum and maximum speeds could be used for lead cars on starts and restarts. False starts will be yellowed and all cars will be expected to return to their start/restart lineup immediately. Those deemed to be responsible for the false start might be penalized at the discretion of the officials. Cars that do not maintain speed through the field could be warned, penalized over the radio, or at the next restart, or at the end of the race, or could be singled out by the race director as passable before the start line.
- 1.17.3 Yellow Flag - Will be displayed when, in the opinion of officials, there is no immediate danger to anyone in competition and the field must be slowed to enable removal of debris or to facilitate cleanup. Once the yellow flag is displayed all cars will slow immediately, hold their position, and move into single file before they cross the start/finish line. Cars that do not slow down and get into line once the yellow is displayed, or cars that continue to race back to the start/finish line could be penalized at the discretion of officials. The only exception to racing back to the yellow flag (*qualifying races only*) would be if the leader has already taken the white flag. Only then, would it be permitted to race back to the yellow and checkered flags. Should the last lap yellow/checkered situation occur, drivers are expected to exercise caution. The Main Feature should not end under caution. There will be a minimum of two laps (green, white, checkered) to end a Main Feature. There could be instances where officials decide the next green will be the final attempt.
- 1.17.4 Red Flag - Is displayed when officials want the race to stop immediately. Should a red flag be displayed after the leader has taken the white flag the race could be restarted or if the red and checkered flags are displayed the cars will be scored as they took the white flag. Cars involved in bringing out the red flag will be placed on the rear.
- 1.17.5 White Flag - Indicates the leader has started his final lap of competition. All other cars will be shown the white flag to indicate their final lap regardless of how many laps they have completed. No car may receive assistance on the white flag lap to gain or maintain a finishing position. (i.e. getting pushed across the start/finish line).
- 1.17.6 Checkered Flag - Indicates the completion of the race.
- 1.17.7 Black and Orange Flag - Is shown to a competitor who is having apparent mechanical difficulties (e.g. gas leak, body parts, hood up, oil leaking, wheel pointing in the wrong direction, etc.). The competitor must go to the pits. Should he be able to make repairs, he can rejoin the field at any time during the race. Ignoring the Black and Orange flag could result in a Black flag.

- 1.17.8 Blue with Orange/Yellow stripe - Indicates the leaders are approaching. Drivers are expected to be courteous and observe this move-over flag and not run interference to the leaders.
- 1.17.9 Black Flag - Indicates a driver is under penalty. If, in the opinion of officials, the black flag was thrown because of over-aggressiveness or impatience on the part of the driver, the car may be allowed to continue once it has worked its way toward the rear of the field. A driver should immediately pull to the inside or outside of the track. Should the crew be able to communicate positively to the driver, often he simply has to find the rear of the field, or fall in behind a particular car and then proceed. This use of the black flag could be given for such things as not holding your position on a start or restart, racing through the infield, entering or re-entering the track with little or no concern for competitors who remained on the racing surface, spinning someone out and he gets going without bringing out a yellow. If, in the opinion of officials, the black flag was thrown for a deliberate unsportsmanlike maneuver the offending car and driver could be disqualified for that race, that meet, or additional meets and be subject to further action by **Atlantic Modified Tour**. Should a driver ignore a black flag, further disciplinary action could result.
- 1.17.10 Should a car and/or driver receive several black flags for rough driving throughout the season, the car and/or driver could be penalized or suspended for an entire meet or longer.
- 1.17.11 Black flag penalties could result in a loss of positions, awarding of last place points for the effected race or meet, no points for the effected race or meet, and/or further action by officials.
- 1.17.12 A part-time car in the pits and down several laps may not be allowed to rejoin the field without consultation with officials and an understanding between the two parties that the car cannot significantly improve its position, is not running for points, and will not interfere in any way with competitive cars. Competition tires, ignition box and transponder must remain on car.
- 1.17.13 **THREE CAUTIONS YOU'RE OUT** – if a driver is the cause of 3 cautions during a race, the driver will be disqualified from the heat or feature in question
- 1.17.14 As of 2022 race season we will be racing under FAULT racing. Meaning if the flagman and/or race director can place blame on one car that causes the caution then only that car will be put to the back. Also new in 2022 there will be the TAP Rule. Meaning if you cause a caution, you can take blame by Tapping your roof for the flagman to see and only you will be sent to the rear of the field. If the Tap rule is not used and the Flagman/Race director cannot make a call on what car caused the caution, then NO Fault rule will be used, and everyone involved in the caution will go to the rear of the lead lap cars.

## 1.18 RESTARTS & RESTART LINEUPS

- 1.18.1 Whenever the yellow flag is thrown, cars are expected to stop racing and slow down immediately, hold their positions, get into single file as soon as possible, and continue back to the start/finish line. Cars, which make it back to the start/finish line without incident, will be lined up according to their last completed lap. Cars, which brought out the caution, were part of the incident, or did not get back to the start/finish line with the field to take the yellow, will be added to the scoring lineup and placed at the rear of the field (not the rear of the lead lap cars). Once the yellow flag is thrown there will be NO passing coming back to the start/finish line unless it is the final lap of a qualifying race. A car, which may have contributed to the situation and not lost positions, could be subject to disciplinary action. *On both red flag and yellow flag situations, lineups will be determined from the last completed lap.*

- 1.18.2 There could be times where cars are lined up using the restart lineup.
- 1.18.3 Cars which cause two or more yellow flags in any race may be parked. Any competitor who intentionally causes or attempts to cause a yellow flag by stopping, spinning out or other action could be subject to disciplinary action. Such action could include loss of laps or positions.
- 1.18.4 On restarts cars will be lined up in the order they crossed the start/finish line on the last scored lap.
- 1.18.5 Restarts will see the cars (lead lap or lapped) be double file. In the Main Feature lapped cars, which were not involved in the caution or did not pit, must start behind the lead lap cars, in their current scored position (1 lap down ahead of 2 laps down ahead of 3 etc.). Lapped cars are expected to drop to the rear of the lead lap cars and be prepared to line up as instructed and in a timely manner. Failure on their part to do so could result in a start at the rear of the field. Cars involved in the caution or cars returning from the pits will start at the rear of the field regardless if they are laps down or on the lead lap. Lapped cars could be required to have maintained a minimum speed for several laps prior to a caution in order to stay in line and not be placed to the rear on restarts.
- 1.18.6 Once the field has been lined up, should someone pull out of the lineup, the remainder of the field simply moves ahead. If the field is doubled up, the row that the car dropped out of moves up. No criss-crossing is to take place on the track. Should a lapped car pull out of line and choose the rear following the doubling-up, it could be placed at the rear for each subsequent restart that day.
- 1.18.7 Any car coming out of the pit area and joining the field prior to the restart lineup being completed must wait at the track entrance until the field is completely lined up and/or he is invited to join the field by the officials. Ignoring the officials' signal could result in a "stop and go" penalty or see the car sent to the rear of the field. A lead lap car coming out of the pits would join the rear of the lead lap cars provided the field has not been *doubled up*. Should a lead lap car draw an intentional yellow (in the opinion of officials) it will start at the rear of the field, not at the rear of the lead lap cars.
- 1.18.8 The yellow flag will remain out for a minimum of 3 laps, unless the competition director calls it a "quick yellow". In that case, the race would resume as soon as possible. Once the starter has given the "one to go" signal to the field, the yellow flag will not come back out simply because a car went to the pits late.
- 1.18.9 Cars must hold their restart position and formation until they have passed the starting point.
- 1.18.10 The leader must maintain a constant speed until he gets to the starting point or line (to be discussed in each driver's meeting). The outside car shouldn't go before the leader of the race. In the event of a false start the car or cars involved could be sent to the rear of the field or the back of the lead lap.

## 1.19 COMMUNICATIONS

- 1.19.1 Use of 2-way radios will be permitted.
- 1.19.2 Teams (driver or spotter) must be equipped with a scanner. Drivers are expected to follow instruction from the tower regardless of communication method. Failure to follow broadcasted instructions could result in penalties at that point or later.

## 1.20 OTHER SITUATIONS ON TRACK

- 1.20.1 Cars may pit at any time and must maintain a pit speed that is acceptable to officials.
- 1.20.2 Cars re-entering the track from the pit area, under green-flag conditions, must do so in a safe manner. They must allow the field to pass safely and remain on the high (or low) side of the track until they are up to speed and can blend in with the remainder of the field. Failure to maintain a safe speed in the pit area could result in parking of your race car for the remainder of the event.
- 1.20.3 Any driver, who in the opinion of officials, intentionally hits another car after the race is over or in a yellow or red flag situation, could be temporarily held in the tech area, and/or disqualified from the race in question or the entire meet, and could be subject to further action at the discretion of **Atlantic Modified Tour** officials.
- 1.20.4 Poor handling cars or any car that is deemed to be causing unnecessary interference to the rest of the field could be asked to park for the rest of the race meet this will be at the discretion of the officials.
- 1.20.5 Crew members should always remain in the pits unless otherwise directed by officials. Cars on the track under yellow flag conditions that receive assistance (push truck, tow truck, official, crewmember, driver, etc.) will be treated as if they made a pit stop and placed at the rear of the field. Cars on the track under a red flag situation that simply require a push (human or vehicle) to get them restarted once the red flag situation ends will resume their place in the field.
- 1.20.6 If a car catches fire, usually, the safest course is to drive into the infield to allow safety crews access and increase driver safety as he exit's the car.
- 1.20.7 Following the completion of each race, all drivers, except the winner and any others directed by officials, shall proceed around the track and enter the pit area slowly. Speeding or imprudent driving in the pit area at any time will not be tolerated.
- 1.20.8 Any driver who gets out of the car while on track during a race or race caution period must report to the pits before re-entry into competition.



## 1.21 DRIVER INTRODUCTIONS

- 1.21.1 Race cars and drivers will proceed to the front stretch and park, as directed by officials, in an orderly fashion. Driver should keep fire suit fully fastened, place helmet on the roof of the car, and stay by the driver's door of their car. When their name is called, they should wave to the crowd and shake the hands of the people in the reception line.
- 1.21.2 Only one crewmember per car will be allowed on the track with the car during the entire Driver Introduction Ceremony.
- 1.21.2 Where pits are in the infield, pit crewmembers should stand side-by-side facing the flag while the national anthem is being played.
- 1.21.3 Following the national anthem, the driver will belt into his car and wait for the command to start engines. Once the driver is ready, the crewmember on the track with the car will raise one hand in the air.

## 1.22 VICTORY LANE

- 1.22.1 The top three finishers will stop on the front stretch in the designated Victory Lane area. The drivers will be available for interviews over the PA system, and with the media, as directed by officials. The top three drivers will be available for photos wearing hats as supplied by sponsors.
- 1.22.2 The top four finishers in the feature, in addition to any random car(s) selected by AMT officials must report to the Tech area immediately from the track with the car. These cars are not permitted to stop in their pit area prior to reporting to tech. Doing so, may result in a disqualification or other penalties.
- 1.22.3 There may/will be technical staff independent of the AMT organization designated for post race technical inspection. The head technical staff member has the final call on any infraction and will not be overturned by the AMT organization without appealing through the driver's representative.

## 2 TECHNICAL RULES

### 2.1 STOCK CHASSIS

- 2.1.1 CHASSIS 1980 TO 1987 FULL SIZE Chevy, Pontiac, Olds. No station wagon frames allowed.
- 2.1.2 WHEELBASE Min 108" (Full size frame 116" with 8" cut out of middle)
- 2.1.3 **RIDE HEIGHT** Min 6 3/4" for both the front & rear with a minimum of 6psi in the left side tires and 12 psi in the right-side tires. Ride height will be measured with a go no go gauge measured at the lowest point of the front frame and the rear frame at the lower trailing arm bolt hole. Minimum height will be 4 inches.
- 2.1.4 Ride Height to be measured from ground surface to mid-point of the rear bolt of the lower control arms (front) and forward bolt of the trailing arms (rear).
- 2.1.5 REAR FRAME EXTENSION Top of rear frame extension must be ¼ to ½ below top of stock frame rail over rear housing.
- 2.1.6 **WEIGHT** All weights are with driver in car.  
All Cars must maintain a minimum weight of 2700 lbs at all times based on a 35-lap race in the event of an extended race the Tech Official will determine the minimum weight requirement at post-race inspection to a maximum of 15 lbs.  
57 % max left percentage  
52 % max rear percentage
- 2.1.7 **ENGINE LOCATION** A line between the holes (or bolts) found behind the rear lower control arm mounting points must be even with front of the timing cover (+/- ½"). Engine must be centered in frame rails. Height of engine at front is set by the headers, unmodified header must fit.



NOTE: This new measurement does not represent a rule change, but is due to the removal of the rear cross member in some cars (old measurement point).

## 2.2 Tubular Chassis

The use of a Howe front fabricated frame or equivalent (approved by the AMT Officials) will be permitted. Any car utilizing this tubular front clip must add 25lbs of lead to each frame rail at the location designated by Howe. An adjustment to this weight may be subject to change if deemed necessary. This 25lbs is included in the minimum 2700 lb over all car weight.

For upcoming season the cars which previously participated in events with an under slung rear clip have been grandfathered (approved by the AMT Officials) to participate in future events. Cars utilizing this rear clip configuration must add 25lbs (12.5lbs of lead is to be placed on each side of the chassis) at same location as the top of the rear dog leg on a stock chassis. This 25lbs is included in the minimum 2700 lb over all car weight.

For trial basis in 2022 the use of a modified tubular chassis produced by Howe, Lefthander or Port City or equivalent (approved by the AMT Officials) will be permitted. This chassis must be based on the metric Impala stock pick up points and fit the AMT Chassis jig. These chassis will be required to add weight to the same locations as discussed above (front clip and under slung rear clip). Minimum weight for this chassis will be 2750 lbs. An adjustment to this weight may be subject to change on July 31, 2023 and/or at the conclusion of the 2023 season.

## 2.3 BODY

- 2.3.1 **Exterior PANELS** Must be made of 22" gauge steel or an equivalent gauge aluminum (0.040" or thicker).

Fiberglass roofs, front & rear window posts are permitted  
Approved aftermarket bodies are permitted  
Regardless of body style the right-side door is to extend down over the outside of the frame rail  
Access hole for fueling must have cover or door with positive latching method

Rear spoiler will be a MAX of 6 inch (vertically measured).

**NOTE:** With the variety of older & newer bodies being used today, the AMT does not wish to impose strict body rules. The use of any body style which is within the "Spirit of the rules" will be allowed. If you are building or purchasing a new body, it must be approved by AMT Officials.

- 2.3.2 **INTERIOR** Full steel Min 22" gauge.  
Driver must have a completely sealed compartment between engine compartment & fuel cell  
No open holes permitted in foot box, floor or interior sheet metal  
Front wall of foot box min 1/16"  
Front limit of foot box to be rear edge of stock transmission cross member mount on front clip
- 2.3.3 **CAR NUMBERS** Min 18" door panels and roof. Min 5" on front & rear. All numbers must be contrast of base color & must be registered. Roof Number must face the tower and be clearly visible for Announcer & Scorer.
- 2.3.4 **CONTINGENCY SPONSORS** The top of the window is to be reserved for the AMT Modified Tour logo. The rear panel (under spoiler) is to be reserved for AMT Tour sponsor advertising (promotional partnership) as well as the front nose panel.

## 2.4 DRIVE TRAIN

- 2.4.1 **MOTOR** 305 cu in small block Chevrolet.
- Max .060 over size bore  
Dish pistons.  
Stock OEM Crank shaft  
Stock OEM Connecting Rods  
Rocker Arms Stamped Steel OEM style rockers or non-shaft mounted roller rocker arms will be permitted with a max 1.6 ratio  
Comp Camshaft 12-238-2 SBC Extreme Energy XE262H-10 will be the only cam permitted for the upcoming season. Cam serial number stamp must still be visible for inspection  
Min block deck clearance 0.020"  
Compression ratio not to exceed 9.0 to 1  
Stock oil pan may be modified for oil management 1" oil deflector on right and/or left side. Pick up may be relocated to right side of pan. Or a circle track oil pan will be permitted (ie no notch scrappers, or wipers permitted).  
Cam, intake manifold and heads are to be inspected by tech officials prior to assembly. The engine will then be sealed on the same day by tech officials as the inspection as been completed. Cost associated with inspection and sealing of engine(s) are covered by car

owner and payable to the Tour. Car owners are responsible to schedule a time with tech officials to complete inspection and sealing of engines. Engines must be sealed prior to partitioning in race meets.

**2.4.2 305 CYLINDER HEADS** Must be one of the GM castings listed and meet the following specs:

58 cc chamber type  
1.50" exhaust  
1.90" intake  
Screw in studs permitted  
Stud girdles will be permitted

Permitted Casting #s

14014416, 14020555, 14022301, 14022601, 14022801, 14093914, 14101081, 14102187, 354434, 355434, 358741, 376450, 378450, 426424, 462424, 462614

Heads may be ported to match, but not exceed the following flow numbers

| Lift  | CFM |
|-------|-----|
| 0.200 | 132 |
| 0.300 | 182 |
| 0.400 | 216 |
| 0.500 | 224 |
| 0.600 | 225 |
|       |     |

**2.4.3 CARBURETOR** Holley #4412 (500 cfm)

Max combined height of carb adapters and gaskets 1 3/8" to be measures from the bottom of throttle body to top of manifold

No modifications of the carburetor body will be permitted except the removal of choke horn  
Carb hats will be allowed.

Holley #4412-10 or Holly XP Series are not allowed

All carburetors are to have a vacuum port at the base of the rear for vacuum testing purposes. Vacuum rule is to be determined to be 14 inches at 1000 rpm. For consistency of measurements NO Other Inspection point ie intake will be permitted

**2.4.4 INTAKE MANIFOLD** Stock for 305 cu in Chev or dual plane aluminum intake as approved by AMT Tech Officials. Air gap manifolds will not be permitted.

**2.4.5 EXHAUST I.M.C.A.** style headers (Schoenfeld P/T#SCH 161)

1 5/8" Primary tubes  
3" Collector  
No Header Wrap  
**Mandatory** Muffler Part Number 83030  
Turn downs are required following the muffler

**2.4.6 AIR CLEANER** Flat bottom & top solid style

K&N air cleaner elements are permitted (Max filter height 6")  
Front 1/3 of element may be covered to protect filter  
Top & bottom permitted above hood panel

**2.4.7 DISTRIBUTOR** GM HEI only

**2.4.8** Grandfathered Engines with lifter diameters exceeding 0.845 will run a 50 lb penalty. The car must weigh 2750 lbs. All newly built engines are to have conforming lifters installed

**2.4.9 TRANSMISSION**

3 speed auto with stock torque converter for model of transmission  
Turbo 350, 200 r or c  
Powerglide transmissions are permitted  
Must be fitted with a park safety switch on Transmission shifter  
All shifter mechanisms must be below interior sheet metal  
Transmission oil cooler permitted to be installed r/s behind door panel or in front of radiator.  
All transmission lines must be steel or certified hydraulic hose with fluid style couplings  
Transmission cross-member must be 1x1x.100 square tube which sits directly on X-brace.

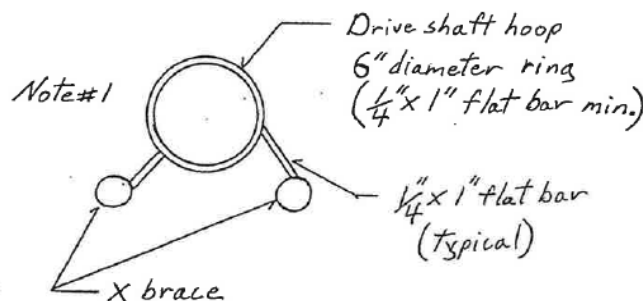
**2.4.10 REAR END** Min 54" measured from backing plate flanges

Only OEM style housings will be permitted  
Final gear ratio not to exceed 4.88  
Spider rears may be welded  
Mini spool permitted  
No modifications to housing (except removal of four-link tabs)

**2.4.11 TRACK WIDTH** Max width is 68" center of tire to center of tire

**2.4.12 DRIVE SHAFT** Steel only

Must be painted white  
One drive shaft loop as illustrated



**NOTE # 1**

Drive shaft hoop 6" from front universal joint.  
Made of 1/4" X 1" flat bar or heavier, mounted to X-brace using the same material.

**2.4.13 RADIATOR** Must fit in specified location see below...

Copper or Aluminum - dimensions 16" x 24" or equivalent  
Rear corners of the OE cross member may be notched for rad. Notch may be 5" deep (vertically) and up to 4" in width (measuring front to rear).



2.4.14 **RADIATOR OVERFLOW** Plastic or metal

2.4.15 **RADIATOR FAN** Rigid steel blade or plastic fans only

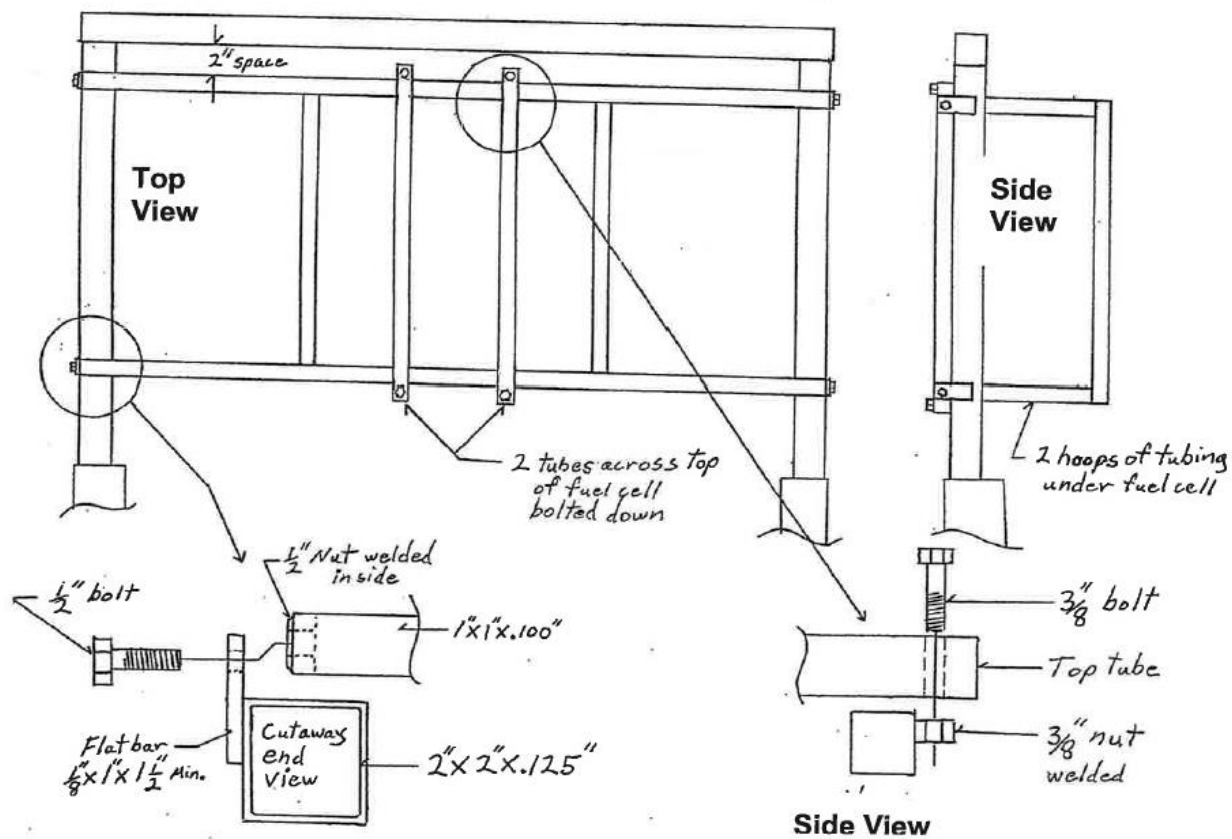
Must have appropriate fan guard to cover top portion of fan  
Electric fans are be permitted

2.4.16 **ENGINE COOLANT** Water only

2.4.17 **FUEL SYSTEM** Max 22-gallon cell to be mounted as illustrated

No electrical components to be incorporated into any components of system  
Top of fuel cell must not be below top of rear frame extension  
The bottom of the fuel cell should be above the midline of the housing tubes of the car  
Lowest point of fuel cell cannot be more than 10 ½ inches below top of rear frame extension. The figure below shows a typical mounting system for the AMT chassis.

# Fuel Cell Mounting





## 2.5 SUSPENSION & BRAKES

- 2.5.1 **FRONT SUSPENSION AND STEERING COMPONENTS** Stock for model of car or tubular upper control. Bump Stops and coil bending springs are not permitted and coil over shocks are not permitted on the front suspension.

Upper control arm mounts may be replaced by sliding blocks as shown



Must have power steering

IMCA approved tie rod Assemblies and Adjustable tie-rod Adapters will be permitted

Adjustable Center links will be permitted

- 2.5.2 **REAR SUSPENSION** Stock for model of car or 3 link suspension will be permitted.

Stock trailing arms 1/8" flat steel permitted to be stitch welded to the bottom of both the upper & lower arms max length 2" in from bolt centres

Mounting holes on frame may be reinforced and a standard bolt is used to replace metric ones

After market racing trailing arms measuring the same as stock will be permitted

Urethane rear trailing arm bushings or Heim joints may be used.

For the 3-link suspension, the lower trailing arms are to be stock length (22 inches +/- 1/2 inch)

J-bars will not be permitted.

- 2.5.3 **SWAY BARS** Stock mounting points on frame fastened to lower A-arms in stock location.

Original Howe design sway bar will be permitted

Schroeder (splined) style sway bars will not be permitted

No rear sway bars.

- 2.5.4 **SPRINGS** Rated coil springs permitted

Weight jack bolts permitted on all springs

Coil-over shocks will be permitted in the rear only

Rear jacking bolt mounts may be reinforced using a 2" square tube from frame rail to frame rail elevated approximately 5". Jacking bolts go through the center of tube.

- 2.4.5 **FRONT SPINDLES** Stock unmodified for make of car  
Reaming for larger ball joints is permitted  
Larger studs permitted 4.75" or 5" bolt pattern permitted

- 2.4.6 **RIMS** Size 15 x 10 only  
Chrome or painted steel

#### 2.4.7 **TIRES**

For 2023 the tires used during all events will be Hoosier 1070. On race day each team will have ready for inspection 8 tires to be teched to a durometer measurement of no less than 54 and a tread depth of a maximum of 5/32<sup>nd</sup>. In the event of a tire not meeting specification the team can immediately present one additional tire per failure to a maximum of 2 tires. Teams are expected to have tires available for inspection in their pit box prior to 1<sup>st</sup> practice. In the event of a team not having tires available for tech prior to 1<sup>st</sup> practice at the discretion of the Tech Inspector may be limited to having 4 tires teched for competition. The Tech inspector can vary the 1<sup>st</sup> practice rule in the event of the facilities schedule for pit entry and first practice time. All tires will be marked for competition being allowed for heats and features. Any tire can be used in practice. Post-race durometer rule will be a total of 216 for 4 tires with a max of only one tire under the 54-durometer rule, also that tire must be a min of 50 on the durometer or it is an automatic disqualification. The top finishing cars are not to leave the racing surface before durometers are taken.

- 2.4.8 **SHOCKS** Any non adjustable, non rebuildable shock with a \$200.00 US list price or under. All shocks will have an identifiable shock number and or the competitor must present a receipt of payment and specification sheet for the shock being used.

- 2.4.9 **BRAKE SYSTEM** Chev ½ ton truck manual brake master cylinder or dual master cylinder aftermarket system will be permitted  
Steel brake lines stock size, distribution block mounted on frame or firewall, clearly visible.  
Steel braided brake hoses permitted max diameter # 3 hose.  
Only cast-iron OEM calipers will be permitted (front & rear)

#### 2.4.10 **REAR BRAKES**

Four-wheel disc brakes are highly recommended (using either the truck master cly or dual pedal assembly)  
4.75" or 5" pattern may be drilled for larger studs  
Bias valve adjusters are permitted

## 2.6 SAFETY

- 2.6.1 **SEAT BELTS** 5- or 6-point harness, minimum 3" belts, minimum SFI 16.1 is mandatory Must have a manufactured date within 5 years, tag must be readable. Mounted properly as per manufacturers recommendations

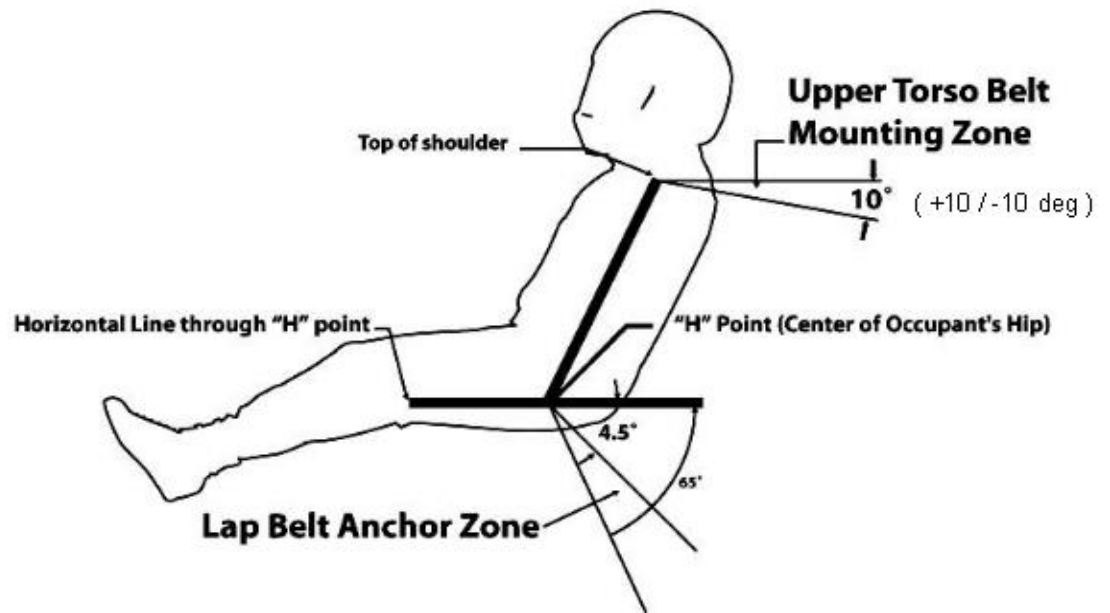
Lap and shoulder belts to be mounted with minimum 7/16 bolts or in case of shoulder belts in approved wrap around fashion

Belts must be protected from chaffing where they pass through tin work

Shoulder belts must pass over cage tube, minimum 1.05x100, not more than 1" above or below height of driver's shoulders. This tube must be in the same plane as main hoop and

may be added in addition to tubes shown in chassis drawings. Rear cage pipe may work for some drivers. See sample diagram:

## Restraint System Mounting Zones (Side View)



For further info, refer to [http://simpsonraceproducts.com/pdf/Seat\\_Belt\\_Mounting.pdf](http://simpsonraceproducts.com/pdf/Seat_Belt_Mounting.pdf)

- 2.6.2 **HEAD/NECK** A SFI 38.1 approved head & neck restraint is mandatory.
- 2.6.3 **DRIVERS SUITS** Fire retardant Minimum SFI 3.2A/1 are mandatory  
Must always wear driving suit on track
- 2.6.4 **GLOVES** Fire retardant Minimum SFI 3.3A/1 are mandatory
- 2.6.5 **SHOES** Fire retardant Minimum SFI 3.3A/5 are mandatory
- 2.6.6 **HELMET SNELL** approved full face helmet are mandatory.
- 2.6.7 **SEAT** Aluminum only oval track racing seat  
Secured as stated in chassis specs 4-3/8 bolts in bottom 1-3/8 in rear center min  
Leg braces recommended  
Full Containment seats are recommended for 2023 season.
- 2.6.8 **WINDOW NET** Web style only. Must be secured with min 1/2" steel rod through top & bottom of net with a secure latching device at top front
- 2.6.9 **ROLL BAR PADDING** Roll bar padding, in good condition, to be used in all areas within 18" of driver's helmet.  
  
No welded helmet or steering wheel hooks inside cockpit area. S-hooks secured with tie wraps recommended for this purpose.  
Welded steel hand-hold permitted on halo or halo diagonal, must be flush with lower side of halo, not to be in the area over the drivers head.
- 2.6.10 **KILL SWITCH OFF / ON**  
  
Must be clearly marked and accessible by safety personnel  
Must kill main power supply from battery and kill the engine  
Kill switch must be mounted in a location where safety personnel can get to it easily in case of emergency. (i.e., Driver side A post or center of drivers compartment accessible from both side of vehicle).
- 2.6.11 **FIRE EXTINGUISHER** Located in driver's compartment Current tag for race season  
Mounted in accessible position for both driver and safety crew
- 2.6.12 **FUEL CELL** Ground Strap must be fitted with anti-static strap from filler neck collar to frame of car
- 2.6.13 **BATTERY** Must be securely fastened with steel strap over the top. No plastic boxes or hold-downs.
- 2.6.14 **THROTTLE LINKAGE** Gas pedal to have solid mechanical linkage (rod) and provisions to lift pedal with foot. The linkage **must** have a minimum of **two** return springs

## 3 BUILDING GUIDELINES

### 3.1 Approved Materials

- 1.66 x .100 or 1.75 x .095 structural tubing, ERW or drawn over mandrel (DOM) welded or non-welded seam, .095 minimum wall thickness for cage structure. For rear bumper .095 wall thickness 1.66 diameter structural tubing is the only acceptable material.
- 1.05 x .100 structural tubing is to be used for the side and rear nerf bars
- 2 x 2 x .125 square tubing only for rear frame extension
- 1.9 x .100 structural tubing for rear bumper slides
- 1.315 x .100 structural tubing, for nerf bar sockets
- 1 x 1 x .100 square tubing
- 1/8 plate approx. 20" x 48" for car floor to be welded to bottom of frame and X-brace
- 16-gauge plate, door bar plate must be single piece over the three door bars
- 22-gauge steel sheet, all interior and body panels
- 18 or 22-gauge steel or Lexan will be permitted for rear spoiler
- Exhaust tubing front bumper or IMCA bumper model # 916-73032 The front bumper is to be mounted so the top of the rear bump contacts the vertical center of the front bump with the car in a stationary position. Front bumpers should be mounted 2" above the front frame rail to make sure that it will make contact with another cars rear bumper.

No stainless steel to be used in the construction of the car. The only exceptions to this are gauge/switch cluster, shifter assembly, gas pedal and overflow can.

### 3.2 To Shorten 116-inch Wheelbase to 108 inch Wheelbase

Level top of frame rails side to side and front to back. Using a straight edge surface, draw a line across the top surface of the frame rails 1 inch back from the rear edge of the center body mount hole. From this line measure forward 8 inches, draw another line across the top surface of the frame rails. Using a level, extend these marks down the side of both frame rails. Transfer these marks also to the bottom of the frame using the straight edge held from side to side of the frame on the bottom surface. Check that the 2 lines measure 8 inches apart on all surfaces.

Outside of the two lines, center punch two reference marks 18 inches apart.

These will be used to check the length after shortening the frame. Punch these close to the bottom on the sides.

Using a sawzall, or grinder, cut out the 8 inch section from each side of the frame.

Slide the frame rails together, use 2 inch square tubing clamped to the top and outside of the frame rails to hold then straight and aligned. Check the reference punch marks. They should now be 10 inches apart.

Recheck that the top and sides are straight, then tack weld the rails on the top, sides, and bottom. Due to the change in the shape along the bottom surface of the frame, it will not align exactly.

If top and outside surface of the frame rails are straight and flat, finish welding.

### 3.3 Cutting Ends of Frame

With the car level, remove entire rear spring pocket from both sides. Grind welds on frame rails and at rear cross member, cut off and punch out rivets in cross-member. Spring pocket will come off in one piece.

Using a straight edge, mark a line across the two rear frame rails, 6 1/8" inches measured back from the front side of the upright lip at the top rear of the rear cross member. Using a level, extend this mark down the sides of the frame rails, both inside and outside the frame.

From the backside of the upright lip at the top of the rear cross member measure 118 1/2 inches straight forward to a straight edge across the front frame horns. Measure on both sides and draw a line across the top of both frame rails. Using a level, extend this mark down the inside and outside of both frame horns.

NOTE: this line must be forward of sway bar bolts and steering box bolts, section to be cut should be 11 1/4 to 11 3/4 inches. Cut off frame horns, frame should now be 124 1/2 inches long.

Cap front and rear of frame rails with 1/8 inch plate.

### 3.4 Frame Rails

Left frame rail may be notch at rear for more clearance for driver's seat.

Notch not to be left more than the inside edge of the top surface of side rail. Notch not to extend rearward beyond gusset built into rear trailing arm mount. Notch must not make frame rail narrower than 2 inches.

Box in left frame rail from stock transmission cross member mount to rear of side frame rail using 1/8 inch by 4-inch flat bar. Box in right frame rail at spliced joint using a piece of 1/8 inch by 4-inch flat bar 6 inches long centered on welded joint where frame was shortened.

The center section of the right-side frame rail may be replaced with 2"x4" (0.100 wall) square tubing. OE rear trailing arm mount must remain in the stock location. Replaced section may not be offset to the left beyond the outer edges of the rear frame rail (i.e., forming a straight rail from the rear section).

Outside of both frame rails to have 2 inch by 2 inch 1/8 inch plate welded in a diamond fashion over welded joint where frame was shortened.

### 3.5 Centerline

At kick up of rear frame, measure and mark centerline on rear cross member. Drill 1/8 inch or smaller hole, thread string or small wire (Mig wire) through this hole and fasten in rear. Pull wire down through center hole in front cross member. Measure at front of side frame rail to center line wire in hole to locate exact center. Once proper position is found, make a notch in the side of hole using a cold chisel to locate wire securely.