



2016 OFFICIAL RULE BOOK

**Automobile Racing Club of America
ARCA Racing Series presented by Menards**

arcaracing.com

\$5.00

INDEX

Item	Page
Officers	1
General Regulations.....	3
ARCA Racing Series Specifications	27
ARCA Racing Series Diagrams	87

ARCA

(734) 847-6726 • (734) 847-3137 Fax

Mailing

P.O. Box 380 • Temperance, MI 48182

Shipping

8117 Lewis Ave. • Temperance, MI
48182

Website

arcaracing.com

Member Services Site

arcaracing.com/competitors

For

ARCA Official Souvenir Merchandise
log onto arcaracing.com

OFFICE STAFF & ADMINISTRATION

JOHN & MILDRED MARCUM.....	Founders
RON DRAGER.....	President
SUZIE DRAGER	Board of Directors
CORA LOGA.....	Board of Directors
PHIL HAVENS.....	Board of Directors
ROLLO JUCKETTE	Board of Directors
JEFF BREHMER.....	Executive Vice President & CFO
MARK GUNDRUM.....	VP - Business Development & Corporate Partnerships
JOE WELLS	Director of Race Operations & Administration
GRAYLING CALL.....	Director of Competition & Racing Technology
TOM LEGEMAN.....	Director of Marketing & Public Relations
SCOTT SCHULTZ	GM - Flat Rock & Toledo Speedway
CASEY WAGNER.....	Asst. GM- Flat Rock & Toledo Speedway
BOBBY THOMSEN.....	Technical Services Director
SHALENE WILLIAMS	Accounting & Billing
SHERRY MILLER	Member Services
DON RADEBAUGH	Communications Manager
DOUG DONNELLY	Director of Communications
JIM DAKE.....	Operations Manager
BEVERLY PODBIELNIAK.....	Image & Video Services
JAYMEE BEARD.....	Safety Initiative
MIKE HEWER.....	Race Director
KEITH McCALL.....	Commissioner
DENNY McNUTT	Commissioner
JERRY NEMIRE	Commissioner
TERRY OLIGER	Commissioner
JOHN MORTON	Commissioner
JOHN NAIDA.....	Commissioner

OFFICIALS

STEVE ALDRIDGE	DEBBIE MEIER
ROCKY ANDERSON	CHARLES MERKER
DENIS BAGSBY	HARVEY MORRIS
EARL BONNER	BRIAN MUNDIE
JERRY BROWN	MARK NELSON
STEVE BUNGE	TONYA NEVIL
SCOTT CAMERON	GARRY NEWBURY
CHRIS CAMILLERI	SCOTT NULL
CHANCE CARROLL	TONY ORTEGA
DUANE COPELAND	JIM PHILLIPS
JULIE DAKE	HARRY RICE
PAUL DARBY	JOHN RIDDLE
TONY DEWALT	TOM ROGERS
BOB DELORENZO	KEN RUSS
NEAL EFIRD	DENNIS SAKOWSKI
DENISE ENGLE	CHIP SCHLEMMER
ROBBIE FALLIN	LISA SCHLEMMER
TERRY FRANCIS	ELLIS SHAW
JACK FRANZIL	ALAN SHEPPARD
GARY GATTER	TERRY SMITH
DOUG GONDER	STU SOLOMON
DON GRAMLICK	KEVIN STEPINSKI
JACK GRITTER	WILLIE STILWELL
KAY GUNDRUM	KEITH STRICKLAND
BRAD HOCKADAY	BURT THOMAS
DALE INGLE	BRICE THOMSEN
THERESA INGLE	STEVE UHL
STUART KOESTERER	MIKE VENTRESCA
JAY KRIEG	MARK WEST
JOHN KRIEG	ROBERT WILLS
PETE LEONARD	BOB WISE
ED MACK	
BOB MARTIN	

SECTION 1

THE ARCA RULES

1. Auto racing is, by its very nature, dangerous. ARCA members assume the risk of serious injury or death by their participation, and must accept responsibility for advising spouse and/or next of kin of this fact. The rules and/or regulations set forth herein are designed to provide for the orderly and timely conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern all events, and, by accepting membership and participating in these events, all participants are agreeing to have accepted compliance with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the orderly conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The ARCA official in charge shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. ARCA members accept responsibility for the continuing and ongoing inspection of race facilities, race vehicle and related equipment, track conditions, safety equipment and personnel, and to report to ARCA officials promptly any inadequacy or unsafe condition.
2. ARCA rules are intended to provide for the competitive, orderly and timely conduct of ARCA sanctioned events, and to allow competitors to participate as fairly and equally as possible. From time to time, unforeseen circumstances may dictate the need for race events to occur under extraordinary conditions, subject to special rulings by

ARCA officials. ARCA officials may make determinations regarding race procedure, competitor eligibility, or other matters which may deviate from established rule/procedure, in the interest of the sport as stated above.

3. ARCA rules may be amended from time to time by distribution of bulletins to all registered drivers, owners and crew chiefs or as otherwise determined by ARCA as applicable.
4. ARCA officials' interpretation of the meaning/application of rules shall prevail at race events and be final. By accepting membership in ARCA, ARCA members agree that interpretation of rules by ARCA officials are non-appealable, except as provided in the ARCA Rule Book. All ARCA members agree that interpretation of rules by ARCA officials are non-litigable.
5. ARCA Racing Series presented by Menards hereinafter referred to as ARCA Racing Series.

SECTION 2

MEMBERSHIP/COMPETITOR LICENSES

General

1. Eligibility - ARCA may accept or reject a license application at its sole discretion, in the interest of the sport of stock car racing and/or ARCA. Conduct detrimental to the sport of stock car racing and/or ARCA, whether in the course of competition or not and/or whether the person was a member of ARCA or not, may result in rejection of a membership application by ARCA.
2. Licenses must be secured from ARCA by all Drivers, Owners, and Mechanics before taking part in any sanctioned events. Single Event license may be secured for entry to pit area at designated events only.
3. Any team member going over the wall (servicing a race car on pit road during a race) must be fully licensed by ARCA.
4. Fees for licenses listed on membership application must be paid before entering.
5. ARCA will issue all licenses from its headquarters.
6. All license applications are subject to the approval or rejection by ARCA. A license shall

be used only by the member to whom it is issued. Any member who allows any person to use, or attempt to use, member license in any manner and/or creates, uses or attempts to use an unauthorized license shall be subject to disciplinary action and/or suspension.

7. All licenses must be displayed to ARCA official in charge as directed when registering at a race meet or other event.
8. Before entering the restricted area, a Release and Waiver, and registration forms must be signed by all members not holding a valid annual ARCA ID. Entering restricted area without approval of ARCA officials is prohibited.
9. Upon entering the pit area, any ARCA member holding an annual credential photo ID shall sign the Release and Waiver form at the ARCA Racing Series transporter. Failure to sign in may result in disciplinary action.
10. Any injured or suspended member shall not participate in any event without approval of ARCA officials. ARCA reserves the right to request a doctor's release at any time.
11. Broadcast and Other Rights—ARCA exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by ARCA, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds, and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any ARCA event and that ARCA is and shall be the sole owner of any and all intellectual property rights (including but not limited to patents, copyrights, trademarks, design rights and other proprietary rights) worldwide in and to these works, and in and to any other works, copyrightable or otherwise created

from the images, sounds and data arising from, during or in connection with any ARCA event. In addition, each member, to the extent not already owned by ARCA, assigns to ARCA exclusively and in perpetuity any and all rights set forth above. ARCA members represent and warrant to not grant to any third party the rights described herein and agree to take all steps reasonably necessary, and all steps requested by ARCA to protect, perfect or effectuate ARCA's ownership or other interest in these rights. ARCA members may not take any action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these ARCA rights. ARCA members agree to allow any and all equipment relating to such audio, video, radio, electronic transmissions and timing and scoring information and use thereof as determined by ARCA in the racing vehicle for each event.

12. Advertising Promotion and Other Projects— Each ARCA Member grants to ARCA, by virtue of participation in ARCA sanctioned racing events, rights to use Member's name, likeness, image and photographs of vehicles taken during events, in any way, medium or material (including without limitation by and through television, radio, air wave, cable and satellite reproductions, transmissions over the Internet and public and private online services authorized by ARCA and the like) before, during and after the events, for promoting, advertising, reporting or recording the event or any other ARCA sanctioned event, and for sales and other purposes of commerce, and relinquishes in perpetuity, all rights thereto for such purposes.
13. ARCA Substance Abuse Policy is available to all members and shall establish guidelines for the use of substances referenced therein for all participants in all ARCA sanctioned events.

Driver License

1. All ARCA Driver license applicants are subject to review prior to approval for competition on a case by case basis. Minimum age eligibility requirements for ARCA Driver's License is

18 except as provided in section 5 below. All drivers with no previous ARCA Racing Series experience must submit a completed Driver Background Profile/Resume including references to be considered for approval to compete. This review may result in additional eligibility requirements.

2. All rookies may be required to attend rookie meetings and/or pass rookie test before practice and/or qualifying.
3. Any driver participating in any ARCA sanctioned on-track activity must have a current valid ARCA Driver License for the respective division/activity.
4. All Drivers must have a completed, current and approved physical on file with ARCA and provide test results of a nine panel drug screen at an ARCA approved site prior to driving at any event. A list of approved sites and forms are available from the ARCA office.
5. **MINIMUM AGE ELIGIBILITY REQUIREMENTS FOR DRIVER LICENSE:**
 - a. Minimum of 15 years of age considered for eligibility to drive in competition on tracks one mile and under, designated road courses and in designated ARCA sanctioned open test sessions at all tracks based on:
 - i. In-person meeting with ARCA Officials.
 - ii. Completed Driver Background Profile/Resume including references.
 - iii. Private on-track test session with ARCA designated observer.
 - iv. Successful participation as an ARCA-licensed driver in an ARCA divisional or tour racing activity or recognized sanctioning body national tour events as designated and evaluated in ARCA's sole discretion.
 - v. Initial approval subject to restrictive/probationary status for designated period.
 - vi. Minor Release and Waiver document with signatures of each and every parent/guardian.
 - vii. Any and all requirements to be completed to ARCA discretion at Applicant's expense.
 - b. Minimum of 16 years of age considered for eligibility to drive in competition on tracks one mile and under, designated road courses and in designated ARCA sanctioned open test sessions at all tracks based on:

- i. Completed Driver Background Profile/ Resume including references.
- ii. Minor Release and Waiver document with signatures of each and every parent/ guardian.
- c. Drivers minimum of 17 years of age may be considered for eligibility to drive in race events at Pocono Raceway and Kentucky Speedway based on:
 - i. Completed Driver Background Profile/ Resume including references.
 - ii. Minor Release and Waiver document with signatures of each and every parent/ guardian.
 - iii. Successfully participate in a minimum of five approved ARCA Racing Series sanctioned events or recognized sanctioning body national tour events, as defined at ARCA's sole discretion.
 - iv. Successfully participate in ARCA sanctioned open test at track attempting to gain approval to participate.
 - v. Initial approval subject to restrictive/ probationary status for designated period.
- d. Other than the venues detailed in 5c, all drivers must be a minimum of 18 years of age to be eligible to drive in race events at oval tracks over one mile in length.

Owner License

- 1. ARCA will issue car numbers and/or car owner licenses for the purpose of car number assignment, accumulation of associated benefits, and awarding of car owner championship points.
- 2. ARCA owns and will assign numbers by established system. Owners will be identified by their assigned number and other criteria established by ARCA. ARCA will assign a requested number when possible. ARCA reserves the right to change numbers at any time to avoid duplication.

SECTION 3

RACE TEAM PARTICIPANT MEMBERS INSURANCE PLAN

- 1. The ARCA Participant Accident insurance program is provided to ARCA racing team participant members only, and excludes all

individuals who are participating in the race event as non-racing team participants. All references to ARCA Members as provisions of Section 3 shall be defined as such.

2. Each ARCA member with a competitor or pit permit, and who has signed the Release and Waiver sheet for the event for which the competitor or pit permit is issued, is entitled to insurance as arranged by ARCA if accidentally injured as the result of external violent and visible means while participating in said event. All competitors in ARCA sanctioned events agree to abide by the insurance plan. The insurance plan applies only at ARCA sanctioned events.
3. Fully licensed ARCA members are entitled to excess insurance which will pay medical expenses, up to the stated limit of coverage and per the terms and conditions of the policies issued by any track or policies issued for the ARCA sanctioned event. Any medical expenses the ARCA member incurs while participating in the ARCA sanctioned event, and who have followed proper registration procedures, will be paid on an excess basis once all other valid and collectible insurance the ARCA member may have, has been exhausted. Upon receipt and acceptance of the member's license application by ARCA, the ARCA Excess Insurance policies will become effective for the member for claims arising on, or after, this date per the terms and conditions of the policies issued. The policies increase coverage for the ARCA member from \$15,000 (minimum medical coverage provided to licensed competitors at all ARCA sanctioned events) to \$500,000.
4. Any member returning to competition after injury shall be deemed to be physically fit and further disability insurance and/or medical insurance shall cease as of that date. Any member returning to his usual occupation after injury shall not be entitled to further insurance as of that date.
5. **Any member involved in an accident while on the racing premises and who does not report to the ARCA officials in charge of the event within 24 hours or before leaving the premises (providing such member is**

able to make such a report) may not be eligible for insurance prescribed under the insurance plan.

SECTION 4 GENERAL REGULATIONS

- 1. ALL RULES AND REGULATIONS IN ARCA RULE BOOK ARE SUBJECT TO INTERPRETATION BY ARCA OFFICIALS IN CHARGE.**
2. ARCA members are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.
3. ARCA officials reserve the right to reject or allow pit/track entry of any individual and or equipment for any reason at its sole discretion.
4. Physical contact, abuse, assault or threat by any competitor to any ARCA official or persons serving under their orders shall be subject to penalty and/or suspension.
5. Failure to notify ARCA officials in advance of any change in driver, or permitting a race vehicle to be driven in a practice, qualifying or race event without such prior notice shall be subject to penalty and/or suspension.
6. The interpretation of rules pertaining to race procedure or scoring positions by ARCA officials shall be final and not subject to protest.
7. Drivers, Owners and/or Crew Chiefs assume responsibility for actions of their team and are subject to discipline/penalty as a result of actions of their team.
8. Drivers, Owners, Crew Chiefs and/or Mechanics shall have no claims against or cause of action for damages, expenses or otherwise against ARCA or its officials or promoter by reason of disqualification and/or damage to equipment.
9. Conduct or actions detrimental to the sport and/or ARCA, unsportsmanlike driving, fighting, or taking part in any demonstration which impedes the orderly process of an event shall be subject to penalty and/or suspension.

10. Any ARCA member charged with any felony violation of the law is required to confidentially notify ARCA at compliance@arcaracing.com prior to the next scheduled event or within 72 hours of being charged, whichever is earlier. Failure to notify may result in disciplinary action.
11. Any race car may be inspected by ARCA officials at any time.
12. Entry blank waivers and/or entry fees are nonrefundable and non-transferable. Any late entry may be rejected or penalized. Each entry blank will specify deadline date.
13. Approval of special rulings must be secured from ARCA official in charge or ARCA competition committee members, and shall be known to all competitors prior to race meet.
14. Members and race team equipment shall be presentable in their appearance to ARCA's sole discretion. **Mandated areas on driver uniform and race car reserved for display of designated sponsor logos. Failure to comply may result in restriction from participating in on-track activity and/or additional penalty.** ARCA, in its sole discretion, shall have the right to approve or reject any and all aspects of any and all sponsorship programs, including but not limited to images, graphics, identification, presentation and implementation. Request for approval shall be submitted prior to intended use.
15. **ARCA reserves the following areas for series and manufacturer logo placement:**
 - a) Front Fenders, from the "a" post/door break forward.
 - b) Rocker Panel, from front wheel well to "b" post/door break.
 - c) Rear Bumper Cover - no team sponsor ID is allowed on the face of the rear bumper cover of the car, with the exception of "exhaust" graphics. The area in the center of the rear bumper cover is reserved for the Car manufacturer ID. The area to either side of the car make ID is reserved for Rookie Stripes.
 - d) Front and back side of rear spoiler.
 - e) Car manufacturer contingency eligibility is contingent upon teams adhering to

placement size and use of manufacturer marks and graphics as defined by each participating manufacturer.

Rookie Eligibility

1. Eligibility for ARCA Racing Series Rookie of the Year shall be determined as follows:
 - a) Driver must establish rookie eligibility and submit documents, prior to competing in their first event of the current season.
 - b) Driver must register for award prior to first event in which points can be earned.
 - c) Best 15 finishes only will count toward award.
2. Drivers eighteen years of age and over will be considered a rookie if driver has not competed in more than seven (7) ARCA Racing Series events in any one season.
 - a) Drivers under eighteen years of age (ineligible to compete in races at all oval tracks over 1 mile in length) may compete in more than (7) ARCA Racing Series events in any one season and maintain Rookie of the Year eligibility, unless driver reaches 17 years of age and competes in an event at an oval track over 1 mile in length during that season and competes in more than fourteen total events.
 - b) Competing in an event will, in this application, be defined as starting and completing more than ten (10) laps in the event.
3. Driver will be considered a rookie for that season if driver has not competed in more than:
 - a) Seven career races in the ARCA Racing Series (at least three superspeedway events EIRI).
 - b) Three separate seasons in the ARCA Racing Series (at least three superspeedway events EIRI).
 - c) More than three National Series superspeedway races in a career (Cup, Xfinity, Trucks, EIRI).
4. Driver must attend Rookie meetings and must run Rookie Stripes as issued by ARCA if:

- a) Driver has seven starts or less in the ARCA Racing Series (less than three superspeedway starts EIRI).
- b) Review of the driver's previous racing experience if warranted, in ARCA's sole discretion.

Approved (ATV, golf cart-type) motorized vehicle use in ARCA garage.

- 1. Pit support vehicle application can be obtained from arcaracing.com website or the ARCA office.
- 2. Approved vehicle will only be allowed at designated race tracks as specified on entry blank.
- 3. Only one approved motorized vehicle per team.
- 4. Approved vehicle can only be used during designated or authorized hours (typically, load-in, load-out and pit setup only).
- 5. Approved vehicle must have the associated team car number visible.
- 6. A maximum of two operators per event and both must hold a valid ARCA license.
- 7. Operators must hold a valid government-issued driver license.
- 8. A permit must be acquired from ARCA at each event prior to vehicle use.
- 9. Team must have approved certificate of liability insurance on file with ARCA.
- 10. Driver must operate vehicle in a safe manner (speed/riders/load) at ARCA's sole discretion.
- 11. Operating motorized vehicle in an unapproved area and/or manner will result in loss of privileges and/or penalties including monetary and track activities.

**SECTION 5
INSPECTIONS**

- 1. ARCA official in charge of a race meet shall determine the method and type of vehicle inspection, and number of vehicles to be inspected.
- 2. ARCA reserves the right to set up an impound area and determine how many people are allowed in this area. ARCA reserves the right to impound vehicles competing in the sanctioned race. Any and all vehicles will be subject to inspections before, during and after

ances. Refusal to comply with this request will result in penalty. ARCA officials assume no responsibility for impounded vehicles.

3. Anything not covered by "rule book" or technical bulletins is to be submitted to ARCA 30 days prior to its intended use for interpretation and/or approval. Any discrepancies between rule book and technical bulletins issued after rule book printing, technical bulletins prevail.
4. ARCA reserves the right to confiscate any part and/or equipment, including the race vehicle in its entirety, determined to be unapproved, illegal and/or which requires additional examination to evaluate.
5. If a vehicle does not arrive at the track by the designated time, team/car will be penalized if allowed to compete.

SECTION 6

ARCA PRACTICE, QUALIFYING AND RACE PROCEDURES

1. ARCA officials in charge must be at their post and give approval before any race cars enter the track for race event activity.
2. No race, time trial or practice shall start unless there is adequate safety and emergency equipment on the track premises. (It is the responsibility of the promoter to provide the equipment.)
3. Only one person shall occupy a car at any time.
4. At no time will members be allowed on, across track or infield, unless approved by ARCA official.
5. All drivers must have functioning 2-way radio communication with spotter. Spotter must be in a designated area at all times vehicle is on track, and report to ARCA official. All spotters must be equipped with a separate device monitoring race control.
6. A driver may only qualify one car per event.
 - a) Any eligible driver may drive a qualified vehicle (established qualifying procedures prevail).
 - b) All cars must make a qualifying attempt, and all drivers must practice before they can qualify (EIRI).
7. Starting position will be determined by time trials. Method used will be agreed upon by

ARCA officials and will be brought to drivers' attention before event. A driver must complete on track activity as directed by officials to be eligible to start the race.

a) **Time Trial (Qualifying) Procedure**

ORDER OF TIME TRIALS: May be determined by draw or designated order. Every vehicle and driver having passed technical inspection and practiced is eligible to time trial. At completion of time trials, results will be posted. Time trial results and provisional positions as explained on entry blank will determine starting lineup for race.

PROVISIONAL POSITIONS: For first 4 races of the season, provisional positions will be determined from previous season's final owner point standings. After the 4th race of the season, provisional positions will be determined from current owner point standings. Any provisional starter (driver and/or vehicle) must prove, to ARCA officials' discretion, ability to maintain minimum race speed.

PAST CHAMPION PROVISIONAL: One provisional, as designated on entry blank, is reserved for a past ARCA Racing Series champion driver who failed to qualify for the event. To be eligible, the driver must have entered before the deadline and competed in said event. If more than 1 driver is eligible, the most recent past champion will receive the starting position using the past champion provisional. Using the same eligibility criteria, if there is no past champion driver eligible, past champion provisional may be awarded to past champion owner.

PROCEDURE FOR NO TIME TRIALS:

- i. **No practice:** Pole to last starting position as follows (1) Owner point standings (previous season for 1st 4 races of season, current after that); (2) number of events entered and competed in; (3) random draw; (4) the final starting position shall be reserved as referenced above for a past champion.
- ii. **Practice:** If qualifying is cancelled after the completion of a scheduled full

practice session, cars will be lined up based on practice speeds for all non-provisional starting positions. Provisional positions will be based on; (1) Owner point standings (previous season for 1st 4 races of season, current after that); (2) number of events entered and competed in; (3) random draw; (4) the final starting position shall be reserved as referenced above for a past champion.

iii. **Partial practice:** If practice is started, but a full session is not completed in ARCA's sole discretion, the field will be set as outlined in section "a) i" above.

8. In single car qualifying, a qualifying attempt begins when a car crosses the Start/Finish line on the track on the green flag lap. Entering pit road constitutes the end of that cars qualifying attempt.
9. At designated events where group qualifying is implemented, taking the green flag then entering pit road constitutes the end of that cars qualifying attempt.
10. Procedure for qualifying to be announced at the pre-practice driver's meeting.
11. No times from a round of qualifying will be used if round is not completed to ARCA's discretion.
12. In the event of duplicate qualifying times, the starting position will be determined by Car Owner point standings (previous season first 4 races of season, current after that).
13. The size of the starting field for each event will be designated on the respective entry blank.
14. All drivers, and where applicable, team spotters, must be ready to compete in the event for which they are scheduled. Any driver or team not ready to compete when called may be penalized at the discretion of ARCA officials.
15. Race may be started at ARCA officials' discretion once drivers have been signaled to be ready. Disposition of vehicles not in position shall be at discretion of ARCA officials.
16. At least the leader shall cover the advertised laps of all races if possible at the discretion of ARCA officials.
17. Caution flag laps may count as completed laps as designated. At designated races

and tracks, race will be ended on green-white-checked flag whenever possible. Procedure regarding caution laps and ending race on green to be disclosed to all teams upon determination.

18. Should conditions become unsafe or impractical to continue a race within the discretion of the ARCA officials, a race may be stopped. Furthermore, at the discretion of ARCA officials, if said race event reaches or surpasses the half-way point and due to unforeseen circumstances cannot continue, said event will be considered officially completed as of the last lap completed by the leader prior to the race halt. Official determination of finish positions will be made by ARCA officials in their sole discretion.
19. All cars must make at least one pit stop prior to the last ten scheduled laps of an event. All pit stops are to be made according to procedure as determined and made known to drivers in pre-race driver's meeting. To qualify as a "pit stop" the vehicle must come to a complete stop.

Pit stop procedures:

- a) Maximum of seven crew members over the wall.
- b) Maximum of six crew members over the wall if car is utilizing the closed loop fueling system.
- c) All over the wall crew must be fully licensed by ARCA. Crew Chief is responsible to ensure all crew members are in compliance with this requirement. If non-compliant, car owner is subject to discipline/penalty as a result.
- d) All over the wall crew must be properly attired per rule book.
- e) A maximum of one jack and 3 air guns may be used on a pit stop.
- f) Drivers cannot pull up (pass other cars on race track at ARCA's discretion) to pit.
- g) Drivers are not to exceed the pit road speed limit stated in the pre-race Driver, Spotter and Crew Chief meeting.
- h) Crew cannot touch pit road until their car is within 1 full pit box.
- i) Driver must stop car in designated pit box.

20. All cars must be able to maintain a minimum speed.

21. Race Start

- a) The driver who earns the pole position has the option of lane choice, is the control car and will bring the field to the green as directed by ARCA officials.
- b) The third place car and all cars with an odd number starting positions after will start on the inside column/lane. The fourth and all even numbered starting positions after will start on the outside column/lane.
- c) No passing will be allowed until the field crosses start/finish line on the initial start of the race at ARCA officials' discretion. Announcement of these procedures will be made at the driver's meeting.

22. Race Restart

- a) When a race is stopped after the completion of at least one (1) lap, cars will line up in their respective track running order in which they were scored at the time of caution, reduce speed, hold position, and line up single file behind pace car.
- b) When the starter gives the "one (1) lap to go" signal, cars will line up in two (2) columns/lanes for all restarts in the "Double File" format after they cross the start/finish line, unless otherwise directed by ARCA officials.
- c) The leader will have column/lane selection for each restart and is the control car for the restart.
- d) The third place car, in scored order and all cars with an odd numbered starting position must line up on the inside column/lane.
- e) The fourth place car, in scored order and all cars with an even numbered starting position must start on the outside column/lane.
Cars will be lined-up in "Double File" in the following order:
 - i. Lead lap car(s) that maintained their respective track position and did not enter

- pit road. Lead lap car(s) that entered pit road only once, on the designated lap during this caution period when pit road was open, as they have returned to the race track.
- ii. Lap(s) down car(s) that maintained their respective track position and did not enter pit road, during this caution period.
 - iii. Lap down car(s) that have entered pit road on the designated lap and cars that have entered pit road more than once, as they have returned to the track in their respective track position.
 - iv. The highest scored non-lead lap car ("Free Pass") at the time of caution.
 - v. The "Wave Around" car(s) are not permitted to enter pit road at any time during the yellow flag/caution period. "Wave Around" car(s) must maintain their respective track position and receive the Green Flag on the race track before being permitted to enter pit road without a penalty.
 - vi. Car(s) that have been issued a race procedure penalty will be at the "Tail of the Field" in their respective track position.
 - vii. Car(s) electing to lay over to the inside column, must allow all car(s) to pass on the outside, and then double up at the "Tail of the Field" in their respective track positions.
23. All drivers are required to attend all mandatory drivers' meetings and/or mandatory participation events (autograph sessions, pre-race introductions, etc.) in order to be allowed to compete; penalty may be issued if driver is late or absent unexcused.
24. Once a vehicle has been started for an event, it is assumed to be race ready and is to continue on the track unless stopped by a race official. If a vehicle stops after rolling off the starting grid, said vehicle will start at the tail of the field (EIRI).
25. Scoring transponders issued by ARCA officials must be returned before leaving the track. Penalty may be issued.

SECTION 7

OFFICIAL FLAG RULES

Any driver who does not obey the flag rules and/or lights is subject to penalty. Light signals may differ from track to track.

SPECIAL FLAGS

Special flags may be used at the discretion of starter and officials, but are to be fully explained to all contestants before the races start.

GREEN FLAG

When the green flag is given by the starter at start of race, vehicles are to retain position until they have crossed the starting line. ARCA Officials may make special rulings on starts and restarts at race director's discretion. For example, after a red flag, caution flag may constitute official restart of race.

PASSING FLAG

(Blue flag with yellow stripe) Faster vehicles are approaching. Vehicles being overtaken are to yield to overtaking traffic.

YELLOW FLAG

The yellow flag signifies caution and this flag will be displayed immediately upon determination. All vehicles must slow and hold position, maintain pace and form a single line behind the lead vehicle and pace car. Drivers failing to abide by caution flag rule/procedure subject to penalty. Lead vehicle will be picked up by the pace vehicle. Vehicles must under no circumstances pass pace vehicle unless directed to do so by ARCA officials. Drivers must allow pace vehicle to pass to pick up lead vehicle. Pace vehicle will lead field until green flag is again displayed. Procedure for yellow flag (freeze field) to be announced at driver's meeting prior to event.

FREEZE FIELD: Upon display of caution, all vehicles must slow and hold position (no passing) and allow pace vehicle to pick up field, as determined and made known to drivers in the pre-race driver's meeting.

RED FLAG

The red flag means that the race must be stopped immediately regardless of the position of the vehicles on the track. The red flag may be used at ARCA Officials

discretion for safety or other reasons. Cars should be brought to area designated by ARCA Officials, if possible, and kept on the track proper. No repairs of any nature will be permitted on pit road, garage area or on the track when the race is halted due to a red flag.

BLACK FLAG

Driver is to report to ARCA official at the car's assigned pit box immediately for consultation. Disregarding black flag may result in vehicle no longer being scored or complete disqualification. Black flag light may be used in place of or in combination with black flag. Drivers causing unnecessary delays in race are subject to black flag. Black flag does not mean immediate disqualification.

WHITE FLAG

Signifies one lap remaining in race. Vehicles may not receive any type of assistance after white flag has been displayed followed by checker except vehicles on normal pit stop. Violation will result in vehicle not being scored on that lap. When used during caution period or prior to start of race signifies one lap until green.

CHECKERED FLAG

When the checkered flag is displayed, a race is officially over. When the checkered flag is given the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to distance traveled and order across finish line on final lap regardless of whether the vehicle is still running or not. All vehicles must complete last full scored lap under their own power. No vehicles may be pushed across the finish line. (Reference freeze field procedure under yellow flag.)

SECTION 8 PENALTIES

1. Violation of any ARCA rule, regulation or procedure, as determined by ARCA officials, may result in ARCA member/participant being penalized by disqualification, probation, suspension, loss of championship points and/or monetary fine.
2. Any driver, owner, crew member and/or vehicle may be restricted from pit area and competition while under suspension and/or fine.

3. Until suspension is lifted, the vehicle with which the suspended member is registered, may be restricted from competing.

SECTION 9 PROTEST

1. Decisions of ARCA Officials are not subject to protest (scoring of a race, time trial timing, inspection decisions and race procedure decisions).
2. Only a licensed ARCA Car Owner participating in that race event may file a protest.
3. Protest must be made for a specific item. Protest must be lodged within 5 minutes after completion of race. Protest must be given in writing to chief technical inspector, accompanied by a \$1,000 cash bond.
4. ARCA officials shall decide as promptly as possible whether the protest is warranted and will inform all parties of the protest decision.
5. Any person or persons against whom a protest is lodged, shall have the right to file answers to the charges.
6. If item protested is found to be in compliance, \$1,000 bond will be awarded to owner of protested car. Prize money and points will be awarded.
7. If item protested is found to be non-compliant, \$1,000 bond will be refunded to person initiating the protest. Prize money and points from illegal cars will be surrendered and placed as ARCA official in charge determines.
8. If a team refuses to tear down the protested item, driver and car owner surrender all prize money and points for that race and subject themselves to immediate and indefinite suspension and/or fine.
9. The tear down area will be determined by ARCA. Two representatives for each car being inspected will be allowed in that area. Anyone else not approved by ARCA in tear down area is subject to immediate and indefinite suspension and/or fine.
10. Decisions by ARCA officials at track will be final on any and all protests, except as provided in Section 10.

SECTION 10

APPEALS

1. Right of appeal is hereby given to any ARCA member who has been penalized for any infraction of rules, regulations, procedures or specifications of ARCA.
2. Appeal requests must be in written form (email "compliance@arcaracing.com", fax or courier acceptable) and must be received by ARCA (Attn: Appeals Committee) within five (5) calendar days of penalized member's receipt of written penalty notification.
3. ARCA Appeals Committee Chair will review appeal requests. The written appeal must contain the member's specific objection to the penalty. Upon receipt of a timely and complete appeal requests the Committee Chair will convene the Appeals Committee as soon as practical.
4. Appealing member may appear in person or participate via teleconference in the hearing, but not through a representative or attorney. If the member's appeal is determined to be unsubstantiated, invalid or frivolous, the appealing member may be assessed the cost of proceedings.
5. Once convened, the Appeals Committee may increase, uphold or decrease the penalty originally assessed by ARCA at its discretion.
6. Decisions made by ARCA appeals committee on appeals shall be final and non-litigable.

SECTION 11

PRIZE MONEY

1. A guaranteed purse shall be posted per the designated entry blank for all contested ARCA races.
2. The amount of prize money shall be determined considering track size, event distance, location, seating capacity, attendance and type of race meet.
3. ARCA officials shall distribute prize money checks after event at track. Checks not distributed will be mailed or direct deposited. All prize money and contingencies will be paid to registered licensed car owner, and income reported on owner's social security number or Federal Employer ID number as provided to

ARCA on W9 form. No prize money will be distributed until current year W9 form is on file.

SECTION 12 POINTS

1. Championship points will be awarded at all ARCA sanctioned races (except as noted on entry blanks or in Rule Book).
2. To receive championship race points, a driver and vehicle must roll off starting grid and take the initial green flag (EIRI). Any driver racing a vehicle in a race may have a relief driver, but original driver must take green flag. Relief driver receives no points.
3. The point system will officially end upon distribution of awards at year-end banquet unless otherwise specified on entry blank.
4. ARCA assumes no responsibility for an error in scoring points when the assigned number is not used.
5. Points shall be awarded according to the point schedule.
6. The tie breaker in points for position shall be determined for Owners and Drivers in the following order until tie is broken:
 - a) Events entered and competed in.
 - b) Most victories.
 - c) Most top five finishes.
 - d) Most top ten finishes.
 - e) Most poles.
 - f) Average finishing position.
7. Bonus Points
 - a) At each race date, each owner and driver not receiving finish position race points will be awarded 25 points upon entering and competing.
 - b) Fastest qualifier points: 5 (owner and driver).
 - c) Official lap leader points: 5 (owner and driver).
 - d) Most laps led points: 5 (owner and driver).
 - e) Twenty-five (25) points will be awarded to each owner/driver that has met eligibility requirements and signed in at rained-out event.
 - f) 250 bonus points will be awarded to each driver and/or car owner per established

eligibility requirements who compete in 5-race segment (#1-5 as run; Event #6-10 as run, etc.) In the event of postponement and rescheduling of a race, the event may be moved to an alternative race segment at discretion of ARCA (all registered drivers and owners to be notified by bulletin.) Final leg need not be full 5 races to award bonus points.

Championship Race Point Schedule

1.....235	15..... 155	29.....85
2.....220	16..... 150	30.....80
3.....215	17..... 145	31.....75
4.....210	18.....140	32.....70
5.....205	19.....135	33.....65
6.....200	20..... 130	34.....60
7.....195	21..... 125	35.....55
8.....190	22.....120	36.....50
9.....185	23..... 115	37.....45
10.....180	24..... 110	38.....40
11.....175	25..... 105	39.....35
12.....170	26..... 100	40.....30
13.....165	27..... 95	
14.....160	28..... 90	

SECTION 13 POINT FUND RULES

1. In the event of a tie refer to Section 12 #6.
2. The annual awards banquet shall be held at such place and at such time as will be announced at the conclusion of the season, at which place all point funds and special awards will be distributed. Failure to attend banquet by required-attendance individuals subject to penalty.
3. Owner point fund and special awards will be paid to the registered team owner (per Section 11 item 3). The team owner, and not ARCA, shall be solely responsible for the distribution of such posted awards to the respective team member.
4. Owner/car number combination must compete in minimum of 50% of races to be eligible for point fund awards.
5. Required banquet attendance point fund eligibility;
 - a) Top 10 Drivers required to attend banquet.
 - b) Top 10 Owners required to attend, or be represented, at ARCA's discretion.

- c) Drivers/Owners position 11 – 20 required to attend, or be represented, at ARCA's discretion.
- d) Point fund monies not paid due to ineligibility to be redistributed among eligible participants.

POINT FUND PAYOFF

Place % of total		Place % of total
1st.....	15	11th.....3
2nd.....	12	12th.....3
3rd.....	10	13th.....2
4th.....	9	14th.....2
5th.....	8	15th.....2
6th.....	7	16th.....2
7th.....	6	17th.....2
8th.....	5	18th.....1
9th.....	4	19th.....1
10th.....	3	20th.....1

Applicable when point fund payout per position is not specified.

2016 ARCA RACING SERIES SPECIFICATIONS

The word stock shall be defined as meaning any part which is listed in the manufacturer's catalog. The ARCA Racing Series is limited to models of approved manufactured automobiles. Exceptions to the year and model may be made under certain conditions. Body styles not listed, that fit ARCA requirements, shall be submitted to ARCA for approval.

1. BODY STYLES ELIGIBLE FOR USE IN 2016

A. STEEL:

CHEVROLET: 2011 - 2013 Impala SS

DODGE: 2011 - 2013 Charger

FORD: 2011 - 2013 Fusion

TOYOTA: 2011 - 2013 Camry

B. COMPOSITE (110" wheelbase only):

CHEVROLET: 2014 - 2016 SS

FORD: 2014 - 2016 Fusion

TOYOTA: 2014 Camry

2. WHEELBASE:

- i. 110" wheelbase cars are eligible to compete at all tracks. 105" wheelbase cars will be eligible to compete at all non-restrictor plate race tracks.
- ii. All cars competing with a 110" wheelbase must measure as follows: one side measurement must be 110". The opposite side wheelbase must measure a minimum of 109-½" and a maximum of 110-½".
- iii. All cars competing with 105" wheelbase must measure as follows: one side measurement must be 105". The opposite side wheelbase must measure a minimum of 104-½" and a maximum of 105-½". Effective in 2018, all cars must be 110" wheelbase.

3. BODY:

STEEL: All body panels must remain stock in dimensions and contour. All body panels must be made of magnetic steel. All body components including windshield must correspond to the same year, make and model. Any and all body parts are subject to template dimensions. Any modifications to body panels that in the discretion of ARCA officials are excessive will not be permitted.

- i. Cars competing with a steel body and a 110" wheelbase must maintain a minimum of 51" and maximum 52-½" roof height to be measured 10" back from windshield will be permitted.
- ii. Cars competing with a 105" wheel base must maintain a minimum of 50-½" and maximum 52" roof height to be measured 10" back from windshield will be permitted.
- iii. Bodies may not be moved forward, backward or sideways in coordination with the wheels. The body for all 105" wheelbase cars must be located so that when measured horizontally rearward from the center of the roof at the windshield seam, the distance will be 59" plus or minus (+/-) ½" to the vertical centerline of the rear axle housing on all models.

COMPOSITE: For the approved composite body styles, complete unaltered body panels must be used. Modifications and alterations will not be permitted. Painting, color coating, covering and/or any unapproved alteration of the inside of all panels will not be permitted. The exterior dimensions, contours and appearance of all bodies must remain as supplied by manufacturer and approved by ARCA. Non-compliance with any aspect of composite regulations will result in immediate removal and confiscation of all non-conforming parts.

- i. Cars competing with a composite body must maintain a minimum of 54" and maximum 55-½" roof height to be measured at the divot on the roof centerline.
- ii. Bodies may not be moved forward, backward or sideways in coordination with the wheels. The body when measured horizontally from the center of the roof at the divot to the vertical centerline of the rear axle housing must be 49" plus or minus (+/-) ½".

A. ROOF/GREENHOUSE Steel

- i. When measuring across a steel bodied car from the top of the door panel at the bottom of the door window opening,

a minimum distance of 66" and a maximum distance of 67" at the "A" post and a minimum distance of 64-½" and a maximum distance of 65-½" at the "B" post must be maintained.

- ii. Roof strips ¾" in height with template slots must be used at all tracks. Roof strips must run parallel to the other, 20" from the centerline of roof. Roof strips must be aligned vertically. Roof strip installation to inspectors' discretion. Bolts, button head rivets and spacers of any kind will not be allowed. Radius on ends of roof rails is ¾" (including slots for templates).
- iii. The rear portion of the roof panel must be equipped with fully operational air deflectors (roof flaps). The air deflectors must be ARCA approved and obtained only through ARCA approved sources. ARCA approved air deflector source- Roush Industries, 28200 Plymouth Rd., Livonia, MI 48150, Attn: Dave Zajac 734-466-6348 email dave.zajac@roush.com. The air deflectors must be installed exactly as specified in the instruction sheet supplied with the air deflector kit.
- iv. The rear of the roof panel at the location of the rear roof lateral template (G) must not have a negative angle of more than 1.5 degrees from the left side to the right side.

Composite

ARCA approved greenhouses:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 – 2016	14121-51212
Ford Fusion	2014 – 2016	14311-51212
Toyota Camry	2014	14711-51212

- i. Roof strips ¾" in height with template slots must be used at all tracks. Each roof strip must be mounted parallel to the other, 24-½" from the roof longitudinal centerline with a maximum outside combined width of 49". Roof strip installation to inspectors' discretion. Bolts, button head rivets and spacers of any kind will not be allowed. Radius on ends of roof rails is ¾" (including slots for templates).

- ii. The rear portion of the roof panel must be equipped with fully operational air deflectors (roof flaps). The air deflectors must be ARCA approved and obtained only through ARCA approved sources. ARCA approved air deflector source-Roush Industries, 28200 Plymouth Rd., Livonia, MI 48150, Attn: Dave Zajac 734-466-6348 email dave.zajac@roush.com. The air deflectors must be installed exactly as specified in the instruction sheet supplied with the air deflector kit. The following hinged roof flaps are approved for use in competition:

MANUFACTURER
Roush Industries

PART NUMBER
30-348-0032

B. FRONT BUMPER / GRILLE / AIR DAM
Steel

- i. Bumpers must remain stock and in stock position. Part number must remain visible on front bumper cover. No drilling or opening other than stock. All bumper and lower pan openings must be covered by wire screen, mesh or metal.
- ii. Maximum rake in front bumper is 2" when measured where the B3 template and the B2 templates intersect.
- iii. Modifications to approved bumpers will be permitted below the B3 template, limited to the forward facing section to inspectors' discretion. Only approved alterations will be allowed in the deflectors for airflow or brake coolers. Overriders or nerf bars are not acceptable. No bars may extend from the body or bumper, front or rear. All cars are to have proper headlight decals corresponding to the year and model of car.
- iv. All cars must have stock appearing grille opening. Grille opening and headlight doors must fit template.
- v. For cars competing with 110" wheelbase, a minimum of 72" and a maximum width of 76" will be permitted when measured across the front of the car at the front lower corner of the fender opening. For cars competing with 105" wheelbase, a

minimum of 71" and a maximum width of 75" will be permitted when measured across the front of the car at the front lower corner of the fender opening. Front air dam must be no lower than minimum clearance of 4" anytime air dam height is checked. Any extensions to front air dam must be single layer mounted flush and not to exceed 3/16" in thickness and mount parallel to front air dam. The leading edge of the air dam must not extend any further forward of the bumper when measured anywhere between the B2 template to the B2 template 1-1/2".

Composite

- i. All bumper and lower pan openings must be covered by wire screen, mesh or metal. Bumpers must remain stock and in stock position. Only approved alterations will be allowed for airflow or brake coolers. Overriders or nerf bars are not acceptable. No bars may extend from the body or bumper.

ARCA approved noses:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-41011
Ford Fusion	2014 - 2016	14311-41011
Toyota Camry	2014	14711-41011

- i. All grille openings and headlight doors must remain stock as supplied by manufacturer and fit templates.

ARCA approved grilles:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-46611
Ford Fusion	2014 - 2016	14311-46611
Toyota Camry	2014	14711-46611

- i. Any extensions to front air dam must be single layer mounted flush and not to exceed 3/16" in thickness and mount parallel to front air dam. Extension must remain flush with the top of the splitter.

Optional approved air dam wear strip:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
All	2014 - 2016	14001-41851_

Nose ID graphics:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-444141
Ford Fusion	2014 - 2016	14311-444141
Toyota Camry	2014	14711-444141

C. FRONT FENDER

Steel

- i. The top of the fender line cannot be altered on front or rear. Outer edge of fenders must be contoured downward. Tires must stay inside fenders. Reasonable fender bubbling is permitted for the sole purpose of racing tire clearance (keeping tire inside fender). Non-stock appearance flares, fins or skirts are prohibited.
- ii. Maximum inset behind front tire at any point will be 1". Any inward facing flange not to exceed 1" in width.

Composite

- i. All front fenders must be used exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations. Tires and wheels must remain inside the body.

ARCA approved front fenders:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-23011L
		14121-23011R
Ford Fusion	2014 - 2016	14311-23011L
		14311-23011R
Toyota Camry	2014	14711-23011L
		14711-23011R

D. HOOD

Steel

- i. All hoods must be a stock factory produced hood for the make and model car being used. The hood line cannot be altered on front or rear. The inner support panel may be removed. A replacement inner support

frame must be made using a minimum ½" tubing. The replacement support must be strong enough to prevent the hood from deflecting or sagging while the car is in competition.

- ii. The hood must be held closed with 4 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order at the front of the hood. Must be evenly spaced.
- iii. The hood must have two self-holding devices to hold the hood up when open. Must be made of metal.
- iv. Overall maximum hinge size for hood is maximum 3-½" in length by 1-½" in height.
- v. On all tracks a fiber cable constructed from a continuous loop of ¼" diameter 12-strand cable (with a red tracer thread) woven from Vectran HS V-12 fiber must be used to retain the hood to the roll cage on both the left and right sides on the underside of the hood. The cable must attach to a steel plate 3" by 2" by 12 gauge thick on the underside of the hood sandwiching the hood with a 6" by 5" by 16 gauge thick steel plate bolted to the upper surface of the hood using a minimum of twelve #10 button head allen screws with locking nuts. Corners and edges of plates must be radiused and deburred. The cables must be attached to the hood plates using a double sheer configuration using minimum 5/16" diameter bolts and lock nuts. The cable must wrap around the front roll cage bars (16a and 16b) forming a choke type hitch where one end passes through the loop after wrapping around the roll bar. Cables must be taut if the hood supports are removed and the hood is laid back against the top of the windshield. Body of cables must be free of tape.
- vi. Minimum 3" x 10" hinged flaps, in acceptable working order, to be installed on both sides of cowl.

Composite

- i. Hoods must remain exactly as supplied by manufacturer for the ARCA approved model car with no modifications or alterations.

- ii. The hood must be held closed with 4 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order at the front of the hood. Must be evenly spaced.
- iii. The hood must have two self-holding devices to hold the hood up when open. Must be made of metal.
- iv. On all tracks a fiber cable constructed from a continuous loop of ¼" diameter 12-strand cable (with a red tracer thread) woven from Vectran HS V-12 fiber must be used to retain the hood to the roll cage on both the left and right sides on the underside of the hood. The cable must attach to the integral hood anchor molded into the underside of the hood using Harken part #2116 8 mm "D" high resistance shackle. The cable must wrap around the front roll cage bars (16a and 16b) forming a choke type hitch where one end passes through the loop after wrapping around the roll bar. Cables must be taut if the hood supports are removed and the hood is laid back against the top of the windshield. Body of cables must be free of tape.

ARCA approved hoods:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-33312
Ford Fusion	2014 - 2016	14311-33312
Toyota Camry	2014	14711-33312

- v. The ARCA approved hoods must include the openings and mounting flange for 1 left side and 1 right side hood flap. The hood must have hood flaps that have been designated for the appropriate hood and installed in an approved manner. The opening in the hood beneath each hood flap must be a minimum of 131 square inches, as supplied by the manufacturer. The hinges must be mounted on or towards the forward edge of the trap door, as submitted by the applicable manufacturer.

ARCA approved hood flaps:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-34512L
		14121-34512R
Ford Fusion	2014 - 2016	14311-34512L
		14311-34512R
Toyota Camry	2014	14711-34512L
		14711-34512R

Optional hood pin bracket mounting hardware:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-3416 (1/2")
		14121-3436 (3/16")
Ford Fusion	2014 - 2016	14311-3416 (1/2")
		14311-3436 (3/16")
Toyota Camry	2014	14711-3416 (1/2")
		14711-3436 (3/16")

Optional hood hinges:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
All	2014 - 2016	14001-73333

E. DOOR / ROCKER PANEL

Steel

- i. Minimum lip at top of door is 2". Maximum lip at top of door is 2-1/2".
- ii. Door in front of rear tire must remain flush to a straight edge both vertically and horizontally from the door template "M" to uppermost rear wheel opening down 1/8" maximum tolerance.

Composite

- i. Door panels must be used exactly as supplied by the manufacturer with no modifications or alterations. The door panels must be the same size and shape as submitted and approved by the applicable manufacturer.
- ii. The door seams must remain visible (sealing, filling, concealing seems prohibited).

ARCA approved doors:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-21011L

		14121-21011R
Ford Fusion	2014 - 2016	14311-21011L
		14311-21011R
Toyota Camry	2014	14711-21011
		14711-21011R

- iii. The maximum distance from the left side rocker panel to the right side rocker panel when measured at the front is 73" and the maximum distance from the left side rocker panel to the right side rocker panel when measured at the rear is 75". The rocker panels on both left and right side must be evenly spaced from the longitudinal centerline of the chassis.

F. HORIZONTAL STRIP EXTENSIONS

Steel

- i. A horizontal strip extension must be mounted flush with outer body panels and must be in place on both left and right side of car. The lower portion of the extension must be constructed using a single layer of plastic type material. The plastic material may be replaced with metal at the tail pipe area on the right side of the car from the leading edge of the right rear wheel opening forward, a maximum length of 30". ARCA approved stiffeners or supports will be permitted on the left side and right side vertical extensions. This strip, from rear of front tire to front of rear tire, must have ground clearance of 3" minimum on the left side and ground clearance of 4" minimum on the right side. Both ends of the extensions are to be cut so they are perpendicular to the ground. Extensions must not alter rocker panel width.

Composite

- i. A horizontal strip extension must be mounted flush with outer body panels and must be in place on both left and right side of car. The lower portion of the extension must be constructed using a single layer of plastic type material. The plastic material may be replaced with metal at the tail pipe area on the right side of the car from the leading edge of the right rear wheel

opening forward, a maximum length of 30". ARCA approved stiffeners or supports will be permitted on the left side and right side vertical extensions. This strip, from rear of front tire to front of rear tire, must have ground clearance of 3" minimum on the left side and ground clearance of 4" minimum on the right side. Both ends of the extensions are to be cut so they are perpendicular to the ground. Extensions must not alter rocker panel width.

Optional approved rocker panel extensions:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
All	2014 - 2016	14001-55051 – x
(x=color)		

G. QUARTER PANELS

Steel

- i. The left side quarter panel height will be a minimum of 35" and a maximum of 36".
- ii. The right side quarter panel height will be a minimum of 36" and a maximum of 37". This measurement will be taken on the rear quarter panel where rear spoiler rear quarter panel and edge of rear deck lid seam.
- iii. The quarter panels behind rear tires from the axle centerline down must not exceed 1" inboard of the outer edge of tire.
- iv. Acceptable bracing (see diagram #9) of the quarter panel in front of the right rear tire must be installed no further forward than 1/2" forward of wheel opening and not higher than 1-1/2" of rocker panel. Bracing for the left rear quarter panel in front of the left rear tire is optional.
- v. Rear quarter panel in front of rear tire must remain flush to a straight edge both vertically and horizontally from the door template "M" to uppermost rear wheel opening down 1/8" maximum tolerance. The quarter panel area when measured from the lower most corner to the ground must be 11" plus or minus 1".

Composite

- i. Quarter panels must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations.
- ii. Acceptable bracing (see diagram #9) of the quarter panel in front of the right rear tire must be installed no further forward than ½" forward of wheel opening and not higher than 1-½" of rocker panel. Bracing for the left rear quarter panel in front of the left rear tire is optional.

ARCA approved rear quarter panels:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-27411L
		14121-27411R
Ford Fusion	2014 - 2016	14311-27411L
		14311-27411R
Toyota Camry	2014	14711-27411L
		14711-27411R

H. DECK LID

Steel

- i. Deck lid must retain the stock shape, contours and dimensions with stock inner panel in place. Stock inner panel on rear deck lid must be used. When closed, the deck lid must be sealed around the entire perimeter of the deck lid opening.
- ii. The deck lid must be held closed with 2 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order on back edge of deck lid and in a position not to interfere with the placement of the N-1 template.
- iii. The deck lid must have a self-holding device made of metal to hold the lid up when opened.
- iv. Overall maximum hinge size for deck lid is 3-½" in length by 1-½" in height.
- v. A left side stationary air deflector (similar to the rear window deflector) must be installed on the rear deck lid. The rear deck lid air deflector must be 3-½" high (without any tapers) and must extend the entire length of the rear deck lid from the front edge of deck lid to the forward face of the

rear spoiler. The rear deck lid air deflector must be made out of 0.90" aluminum or ¼" clear polycarbonate. If deflector is made out of polycarbonate material, the deflector must be attached using a double shear mounting flange. The 1" mounting flange of the rear deck lid air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear deck lid air deflector is to be aligned with the rear window air deflector and left side roof rail. No un-approved decals or markings are to be on the air deflector.

- vi. On all tracks it will be required that the deck lid be retained to the trunk protection bar (#14) of the roll cage using 2 fiber cables, each constructed from a continuous loop of ¼" diameter 12 strand cable (with the red tracer thread) woven from Vectron HS V-12 fiber. Each fiber cable must attach to a minimum 5/16" diameter bolt passing through the spoiler attachment plate with large diameter heavy duty washers on each side. These bolts must be between 12" and 15" inboard of the deck lid on each side. The remaining end of the cable must attach to the trunk protection bar using a choker hitch or a ¾" bushing mount passing through the roll cage bar with a ½" diameter bolt and large diameter heavy duty washers on each side of the eye loop. One cable must be used on the left side and one on the right side of the deck lid. Body of cables must be free of tape.

Composite

- i. Deck lid must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations. Deck lid must retain the stock shape, contours and dimensions. The deck lid must be installed in operating condition. When closed, the deck lid must be sealed around the entire perimeter of the deck lid opening.
- ii. The deck lid must be held closed with 2 positive, solid, magnetic steel pin fasteners

equipped with clip cables, 1 on each side. Fasteners must be located in a position not to interfere with the placement of the rear tail grid.

- iii. The deck lid must have a self-holding device made of metal to hold the lid up when opened.
- iv. Overall maximum hinge size for deck lid is 3-½" in length by 1-½" in height.
- v. A left side stationary air deflector (similar to the rear window deflector) must be installed on the rear deck lid. The rear deck lid air deflector must be 3-½" high (without any tapers) and must extend the entire length of the rear deck lid from the front edge of deck lid to the forward face of the rear spoiler. The rear deck lid air deflector must be made out of ¼" clear polycarbonate. The deflector must be attached using a double shear mounting flange. The 1" mounting flange of the rear deck lid air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear deck lid air deflector is to be aligned with the rear window air deflector and left side roof rail. No un-approved decals or markings are to be on the air deflector.
- vi. On all tracks it will be required that the deck lid be retained to the trunk protection bar (#14) of the roll cage using 2 fiber cables, each constructed from a continuous loop of ¼" diameter 12 strand cable (with the red tracer thread) woven from Vectron HS V-12 fiber. Each fiber cable must attach to a minimum 5/16" diameter bolt passing through the rear deck lid extension (waterfall panel), spoiler, and the integral spoiler attaching flange of the rear deck lid with a 2" diameter by 1/8" minimum thick, flat metal washer and lock nut, acceptable to ARCA officials, installed on each side. The remaining end of the cable must attach to the trunk protection bar using a choker hitch or a ¾" bushing mount passing through the roll cage bar with a ½" diameter bolt and large diameter heavy

duty washers on each side of the eye loop. One cable must be used on the left side and one on the right side of the deck lid. Body of cables must be free of tape.

ARCA approved deck lids:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14001-31011
Ford Fusion	2014 - 2016	14001-31011
Toyota Camry	2014	14001-31011

ARCA approved deck lid extensions:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-32211
Ford Fusion	2014 - 2016	14311-32211
Toyota Camry	2014	14711-32211

Optional deck lid hinges:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
All	2014 - 2016	14001-73133

I. SPOILER

Steel

- i. The rear spoiler width and height allowed for all restrictor plate tracks must have the following dimensions: 59" x 6.5".
- ii. The rear spoiler width and height allowed at all non-restrictor plate tracks must have the following dimensions: 57" x 5.5". All spoilers will be non-adjustable and attached and centered to the rear deck lid.
- iii. Spoiler must be braced. The spoiler must be mounted in a way as not to flex or bend under pressure and must be fastened with a minimum of six (6) 1/4" or larger bolts across the back of the deck lid. 3 braces evenly spaced on each spoiler half must be used to keep spoiler from bending or flexing under pressure. All braces are to be perpendicular.
- iv. The spoiler must be made of 3/16" (.187") thickness metal stock.
- v. The spoiler blade must maintain the same thickness over the entire spoiler blade. Spoiler must maintain the same contour as a production deck lid and quarter panels as viewed from above and behind.

- vi. Spoiler must be slotted 1/4" to accommodate long template.
- vii. Minimum spoiler angle when inspected for all cars at all times will be 65 degrees except at designated tracks. Spoiler may be checked using a pressure type device.
- viii. For all makes the spoiler location positioned from the forward edge of the rear deck lid at the center as seen from above will be: 21-5/8".

Composite

- i. Spoiler must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations. An ARCA approved rear spoiler must be used at all times during competition. All spoilers will be non-adjustable.
- ii. The spoiler must be made of 3/16" (.187") thickness metal stock.
- iii. The spoiler blade must maintain the same thickness over the entire spoiler blade.
- iv. The spoiler must be mounted using the mounting holes provided in the spoiler flange in all mounting holes designated.
- v. Spoiler must be slotted 1/4" to accommodate long template.
- vi. Minimum spoiler angle when inspected for all cars at all times will be 70 degrees.
- vii. Rear body height minimum 44" and maximum 44-1/2" left side and right side. Point of measurement will be on the top edge of rear spoiler, 23" left and right of the deck lid centerline.

ARCA approved rear spoiler:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-32211
Ford Fusion	2014 - 2016	14311-32211
Toyota Camry	2014	14711-32211

J. REAR BUMPER

Steel

- i. Bumpers must remain stock and in stock position. Part number must remain visible on rear bumper cover.

- ii. At any time there will be no more than 2-½" difference in static height between the left corner of rear bumper cover and right corner of rear bumper cover. Measurements will be taken at the K1 template.
- iii. All cars are to have proper taillight decals corresponding to the year and model of car.

Composite

- i. Bumpers must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position.
- ii. All cars are to have proper taillight decals corresponding to the year and model of car.

ARCA approved rear bumpers:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-45011
Ford Fusion	2014 - 2016	14311-45011
Toyota Camry	2014	14711-45011

Tail ID graphics:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-44541
Ford Fusion	2014 - 2016	14311-44541
Toyota Camry	2014	14711-44541

K. Windshield

Steel

- i. Approved polycarbonate a minimum of ¼" thickness.
- ii. Windshields should be mounted and sealed in the standard windshield opening. Windshield angle and size must correspond to stock dimension. Windshields should be in good condition and be free of cracks.
- iii. The windshield must be secured flush across the roof and "A" posts and along the bottom of the windshield using ¼" diameter button head allen socket cap screws. All screws must be able to be

removed using a 5/32" allen wrench. Also, five metal clips 2" long and 1" wide by .125 inches thick must be installed across the top of windshield. Two metal clips 2" long and 1" wide by .125 inches thick must be evenly spaced a minimum 12" apart on each windshield "A" post. All clips must be bolted to the top of the roof panel at the top of the windshield and the "A" posts using 1/4" diameter button head allen socket cap screws.

- iv. Three interior support beams inside windshield are mandatory.
- v. No unapproved markings allowed on windshield (this includes driver name, manufacturer identification, etc.). Windshield must fit all templates. Tinting must be approved by ARCA.

Composite

- i. Windshield must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position. Approved polycarbonate windshield minimum of 1/4" thickness.
- ii. Windshields should be mounted and sealed in the standard windshield opening. Windshield angle and size must correspond to stock dimension. Windshields should be in good condition. Windshield must fit all templates.
- iii. All screws must be able to be removed using a 5/32" allen wrench.
- iv. Minimum of three interior support beams inside windshield are mandatory.
- v. No unapproved markings allowed on windshield (this includes driver name, manufacturer identification, etc.). Tinting must be approved by ARCA.

ARCA approved windshields:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-63443
Ford Fusion	2014 - 2016	14311-63443
Toyota Camry	2014	14711-63443
1/4' mar-resistant, cut, bev, drilled, black		

Chevrolet SS	2014 - 2016	14121-63443-2
Ford Fusion	2014 - 2016	14311-63443-2
Toyota Camry	2014	14711-63443-2

1/4' mar-resistant, cut, bev, drilled

Optional windshield braces:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-76333
Ford Fusion	2014 - 2016	14311-76333
Toyota Camry	2014	14711-76333

L. SIDE WINDOW

Steel

- i. Front side window must maintain original dimensions within 1" of stock. Opening may be no smaller than 17" on driver's side and 16" on passenger's side window measured from the edge of the roof to the top of the door panel. See diagram #6 for legal window opening dimensions.
- ii. On oval tracks 1-¼ mile in length and over, all cars will be required to have installed a full one-piece window on the right side of the car. The window must be inset 1-½" along the entire length of the roof top and "A" post. The bottom of the right side window must also be inset 1-½" at the "A" post and follow a straight line back and must end flush with the "B" post. Mounting track dimensions for the right side window maximum 1" in height and a maximum length of 18" across the door top. The window shall be mounted in such a way that the driver or the track crew can easily remove it. No tape will be permitted on the side window glass. Right side window must be made of polycarbonate.
- iii. "A" post polycarbonate section in side windows not to exceed 9-½" horizontally x 11" vertically when measured from rearward edge of "A" post and ledge of door. "A" post polycarbonate section is to be mounted as far forward as possible. Rear edge of "A" post polycarbonate section must come up from doorsill at a 90 degree angle from doorsill. "A" post polycarbonate section must have screen if NACA duct is directed to driver. Any

hose connected to NACA duct (not used for the purpose of cooling driver), must be connected to an opening, blower or cooler. Connections must be point to point. Must be fully functional and not have any restrictions. The "A" post polycarbonate section and hoses if NACA duct used, must be properly installed to ARCA inspector's discretion, flush with the window and be used for air intake only. All NACA ducts must be connected to a hose or sealed off. Suction ducts will not be permitted.

Composite

- i. Front side windows must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position.
- ii. On oval tracks 1-¼ mile in length and over, all cars will be required to have installed a full one piece-window on the right side of the car. The window must be inset ¾" along the entire length of the roof top and "A" post. The bottom of the right side window must also be inset ¾" at the "A" post and follow a straight line back and must end flush with the "B" post. The mounting track for the right side window maximum 1" in height and a minimum length of 27" across the door top and minimum length of 25" across the door sill. Approved window track part number 14001-7612. The window shall be mounted in such a way that the driver or the track crew can easily remove it. No tape will be permitted on the side window glass. Right side window must be made of polycarbonate.
- iii. "A" post polycarbonate section in side windows not to exceed 10" horizontally x 10" vertically when measured from rearward edge of "A" post and ledge of door. "A" post polycarbonate section is to be mounted as far forward as possible. Rear edge of "A" post polycarbonate section must come up from door sill at a 90 degree angle from door sill. Vent must have screen if air vent is directed to driver. Any hose connected to NACA duct (not used for the purpose of cooling

driver), must be connected to an opening, blower or cooler. Connections must be point to point. Must be fully functional and not have any restrictions. The “A” post polycarbonate section and hoses if NACA duct used, must be properly installed to ARCA inspector’s discretion, flush with the window and be used for air intake only. All NACA ducts must be connected to a hose or sealed off. Suction ducts will not be permitted.

ARCA approved door window:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
All	2014 - 2016	14001-62342R
1/4' mar-resistant, cut, bev, right		

M. QUARTER WINDOW

Steel

- i. Quarter windows openings must maintain the same size, shape and be located in the stock position for the make and model car. Only flat, clear polycarbonate is to be used in the quarter window openings. One standard 4” high by 7” long opening, 3” NACA duct must be installed in the left side quarter window as far forward and as low as possible. The duct must be mounted horizontal to door top and must remain open and unrestricted at all times. If quick release fasteners are used, they must be the flush-mount type. All other fasteners must be acceptable to ARCA officials.
- ii. All air vents and air ducts in the quarter windows must be clear and configured for air intake only. Any hose connected to NACA duct (not used for the purpose of cooling driver), must be connected to an opening, blower or cooler. Connections must be point to point. Must be fully functional and not have any restrictions. The maximum NACA duct angle allowed is 45 degrees. Suction ducts will not be permitted.
- iii. No unapproved markings on any glass.

Composite

- i. Quarter window must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position. Only flat, clear polycarbonate is to be used in the quarter window openings. One standard 4" high by 7" long opening, 3" NACA duct must be installed in the left side quarter window as far forward and as low as possible. The duct must be mounted horizontal to door top and must remain open and unrestricted at all times. If quick release fasteners are used, they must be the flush-mount type. All other fasteners must be acceptable to ARCA Officials.
- ii. All air vents and air ducts in the quarter windows must be clear and configured for air intake only. Any hose connected to NACA duct (not used for the purpose of cooling driver), must be connected to an opening, blower or cooler. Connections must be point to point. Must be fully functional and not have any restrictions. The maximum NACA duct angle allowed is 45 degrees. Suction ducts will not be permitted.
- iii. No unapproved markings on any glass.

ARCA approved rear quarter windows:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-65353L
		14121-65353R
Ford Fusion	2014 - 2016	14311-65353L
		14311-65353R
Toyota Camry	2014	14711-65353L
		14711-65353R

3/16' mar-resistant, cut, bev, cs, black

N. REAR WINDOW

Steel

- i. Rear window must be of original size, contour, dimension and angle and minimum thickness of 3/16". Rear window must be installed flush and sealed in the standard window opening. Holes in the rear window to allow for adjustments on the rear jack bolts and panhard bar

adjuster are not to exceed 1- $\frac{3}{4}$ " diameter. Two rear window straps of 1/8" x 1" must secure window in place. Straps must be bolted to roof and trunk cover panel. No aluminum. Tinting must be approved by ARCA. Rear window to be made out of polycarbonate material.

- ii. For use on all tracks a second stationary air deflector (similar to the current roof rails) must be installed on the rear window. The rear window air deflector must be 3- $\frac{1}{2}$ " high (without any tapers) extending from the rearward edge of the left side roof flap down to the rear deck lid with an allowable maximum radius on rear deck lid end of air deflector of $\frac{3}{4}$ ". The rear window air deflector is to be made out of .090" aluminum or $\frac{1}{4}$ " clear polycarbonate. If deflector is made out of polycarbonate material, the deflector must be attached using a double shear mounting flange. The mounting flange of the rear window air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear window air deflector is to be mounted parallel to the car centerline. When installed the stationary wind deflector must line up with the left side roof rail and extend the full length of the window.

Composite

- i. Rear window must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and original size, contour, dimension and angle as manufactured. The minimum thickness of the rear window is 3/16". Rear window must be installed flush and sealed in the standard window opening. Holes in the rear window to allow for adjustments on the rear jack bolts and panhard bar adjuster are not to exceed 1- $\frac{1}{4}$ " diameter. Tinting must be approved by ARCA. Rear window to be made out of polycarbonate.

- ii. For use on all tracks a second stationary air deflector (similar to the current roof rails) must be installed on the rear window. The rear window air deflector must be 3-½" high (without any tapers) extending from the rearward edge of the left side roof down to the rear deck lid with an allowable maximum radius on rear deck lid end of air deflector of ¾". The rear window air deflector is to be made out of ¼" clear polycarbonate. The deflector must be attached using a double shear mounting flange. The mounting flange of the rear window air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear window air deflector is to be mounted parallel to the car centerline. When installed the stationary wind deflector must line up with the left side roof rail and extend the full length of the window.

ARCA approved rear windows:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-61353
Ford Fusion	2014 - 2016	14311-61353
Toyota Camry	2014	14711-61353
3/16' mar-resistant, cut, bev, cs, black		

Optional rear window braces:

<u>Model</u>	<u>Year</u>	<u>Part number</u>
Chevrolet SS	2014 - 2016	14121-76133
Ford Fusion	2014 - 2016	14311-76133
Toyota Camry	2014	14711-76133

ARCA APPROVED (Flange Fit) COMPOSITE BODY MOUNTING INSTRUCTIONS

The following ARCA-Approved (Flange Fit) Composite Body mounting instructions are to be used with Diagrams (#8A & 8B). To use these instructions, the numbered paragraphs each relate to corresponding numbers shown in Diagrams (#8A & #8B). Each paragraph explains the requirements for the mounting of the ARCA-Approved (Flange Fit) Composite Body.

1. The body must be mounted on the chassis centerline from front to rear with no offset. The body must remain as manufactured with no modifications.
2. The body location when measured horizontally rearward from the center of the roof at the divot to the vertical centerline of the rear axle housing must be 49" plus or minus (+/-) ½" for all 110" wheelbase cars.
3. The greenhouse must be mounted to the roll cage using the mounting points provided in the greenhouse. The greenhouse must be mounted to the roll cage using 3/8" minimum diameter round or square magnetic steel tubing. The front cowl must be attached to the leading edge of the dash. The rear panel (package tray) must be attached to the interior sheet metal.
4. The body mounting points must incorporate the hood hinges and rear deck lid hinges. The body mounts must use a 1/8" minimum thick magnetic steel plate mounted underneath the body and connected to the front sub-frame bars (#16A & B) on the front and connected in the rear to support bars (#13A & B) with 3/8" minimum diameter round or square magnetic steel tubing using #10-32 inch minimum diameter flush mounting bolts.
5. The front bumper cover must be installed with a 3/8" minimum diameter round or square tubing brace that follows the shape of the front bumper cover where the leading edge of the hood meets the front bumper cover. The brace must be mounted underneath the upper edge of the front bumper cover using #10-32 inch minimum diameter flush mounting bolts or pop-riveted to the brace. The brace must be connected to the front sub-frame bars (#16A & B) and the front sub-frame or front bumper mounting bars with ¾" minimum diameter round or square tubing. The lower edge of the front bumper cover must be connected to the front bumper or lower bumper cover braces with either #10-32 inch minimum diameter flush mounting bolts or pop-riveted. The front bumper cover body braces mounted on both the right and left side of the front bumper cover must be non-adjustable braces.
6. The upper rear of the quarter panels must be installed using a minimum 1/8" thick magnetic steel plate mounted underneath the rear quarter

panels The outer edges of the mounting plate must be connected to the rear quarter panels under the inner edge of the quarter panel using #10-32 inch minimum diameter flush mounting bolts or pop-riveted. The mounting plate must be connected to either the trunk reinforcement bar (#14) or to the rear crossmember using minimum 3/8" diameter round or square tubing. The rear bumper cover must be installed with a minimum 3/8" diameter round or square tubing brace that follows the shape of the rear bumper cover where the deck lid waterfall meets the rear bumper cover. The brace must be mounted underneath the upper edge of the rear bumper cover using 1/4" diameter flush mounting bolts or pop riveted to the brace. The brace must be connected to either the trunk reinforcement bar (#14) or the rear crossmember with a minimum of two (2) supports using a minimum of 1/4" solid round magnetic steel rod. The lower edge of the rear bumper cover must be connected to the rear bumper with either #10-32 inch minimum diameter flush mounting bolts or pop-riveted.

7. The flange fit front fenders, door panels and rear quarter panels must be connected to the chassis and greenhouse using only #10-32 inch minimum diameter flush mounting bolts, pop rivets will not be permitted. The body panel flanges must be connected using only #10-32 inch minimum diameter mounting bolts and 1/2" minimum outside diameter washers, pop rivets will not be permitted. The body mounting braces and locations must be acceptable to ARCA Officials.
8. The lower side of the body must be mounted to the rocker panel. The rocker panel must extend from the bottom of the main frame rail outward to the inside edge of the body and must have a 90 degree bend upward a minimum of 1-1/2" and bend inward a minimum of 1/2". The rocker panel must be installed the full length of the side from wheel opening to wheel opening. The rocker panel must be a minimum of 24 gage (0.025" thick) magnetic sheet steel. The body must attach to the rocker panel using a minimum of eight (8) #10-32 inch minimum diameter flush mounting bolts evenly spaced from front to rear.
9. All additional body mounting braces and locations must be acceptable to ARCA Officials

The ARCA-Approved (Flange Fit) Composite Body must meet all other specifications as set forth in the ARCA Rule Book. All body mounting requirements must be acceptable to ARCA Officials.

4. ENGINES

- i. The ARCA/Ilmor 396 as assembled by Ilmor Engineering is legal for use in competition.
- ii. The cast iron factory production engine blocks C3, D3, R5 and SB2 are the only blocks allowed. The above engine blocks may only be used within corresponding corporate manufacturer's line. NO ALUMINUM BLOCKS.
- iii. Aluminum or cast iron cylinder heads with no external modifications are permitted.
- iv. Production type intakes only. NO "Ram" intakes. Electrical fuel pumps will not be allowed on carbureted engines. NO overhead cam engines.
- v. NO injection allowed on carbureted engines, turbo charging or supercharging.
- vi. Recommend crankshaft harmonic dampers which meets SFI specification 18.1.
- vii. The maximum compression ratio on any cylinder will be 12.0:1 at all events.
- viii. For the C3, D3, R5 and SB2 engines, the maximum cubic inch displacement is 360 and the minimum cubic inch displacement is 350.
- ix. Any engine change after a car is qualified for the starting lineup will result in that car starting at the rear of the field.

A. LOCATION

- i. Center of #1 spark plug hole on engine must be in line or ahead of center line between upper ball joints or;
- ii. Engines must be located 14- $\frac{1}{4}$ " (plus or minus 1") when measured from the center carburetor or throttle body air filter mounting stud to center of windshield 29- $\frac{1}{2}$ " below front edge of roof as located by the ARCAA template (overall longitudinal). Also, when using this measurement, the rear quarter panel length when measured from the center of the rear axle to the lower

trailing edge of the rear bumper corner is to be 51-½" plus or minus ¼".

- iii. For cars competing with a 105" wheelbase, engines must be located 12" (plus or minus 1") when measured from the center carburetor or throttle body air filter mounting stud to center of windshield 29-½" below front edge of roof as located by the ARCAA template (overall longitudinal). Also, when using this measurement, the rear quarter panel length when measured from the center of the rear axle to the lower trailing edge of the rear bumper corner is to be 53-½" plus or minus ½".
- iv. Engine to ground height must be at least minimum 10" and a maximum of 12" from center of crank to ground to be used at all tracks.
- v. Minimum 3" clearance on oil pan.

B. ENGINE MOUNT

- i. All engine mounts must be reinforced steel or aluminum. Front to rear adjustable engine mounts will not be permitted.
- ii. Engine must be centered left to right.

C. LUBRICATION

- i. Dry sump engine oiling system only.
- ii. Engine lubrication reservoir tanks to be located in and accessible through driver compartment behind driver (completely encased with magnetic steel and properly sealed). Reservoir tank, fittings and lines can be no lower than frame rails.
- iii. Engine oil lines, if run through the driver compartment, must be encased or enclosed in a steel tube. Effective in 2017, no oil lines can be run through the driver compartment.
- iv. The ARCA/Ilmor 396 engine must use Valvoline Pro-V 5w-30 Synthetic Racing Oil as manufactured with no additives.

D. CARBURETOR / THROTTLE BODY

- i. The only carburetor for the C3, D3, R5 and SB2 engines is the Holley 4150 series 830 CFM (casting number 6R-5533B or 6R-7880B) carburetor with a 1-9/16" venturi size in the main body. Carburetor

bore in the main body cannot have any steps, radiuses or compound angles. The main body of the carburetor must have a smooth transition from the venturi to the carburetor base plate.

- ii. Carburetor must have a throttle bore of 1-11/16". The 4 throttle bores in the base plate must remain in stock location, with no altering of throttle bores. The carburetor base plate and main body must be Holley production parts.
- iii. The throttle plates must remain in their stock location. Throttle plates must remain flat. Idle holes may be drilled in throttle plates. The throttle plates must open simultaneously as manufactured when actuated, and all four throttle plates must open equally. All mechanisms must work mechanically.
- iv. The Holley casting numbers must remain legible on the top of the main body.
- v. There will be nothing allowed to be added to the bottom of the carburetor to extend down into the intake.
- vi. Cross vent air tubes must be removable.
- vii. The boosters must remain stock appearing. The booster casting number must remain visible. The following are boosters approved for competition:

<u>Booster Description</u>	<u>Casting ID #</u>	<u>Holley Part #</u>
Down Leg Standard	45R-168	45R-168BR
Down Leg Standard	45R-168	45R-206-1
Down Leg Stepped	45R-168	45R-296
Down Leg Large Shank	45R-131	45R-131
Straight Leg	45R-312	45R-312R
Straight Leg	45R-107	45R-111
Straight Leg/Small Skirt	45R-149	45R-149R
Standard Annular	None	45R-299A
Ford Truck	None	45R-238A

- viii. The gauges in ARCA's possession will be the only gauges used to check carburetors. Gauges may be viewed by contacting ARCA.
- ix. Two carburetor return springs are mandatory.
- x. All cable linkages must be approved by ARCA inspectors.

- xi.** Carburetor rule may be amended at certain tracks; all registered drivers and owners to be notified on entry blank and/or by bulletin.
- xii.** At all non-restrictor plate tracks, ARCA will require all carbureted engines to be equipped with a 1" thick tapered spacer issued by ARCA. The tapered spacer will be installed between the carburetor and the manifold/spacer. All engines must compete with a tapered spacer with four (4) 1.135" holes. Tapered spacer part #MA0344SPI can be acquired through Cometic Gaskets. Any attempts that result in inducting air from sources other than the normal approved method through the air filter and carburetor venturis will not be permitted. Any altering of the ARCA issued tapered spacer or gaskets will not be permitted. Tapered spacer subject to revision if competition proves necessary to change.
- xiii.** The Holley throttle body part #112-601 is the only throttle body to be used on the ARCA/Ilmor 396. The throttle body part number must not be altered in any way. The throttle plates must open simultaneously as manufactured when actuated, and all four throttle plates must open equally. All mechanisms must work mechanically.
- xiv.** Two throttle body return springs are mandatory.

E. INTAKE

- i.** For carbureted engines, only aluminum intakes will be allowed for use in competition.
- ii.** Intake manifold ports must be completely sealed to the cylinder head ports at all times. Sealing must be done by using either O-ring seals or paper-type intake manifold gaskets. The maximum thickness of the intake manifold gaskets is .0125" on each side. There must be a minimum of ¼" material on all sides of intake manifold to seal to cylinder head. Metal shim type or metal impregnated intake manifold gaskets or seals will not be

permitted. Intake manifold O-ring seals must be installed in a machined groove in either sealing surface (intake manifold or cylinder head). Intake manifold gaskets must be secured to either sealing surface (cylinder head or intake manifold) with an approved adhesive. Spacers between the intake manifold and cylinder heads will not be allowed.

- iii. Intakes must conform to the ARCA-approved gauges and templates.
- iv. The plenum opening of the intake must not be smaller than 3-9/16" in length and 3-5/8" in width and have radiused corners that maintain the shape of the ARCA intake manifold gauge.
- v. Minimum 1/2" wide gasket surface must be maintained on all sides for the carburetor mounting flange mating surface. The carburetor mounting flange and carburetor mounting studs must remain in the approved location. Solid studs must be used to mount carburetor or throttle body. All four studs must be drilled just above the mounting nut to allow for sealing.
- vi. The entrance of the intake manifold plenum at the intersection of the roof of the intake manifold runner and the carburetor opening must conform to the ARCA intake manifold chimney gauge. The ARCA chimney gauge must align with the centerline of the intake manifold runner when properly installed in the intake manifold runner. The depth of the intake manifold plenum must conform to the ARCA intake manifold plenum gauge. Cutting or grinding into the plenum floor at the intake manifold runners will be allowed as long as the shape of the floor conforms to the ARCA intake manifold plenum gauge. The floor in the plenum area of the intake must maintain stock appearance and remain in stock location.
- vii. For carbureted engines, a maximum 1" thick aluminum spacer acceptable to ARCA may be installed on the intake manifold. Spacer cannot be welded. The gasket surface of the spacer must conform to the shape of the carburetor base plate.

No taper or bevel will be allowed on the spacer and spacer must be perpendicular to the carburetor. The spacer opening must not be smaller than 3-9/16" in length and 3-5/8" width and have radiused corners that maintain the shape of the ARCA intake manifold gauge.

- viii.** For ARCA/Ilmor 396 engines, a maximum 1" thick aluminum spacer with four (4) 1.70" – 1.75" circular and straight holes acceptable to ARCA may be installed on the intake manifold. Spacer cannot be welded. The gasket surface of the spacer must conform to the shape of the throttle body base.
- ix.** One non-metallic gasket will be used at each part-to-part interface with a maximum thickness of 0.065".
- x.** Addition of materials will not be permitted on the walls or floor of the plenum (plastics, epoxies, etc.).
- xi.** The maximum height from the floor of the plenum to the top of the manifold/spacer will be 6" (including the tapered spacer). No steps.
- xii.** The ARCA/Ilmor 396 intake must remain as supplied from engine builder.

F. AIR CLEANER

- i.** Only ARCA approved round air cleaner element, minimum 12", maximum 17", will be permitted. An ARCA approved complete dry type element, minimum 1-1/2", maximum 4" high, must be used in the air cleaner at all times.
- ii.** All air shall be filtered through element. Top and bottom of air cleaner must be same diameter and must be solid.
- iii.** Two (2) 1/4" drain holes may be drilled in the bottom of the air filter housing at the lowest point. No other holes will be allowed.
- iv.** A maximum 1" lip only will be permitted from the air cleaner element to the edge of the top and bottom of the air cleaner.
- v.** Air filter housing must be centered on the carburetor or throttle body. No offset air filter bolts allowed. A single vertical vane, centered in the housing, extending front to rear will be allowed. No tubes, funnels

or any other devices that may control air flow will be allowed inside of the air filter or between the air cleaner housing and the carburetor.

G. COWL

- i. Only cowl air induction (cold air box) is permitted. The cowl opening must be connected to the air filter housing by extending the cowl air deflector to the sides of the air filter housing by the straightest possible line to the outer circumference of the housing. The floor of the cowl air deflector shall attach to the bottom of the air filter housing in the same manner. Vanes, venturis, air deflectors or restrictions will not be allowed in this area. The front of the cowl must seal to the back of the hood when the hood closes. This will be done by putting a single flat piece of sheet metal on the front of the cowl with weather stripping across the top of the sheet metal. The center of the sheet metal may be altered as follows only: A rectangular opening, 20" long by 2-½" (including radius) wide must be removed from the sheet metal at the center of the cowl.
- ii. **For events at Daytona and Talladega, the maximum cowl opening is 20" long by 2-½" wide.**
- iii. An air deflector using a radiused piece of sheet metal may be installed under the cowl opening.
- iv. For steel bodied cars, the minimum distance when measured from the center of the carburetor air filter bolt to the front edge of the cowl opening, is 8".
- v. Roll bar padding not permitted for sealing.

H. IGNITION SYSTEM

- i. For carbureted engines, the maximum RPM will be 8200 RPM. The ONLY approved ignition trays are the ACCEL adjustable ignition tray #61214 (dual box adjustable tray) or #61214-1 (single box adjustable tray). The trays are made up with ACCEL #61213 CD-Pro adjustable RPM ignition box(es), ACCEL #140051 Promaster single tower coil(s), ACCEL #29000B Promaster black coil selector

- (dual tray only), ACCEL #29069 #10 shock mount kit and #60616 coil wire tray assembly. The distributor lead wire must run through tube under dash through firewall.
- ii. All connectors are to be above the dash. All ignition systems are to be mounted on the recessed area on the right side of dash. The ignition boxes are to be mounted on a separate flat solid 12" x 12" aluminum plate .125" thick. Mounting holes are to be drilled inward 1" on each corner. Plate must be secured on right side of dash by 1/4" stud or bolt in each corner or an ARCA approved manner.
 - iii. Adjustable timing controls will not be allowed. Retard or ignition delay devices will not be allowed. Cars and drivers will not be permitted to carry onboard computers, recording devices, processors, microcontrollers, electronic memory chips, traction control devices, cell phones, or digital readout gauges any time a car and driver is checked in for the scheduled event. Any team in violation during any ARCA Racing Series sanctioned competition will have all illegal parts confiscated and will be subject to immediate disqualification and/or suspension of the offending Car Owner, Driver and Crew Chief.
 - iv. The ARCA/Ilmor 396 must use the Holley #554-132 ECU.

I. IGNITION WIRING

- i. For carbureted engines, all electrical wiring harnesses, connectors and switches must be acceptable to ARCA Officials. When switching from primary to secondary ignition system, individual components may not be switched.
- ii. All wiring must be point to point, no adaptors. Each wiring connection must be easily traceable. **All wires are required to be mounted on top of the left side dashboard panel. Wires must remain visible but must be covered with clear polycarbonate material so that they are not accessible from driver seat.**
- iii. For the ARCA/Ilmor 396, the Holley part #558-120 chassis harness must be used.

J. DISTRIBUTOR

- i. For carbureted engines, the distributor must mount in the stock location and maintain the same firing order as a factory produced engine for same make and model.
- ii. A maximum of two ignition pick-ups of the magnetic, optical or hall-effect type will be permitted in the distributor. No magnetos.

K. RADIATOR

- i. Any type radiator may be used, providing it does not alter any body parts or original mounting position.
- ii. Radiator overflow pipe may be relocated, and must run to catch container or surge tank and exit out of right rear of car or lower right corner of windshield.
- iii. For all events, the radiator air ductwork can be no wider than the radiator and must not extend behind the radiator.
- iv. An aerodynamic lower panel may be installed below the radiator duct work. The panel must be made out of a maximum 1/8" thick aluminum and must be flat. The lower panel must be centered on chassis center line. The lower panel including tubing, braces, straps, etc. can be no wider than 33" and must not extend behind the center of the sway bar tube.

L. FAN / FAN SHROUD

- i. All cars will have a removable panel or door 4" by 6" forward of radiator for inspection of backside of the grille and radiator.
- ii. Removal of fan or fan belt is prohibited see "viii" below.
- iii. Only standard fan with a minimum of four (4) blades permitted.
- iv. The pitch of the fan blades may be changed, however the fan blades must retain standard size, width and length. Flat fan may be used at any time, but must be of minimum measurements in L v and L vi below.
- v. Minimum diameter of fan shall be no less than 14".
- vi. Fan blades shall be a minimum of 3-1/2" wide.

- vii. Only standard production engine cooling fan drive belts are permitted.
- viii. Stock fan may be removed and electric fan may be used on back side of radiator. Electric fan, if used, must be in working order. Minimum diameter of electric fan is eleven inches.
- ix. When a mechanical fan is used, the shroud must follow the entire circumference of the fan and cannot extend more than one inch rearward of the trailing edge of the fan blade.
- x. When an electric fan is used, shrouds or panels rearward of the radiator are not permitted.

M. WATER PUMP

- i. For carbureted engines, only O.E.M. stock type water pumps are permitted. Water pump impellers may be altered.
- ii. Only standard production water pump drive-belts are permitted.
- iii. The ARCA/Ilmor 396 water pump must remain as received.

N. FUEL PUMP

- i. One mechanical, lever action, camshaft actuated fuel pump in the approved location will be permitted.
- ii. An ARCA approved remote cable driven mechanical fuel pump will be allowed. The remote fuel pump may be driven off the rear of the engine oil pump or the rear of the camshaft. If used, the cable driven fuel pump must be mounted in the trunk area on the rear firewall forward of the fuel cell container near the center of the chassis. The fuel line fittings on the inlet side of the remote fuel pump may be a manufacturer certified crash-worthy break-away self-seating type. Recommend that the remote cable assembly meet the SFI specification 8.1.
- iii. The ARCA/Ilmor 396 must use the Holley dual fuel pump part #12-873 or part #12-868 and fuel pressure regulator part #12-872.

N. ALTERNATOR

- i. All cars must be equipped with OEM type alternator in working condition.

O. STARTER

- i. Starters must be in working order at all times. Starter motors must be able to work with power supplied from the car's battery.
- ii. The ARCA/Ilmor 396 engine must use Quarter Master part #114260 starter.

P. BATTERY

- i. Battery(s) must be located in an approved manner and position.
- ii. Master battery switch must be located on the dash panel in the center. "On" and "Off" switch must be clearly marked.
- iii. Lithium batteries will not be allowed for use as the power source to start or power the race car.

Q. EXHAUST / HEADERS / MUFFLERS

- i. Exhaust pipes must extend past driver and exit from under car out the right side in front of the rear wheels. Each exhaust pipe must be secured with a minimum of two (2) "U" shaped brackets each measuring 1/8" thick by 1" in width. Exhaust pipes must be fastened to the headers in manner acceptable to ARCA. Exhaust must not run through driver's compartment.
- ii. Heat shields to cover exhaust manifolds can be no more than 4" wide and no longer than the valve cover.
- iii. Frames and rocker panels cannot be notched to accommodate exhaust pipes.
- iv. Exhaust pipes not to extend beyond rocker panels.
- v. Minimum 3" clearance on exhaust.
- vi. The only approved headers for the ARCA/Ilmor 396 are Hooker part #2413HKR mild steel or Hooker part #2413-7HKR stainless steel.
- vii. **All cars must be equipped with working mufflers and maintain a noise level below 100 decibels at all times, including post-race inspection, on all tracks less than ¾ mile in length. This will also apply to other**

tracks as indicated on entry blanks. Removal of mufflers after inspection is subject to fine, disqualification and/or suspension. Noise level will be strictly enforced.

R. BELL HOUSING / CLUTCH / TRANSMISSION

- i. Steel bell housing and/or other type of ARCA approved scattershield must be used.
- ii. Minimum clutch disc diameter is 5 ½". Solid magnetic steel clutches and pressure plates only.
- iii. Clutches must be a positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches.
- iv. Any type of transmission may be used providing it is standard production design. Transmission must be from an approved manufacturer and approved by ARCA. Only 4-speed transmissions allowed. NO AUTOMATIC TRANSMISSIONS. All forward and reverse gears must be in working order.
- v. For all events, fourth gear must be the primary gear engaged. Fourth gear ratio must be 1.00:1 (direct). Transmission gear ratios except for road courses between 1.00:1 and 1.28:1 will not be permitted for the remaining forward gears.
- vi. The Quarter Master bell housing part #110100R must be used with the ARCA/Ilmor 396 engine.
- vii. The Quarter Master clutch unit part #397050 must be used with the ARCA/Ilmor 396 engine.

S. DRIVE SHAFT

- i. Magnetic steel drive shafts only. All drive shafts must be painted white.
- ii. Two (2) oval (360) degree shape brackets, no less than 2" wide and ¼" thick steel, must be placed around the driveshaft and fastened in ARCA-approved manner.

5. INTERIOR

All interior floor pans, front and rear firewalls must be welded steel.

A. FRONT FIREWALL

- i. Must be stock in appearance and free of holes. Must retain stock position to inspectors' discretion.
- ii. Block off plates or covers must be magnetic steel.
- iii. No aluminum or carbon fiber.

B. FLOOR PAN

- i. Standard factory production type floor pans. Must remain in stock position.
- ii. Transmission tunnel may be no wider than 18" at the bottom and the top of the transmission tunnel must be at least 10" below the leading edge of the windshield. The drive shaft tunnel cannot be more than 7" high and 10" wide when measured at the rear suspension crossmember.
- iii. Tunnels or under pans will not be permitted.
- iv. Block off plates or covers must be magnetic steel.
- v. No aluminum or carbon fiber.

C. REAR FIREWALL

- i. Must be stock in appearance and free of holes.
- ii. Block off plates or covers must be magnetic steel.
- iii. No aluminum or carbon fiber.

D. DASHBOARD / GAUGES

- i. The left side of the dashboard from the left side front roll bar leg (#2A) to the center windshield bar (#4A) must be made of steel, must be welded in place or composite material which meets the SFI 56.1 specification and must be fully enclosed.
- ii. To allow for easy access beneath the dash, all cars must have a removable inspection panel. Minimum size of the metal inspection panel is 8" by 18". The inspection panel must be fastened with wing-type quick release fasteners.
- iii. The right side of the dash panel must be fully enclosed and recessed from the center windshield bar (#4A) to the right side front roll bar leg (#2B). The panel is to

be made of steel welded to the top of the dash panel bar (#8) and the front firewall or composite material which meets the SFI 56.1 specification permanently affixed to the top of the dash panel bar (#8) and the front firewall. This area will be for mounting the ignition system or ECU.

- iv. Dashboard length measured from center of windshield will be no longer than 22" and no shorter than 18".
- v. Dial type gauges only. All gauge feed lines must be of steel braided type. No rubber or plastic lines.

E. RACE SAFE SYSTEM

- i. Each car in competition must be equipped with an approved Race Safe System (serviced by Racing Electronics) dashboard-mounted safety light.
- ii. The LED light is to be mounted facing the driver on top or front of the dash from the steering column over to the left side "A" post.
- iii. The battery is to be mounted in such a manner to diagonal bar #7A so the system can be checked from outside of car.
- iv. The antenna is to be mounted 20" back from windshield and 6" in from the right side roof rail.

E. MIRROR

- i. Rear view mirror is mandatory.
- ii. Side view mirror may not extend beyond body shell.

F. CLUTCH / BRAKE PEDALS

- i. Must be within 10" of front firewall.

G. SHIFTER

- i. Shifter mechanism must be made of metal.
- ii. Must have boot cover which meets SFI specification 48.1. Must be bolted to inspectors' discretion. Must be sealed tight to floorboard. Top of boot is to be safety wired.

H. SEAT / HEAD SURROUND

THE RESPONSIBILITY OF THE DRIVER
IS TO ENSURE THAT ALL SAFETY

EQUIPMENT THAT IS WORN AND ALL SAFETY EQUIPMENT INSTALLED IN THE CAR IS INSTALLED TO MANUFACTURERS RECOMMENDATIONS.

- i. ARCA approved seat installed per manufacturers guidelines and must meet SFI standard 39.1 or 39.2 acceptable to ARCA Officials. Seat and head surround/headrest must display valid SFI sticker. Seats and head surround/headrest must be recertified every two (2) years after the date of original certification or two (2) years from date on conformance label.
- ii. The seat bottom must be secured to the car's frame/roll cage with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16" minimum diameter, magnetic steel, hex head bolts per side.
- iii. Seat mounting brackets welded to frame, frame crossmembers, roll bars or removable seat mounting frame assemblies must be minimum 1/4" magnetic steel. Seat mount brackets or slotted mounting systems welded to the seat frame must be minimum 1/4" thick. To prevent sliding an additional bolt must be used if a slotted mount is used to mount the seat to the seat frame. All seat bolts minimum 3/8" or larger with minimum 1" washer.
- iv. ARCA approved seat equipped with full length leg extensions and rear seat bracket mandatory.
- v. Headrest/head surround must be installed per manufacturer's guidelines and must meet SFI standard 39.1 or 39.2. Headrest/head surround and its installation must be acceptable to ARCA. Headrest/head surround padded with material which meets SFI specification 45.2 is recommended.

I.BELTS

THE RESPONSIBILITY OF THE DRIVER IS TO ENSURE THAT ALL SAFETY EQUIPMENT THAT IS WORN AND ALL SAFETY EQUIPMENT INSTALLED IN THE CAR IS INSTALLED TO MANUFACTURERS RECOMMENDATIONS.

- i. All cars must have minimum quick-release 6-point belt system which meets SFI specification 16.5. Belts may not be any older than 2 years from original certification date.
- ii. Seat belts, shoulder harness and sub strap must be anchored to main roll cage, seat frame or frame, subject to ARCA tech inspector approval.
- iii. Shoulder harness must run through welded loop behind seat (bar #7B).
- iv. No Y-type belts.
- v. Safety arm restraints which meet SFI specification 3.3 recommended.

J. WINDOW NET

- i. A nylon mesh net compliant with SFI specification 27.1 (must have tag affixed) must be installed in driver's side window opening. Window net not to be any older than 2 years (manufacturer's date). Net size must be at least 16" x 18". Net must be installed so it is tight.
- ii. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach at rear. Wide mesh nets only, minimum ½" ribbon or larger. Window net must have and maintain minimum 1" opening between ribs.
- iii. Cage net on both sides of driver's head is acceptable. Must be equipped with a quick release fastener accessible by driver.

K. FIRE EXTINGUISHERS

- i. For the driver, an ARCA approved fire extinguishing system which meets SFI specification 17.1 is mandatory. A minimum of 5 pound type with at least 3 outlets. The fire extinguisher cylinder is to be mounted securely behind the driver's seat or to the right of the driver's seat and not beyond the right side frame rail. The activation lever must be in reach of the driver.

- ii. Also, each car is to have a heat activated minimum 5-pound fire extinguisher which meets SFI specification 17.1 securely mounted in driver compartment behind the driver's seat or beyond the right side of the drivers' seat and not beyond the right side frame rail with thermally activated nozzle located in the trunk area.
- iii. A 10-pound fire extinguisher which meets SFI specification 17.1 must be used if a T-type fitting with the thermally activated nozzle is directed to the under-hood area and with thermally activated nozzle in the trunk area. This fire extinguisher must also be securely mounted behind the driver's seat or beyond the right side of the drivers' seat and not beyond the right side frame rail.
- iv. All units must have working gauges. If gauge is broken, unit will be confiscated. Gauge must be mounted in such a manner so that the gauge can be read from top side of car.
- v. The extinguishers must be certified **only** by the manufacturer every **two years**. The manufacturers label must be clearly marked and visible to ARCA inspectors.
- vi. The safety pin in the activation head must be pulled any time car is on track.
- vii. All competitors must have minimum 10 lb. ABC fire extinguisher in pit area.

6. TRUNK

- i. Trunk floor must be complete from rear bumper to rear firewall, including wheel wells and outside frame rails. Single panels only.
- ii. The trunk compartment floor pan must be made of welded sheet steel and remain flat and level with the top of the frame rails.
- iii. Sheet steel must extend to within 8" of quarter panels on the side. A metal crush panel must be used to enclose the inner wheel well and quarter panel.
- iv. The entire trunk area is to be completely sealed.
- v. Block off plates or covers must be magnetic steel.

7. FUEL CELL / FUEL LINES

A. FUEL CELL

- i.** Fuel cells mandatory. Fuel cells which meets SFI specification 32.1 recommended. Fuel cell must be encased in an ARCA approved container of no less than 20 gauge (0.032") steel. Violation of this specification may result in immediate disqualification of car, plus a fine, and confiscation of illegal parts.
- ii.** The following are the only ARCA approved 22 and 18 gallon capacity fuel cell container sizes: 33" x 17" x 9-1/4" or 33" x 17" x 8".
- iii.** Maximum age for use is 5 years from date of manufacture.
- iv.** Fuel cell and container must be fastened to the floor in a recessed well. Fuel cell must be installed as far forward as possible and no lower than top of rear frame rails in trunk compartment, equal distance between frame rails. Filler materials or spacers used to secure fuel cell in recessed well must be full size and solid (no holes) to the inspector's discretion.
- v.** Fuel cell, installed in recessed well must be secured with steel straps, two (2) lengthwise and two (2) crosswise. Straps must be made of 1" x 1" square magnetic steel tubing bolted with no removable spacers. Fuel cell top rack must not be located more than 9-1/4" above the floor of the recessed well for 22 gallon and 8" for 18 gallon. Fuel cell must be supported by three straps made of 1" by 1" square magnetic steel tubing extending front to rear, secured to frame equal distance from each end.
- vi.** When mounting fuel cell through trunk floor an additional container of minimum 20 gauge (0.032") steel must be welded solid to floor of trunk for installation of fuel cell container. The maximum distance from the bottom of the rear frame rail to the bottom of the recessed fuel cell well is 6-1/2" measured any place across the recessed well. The minimum ground clearance from the bottom of the recessed fuel cell well to the ground when measured at any point is to be no lower than 9".

- vii.** The floor of the recessed well for the fuel cell must remain horizontal to the ground within ¼" when compared front to rear at any point across the floor of the recessed well. All corners of the fuel cell recessed well, whether vertical or horizontal, must be 90 degrees with a maximum 1/8" radius.
- viii.** Transponder mounting bracket is to be installed on right hand side at the fuel cell container.
- ix.** No materials other than standard foam as provided by the fuel cell manufacturer are permitted. Modifications to the foam will be limited to the minimal removal of the foam directly underneath the check valve assembly and the fuel pump/pick up reservoir tank to inspector's discretion.
- x.** A vent with self-closing flap-type valve is to be installed at the left rear taillight of car. Maximum inside diameter of vent tube is 1-¼". Vent tube cannot extend outside of bodywork more than 2". The fuel cell vent hose neck not to exceed 3" in length with a maximum inside diameter of 1-¼". The fuel cell vent hose neck is to have a bead around the outside circumference to help hold vent hose on. Flexible vent hose used to connect the fuel cell vent to the overflow valve not to exceed maximum 1-½" inside diameter. The overall length measuring from the top of the fuel cell fill plate to the outside end of the fuel vent pipe not to exceed 66". Check valve filler neck inside diameter maximum 2-1/8", outside diameter 2-¼" maximum. Maximum depth of check valve carriages is 8-½" for 22 gallon. A minimum of 6" of flex hose must be located between end of filler spout and fuel cell neck. Maximum filler spout size 4" x 8" x 18". ARCA inspectors will reject any previously approved fuel cells, containers or check valves which are damaged, defective or do not function properly. Check valves and fuel cell must be approved by ARCA. Recommend flapper valve to meet SFI specification 32.2.
- xi.** ARCA approved dry coupling systems are mandatory. Dry couplings must be mounted at an angle in the left rear quarter

panel. Mounting must be as near to the top of the panel and as far back as possible. An ARCA approved single point, closed loop, fueling system consisting of a fuel filler car adapter, fuel filler can coupler and fuel filler can vapor pressure relief valve may be used in competition only as follows: The fuel filler car adapter is to be installed as far back and as near the top of the left rear quarter panel as possible. A straight 2-½" maximum inside diameter and a minimum of 6" in length flex hose must be used to connect the fuel filler car adapter to the fuel cell neck. The fuel cell vent flex hose not to exceed 1-½" maximum inside diameter and a maximum length of 66" when measured from the top of the fuel cell filler plate to the outside end of the fuel filler adapter vent pipe. A refilling adapter may be used during practice and must be changed prior to qualifying.

- xii. When the ARCA-approved flange fit composite body is used, there must be a ground cable installed from the metal mounting flange of the dry coupling receptacle to the fuel cell filler plate.
- xiii. ARCA approved dual, right or left side pickup or ARCA approved Holley hydramat fuel blanket in fuel cell may be used.

B. FUEL LINES

- i. Fuel lines from cell to carburetor or throttle body must run through the driver's compartment and must be enclosed in one 1-¼" outside diameter steel tube, not to be mounted higher than 6" above floor plan and run to the right of the transmission tunnel and inside of the right side frame rail. The tube running through the driver's compartment must be red in color and labeled "FUEL LINE". Fuel lines and location must be approved by ARCA.
- ii. Line may be replaced with steel braided hose not to exceed 5/8" inside diameter.
- iii. For carbureted engines, the maximum length of fuel line when measured from the fuel cell to the rear firewall in the trunk area is 55". This total length will include the fittings and maximum of one (1) fuel filter.

- iv. For EFI engines, the maximum length of fuel line when measured from the fuel cell to the rear firewall in the trunk area is 90". This total length will include the fittings, pump and fuel filter(s).

8. ROLL CAGE / CHASSIS

A. ROLL CAGE

- i. Round steel 1-3/4" x .090" minimum seamless roll-over bars are compulsory for the basic roll cage, and must be ARCA approved. Aluminum and/or other soft metals not permitted. Roll bars must be welded. All cars are required to have the basic roll cage configured as shown in Diagram #5. The main roll bar (#1 in Diagram #5) must be welded vertical on the top of both right and left frame rails, then come upward above the driver's head and across the inside roof panel. The main roll bar (#1) must also be braced with 1 diagonal bar (#5) and 2 horizontal bars (#6) and (#7). The diagonal bar must begin at the upper left behind the driver's head and end at the lower right of the main roll bar. The horizontal bars (#6 and #7) must be welded inside the main roll bar (#1) with the upper bar (#7) at the seat height and the lower bar (#6) just above the drive shaft tunnel. The diagonal bar (#7A) must be welded near the center of the horizontal shoulder bar (#7). The diagonal bar (#7A) then extends forward to a junction with the roof support bar (#12) and continues through the firewall and welded to the right front sub-frame rearward of spring bucket. The shoulder belt bar (#7B) must be welded to the main roll bar (#1) and the main diagonal roll bar (#5). Extending forward at the outer edges of the roof panel, from the main cage is the roof bar (#3). The roof bar must follow the contour of the windshield across the front and be within 4" of the top of the windshield. The roof bar must also have a bar (#4) welded from the main roll bar to the roof bar on the car's centerline. The center windshield bar (#4A) must extend forward from the roof bar (#3) near the car's centerline and

bend downward following the back of the windshield with minimum clearance. The center windshield bar (#4A) must pass through the top of the dash panel and attach to a support bar under the dash panel at the firewall. The front roll bar legs (#2 A & B) must be welded to the roof bar near the upper corners of the windshield, then extend down along the "A" posts to the cowl, then straight down to the top of the frame side rails. An additional dash bar (#8) must be welded beneath the dash, across the 2 front roll bar legs (#2 A & B). Rear support bars (#13 A & B) must be welded to the main roll bar (#1) at the top and extend to the rear of the frame in the trunk compartment. The rear support bars (#13 A & B) must be connected with a bar (#14) that adds extra protection to the trunk area in addition to being welded to the rear support bars (#13 A & B). Bar (#14) must have a minimum of 3 vertical supports of 1- $\frac{3}{4}$ " x .083" minimum seamless round tubing (#15 in diagram #5) connecting it to the rear crossmember. The main roll cage bar (#1) and the front roll bar legs (#2 A & B) must be connected with 4 horizontal door bars (#9 A & B) on both left and right sides. A 13 gauge (.0897" thick) anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate must fill the area between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2a). The plate(s) must be formed to match the curvature of the door bars. Individual plates welded in the openings between each door bar will not be permitted to be inset more than $\frac{1}{4}$ " from the tangent or outside surface of the door bar. Plates welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with 1" of weld followed by a maximum of 3" of surface not welded and again followed by a minimum 1" weld. To facilitate emergency removal of the left side door bars, the anti-intrusion

plate must have 6, (8 on cars using 5 door bars), 2-1/2" diameter holes cut in the anti-intrusion plate, with 3 holes near each end of the plate in the following locations: The upper 2 holes must be centered vertically between the left side door (bars, at an on-center distance of 3" from the center of the left front roll bar leg (#2a) and main roll bar (#1). The middle two holes (or 4 on cars using 5 door bars) must be centered vertically between the left side door bar, at an on-center distance of 3" from the center of the left front roll bar leg (#2a) and main roll bar (#1). The lower two holes must be centered vertically between the left side door bars, at an on-center distance of 5" from the center of the left front roll bar leg (#2a) and main roll bar (#1). NOTE: On cars using the optional fifth left side door bar, the intrusion plate and the access hole installation must match the upper and middle sections described above. (See diagram #7). 2 foot bars highly recommended. The top door bar on each side must have a vertical vent window bar (#10 A & B) welded upward and connecting to the front roll bar legs (#2 A & B). The door bars must be convex in shape and spaced from top to bottom as equal as space permits. The door bars must be the same length and have an equal amount of convex in both the right and left sides. The door bars must have 6 vertical studs per side of 1-3/4" x .083" minimum seamless round tubing not numbered but shown in the left side view diagram (#3) equally spaced. 2 angular studs (#11 A & B) must be attached from next to the bottom door bar to the frame rail. A roof support bar (#12) must also extend from the right front corner of the roof bar down to the transmission crossmember. All joints and connections must have gusset plates for reinforcement.

- ii. When using the ARCA-approved flange fit composite body, the measurement from the lower edge of the roof bar (#3) 15" forward of the main roll bar (#1) to the ground must be a minimum of 48".

- iii. All roll bars within the driver's reach must be padded. Padding which meets SFI specification 45.1 to be used.
- iv. Additional material and/or tubing may be required to be welded to any car. Roll bar installation and workmanship must be ARCA approved.

B. FRAME

- i. No offset chassis is permitted. All frame rails must be parallel. The minimum distance between the frame side rails measured inside to inside of 50" for 110" wheelbase cars and 52" for 105" wheelbase cars with a maximum outside to outside frame rail width of 60".
- ii. Side rails must be inserted in standard rocker panels and must be steel box tubing minimum 3" in width by 4" in height and have a minimum wall thickness of not less than .120" and a minimum length of 65".
- iii. Front sub-frame and rear sub-frame rails must be a minimum 2" in width by 3" in height with a minimum wall thickness of .083".
- iv. Minimum 4" clearance on frame.

C. FRONT SUSPENSION

- i. All front suspension parts must be of heavy duty or racing parts.
- ii. The maximum sway bar end diameter is 2". The diameter of the sway bar body is not to be more than 2-3/8".
- iii. The front sway bar arms may not be drilled for weight reducing purposes. Chassis may not be adjustable from the cockpit. NO electric, pneumatic or hydraulic jacking devices.
- iv. A-frames must have a stock type appearance. A-frames must be made of magnetic steel.
- v. Upper and Lower A-frames may be altered for safety and tire clearance.
- vi. The upper and lower coil spring mounts must support the front coil springs for a minimum of 270 degrees of each coil spring mount.

- vii.** Helix must be securely bolted in lower A-frame.
- viii.** For cars with 110" wheelbase, lower A-frames must be the same length, within ½" tolerance, and mount in approved position (i.e. left and right must agree, offset will not be permitted).
- ix.** For cars with 105" wheelbase, lower A-frames must be the same length and mount in the approved position (i.e. left and right must agree, offsets will not be permitted).
- x.** Absolutely no heim joints permitted on upper or lower A-frames.
- xi.** Front springs must be stock appearing. Springs must be made of magnetic steel. NO quarterelliptic springs allowed. Progressive or digressive rate springs will not be permitted. All coil springs must be at least 5" in diameter and mounted in stock location (outer A-frame unacceptable). Front coil springs must maintain a minimum free height of 7-1/2" and no greater than 10-1/2".
- xii.** All weight jacking bolts must be made of magnetic steel. Bevels, monoball(s), excessive tapers or other devices will not be allowed on the ends of jacking bolts.

D. STEERING / STEERING WHEEL

- i.** Steering must be reinforced for safety. Steering may be modified. Larger shafts will be permitted.
- ii.** Steering shaft must not be welded; may be bolted or pinned. Recommend stock type shaft.
- iii.** Steering box only. Steering box must be made of magnetic steel.
- iv.** Steering shaft forward of the firewall, must have a minimum of two (2) universal joints or a collapsible steering shaft. Highly recommended collapsible sleeve on steering shaft.
- v.** Only magnetic steel solid spoke steering wheel will be permitted.
- vi.** Steering wheel quick disconnect which meets the SFI specification 42.1 required.
- vii.** Steering wheel with center post pad mandatory.

E. HUBS & SPINDLES

- i. Heavy duty spindles and hubs are required. 5 x 5 ARCA approved hub only. Steel hubs mandatory on all tracks.
- ii. Offset hubs or spindles will not be permitted on cars competing with 105" wheelbase.
- iii. No tubular spindles.
- iv. At least the first thread on all lug bolts must be visible from the front of lug nut when the lug nut is installed. Magnetic steel lug nuts only and must be 1" hex by 5/8" fully threaded.
- v. A fiber cable constructed from a continuous loop of 1/4" diameter 12 strand cable (with the red tracer thread) woven from Vectran HS V-12 fiber must be used to link the front spindles to the frame. One eye must loop over a solid, magnetic steel jacking bolt and be securely retained with a locking nut and 2" metal washer and the other eye must loop between the caliper brackets. Body of cables must be free of tape.
- vi. If used, wheel spacers which meet SFI specification 44.1 are recommended.

F. TREAD WIDTH

- i. When measuring front tread width (center of front tire to center of front tire), minimum front tread width 60" and maximum front tread width 60-1/2" permitted.
- ii. When measuring rear tread width (center of rear tire to center of rear tire), minimum rear tread width 59-3/4" and maximum rear tread width 60-1/2" will be permitted.
- iii. In the front a minimum of 70" and maximum of 70-1/2" must be maintained when measuring from the left outside wheel bead surface to the right outside bead surface at spindle height.
- iv. In the rear a minimum of 69-3/4" and a maximum of 70-1/2" must be maintained when measuring from the left outside wheel bead surface to the right outside bead surface at spindle height.

G. REAR SUSPENSION

- i. Rear coil springs will be mounted on trailing arms in front of rear axle. The rear coil spring lower mounts must be centered on the trailing arm.

- ii.** For all cars competing with 110" wheelbase, trailing arm mounting points on the axle housing must be evenly spaced, plus or minus $\frac{1}{2}$ " welded to the axle housing to prevent movement.
- iii.** For all cars competing with 105" wheelbase, trailing arm mounting points on the axle housing must be evenly spaced, and welded to the axle housing to prevent movement.
- iv.** Center of rear spring to center of axle maximum 9".
- v.** Rear spring pocket diameter 5- $\frac{1}{4}$ ".
- vi.** Only a 2 link I-beam type trailing arm type suspension will be permitted. Trailing arms must have a minimum combined wall thickness of .240"
- vii.** Trailing arm on one side must be 51" in length. The opposite side must be no less than 45" and no more than 51".
- viii.** Any spacers used between the rear axle housing and the trailing arms must be made of a solid metal block which must be flat on the side that contacts the axle tube and the side that contacts with the trailing arm.
- ix.** Any device that would allow abnormal rotation of the housing will not be allowed.
- x.** Absolutely no trailing arms using heim joints will be permitted.
- xi.** Standard type rubber or metal bushings must be used.
- xii.** Bump stops of any kind will not be permitted during competition.
- xiii.** A single panhard bar must be used to hold rear axle housing in the center of the car. Mounting points on the axle housing must be evenly spaced. Minimum panhard bar length is 40".
- xiv.** Rear sway bars will not be allowed for use in competition.
- xv.** All springs must be stock appearing. Springs must be made of magnetic steel. NO quarterelliptic springs allowed. Progressive or digressive rate springs will not be permitted.
- xvi.** All weight jacking bolts must be made of magnetic steel. Bevels, monoball(s), excessive tapers or other devices will not be allowed on the ends of jacking bolts.

H. SHOCKS

- i. Shock absorbers and their installation subject to approval by ARCA officials.
- ii. Front shock mounts cannot be adjustable.
- iii. Rear shock upper mounts must be located inside the frame rail. All rear shock absorbers must be mounted behind rear axle housing a maximum distance of 2" when measured from the rear axle tube to the shock absorber shaft.
- iv. Maximum of one shock absorber per wheel.
- v. No coil-over shocks. No canister shocks. No remote reservoir shocks. External or internal shock bump stops will not be allowed for use in competition. Violation will result in fine and loss of championship points.

I. REAR END

- i. Detroit locker-type differentials made of magnetic steel, acceptable to ARCA officials only. When jacked up and transmission engaged, the locker-type differential must permit either wheel to turn freely by hand one full turn while the opposite wheel remains stationary.
- ii. Gear ratio subject to revision if competition proves necessary to change.
- iii. All rear axle components, including differential carrier, housing, axle tubes, axle shafts, spindles and hubs must share a common centerline.

J. AXLE

- i. Magnetic steel full floating double splined rear axles must be used.
- ii. Drilled or hollow rear axles will not be permitted.

K. BRAKES

- i. Four wheel disc brakes must be in good working order and are subject to inspection by ARCA officials.
- ii. Brake rotors must be magnetic steel.
- iii. Minimum front brake rotor thickness is 1".
- iv. Minimum rear brake rotor thickness is 5/8".
- v. No carbon fiber brake components.

- vi. A maximum of 3 (three) 4 (four) inch maximum flexible hoses with a maximum of 1 fan per hose will be allowed for brake cooling for each front brake. All air entering the brake cooling hose must enter through the front of the air dam below the front bumper line. The brake cooling air inlets must not run through radiator air box.

9. **WHEELS**

- i. All wheels must be ARCA-approved or approved by tire manufacturer.
- ii. 9-½" wheels only.
- iii. Minimum weight of wheel is 27 pounds.
- iv. Any chrome wheel must be sandblasted on outer lip where wheel weight attaches and on inner lip where tire seals.
- v. Car number must appear next to valve stem.
- vi. No bleeder valves.

10. **TIRES**

- i. General Tire Company is the exclusive tire supplier of the ARCA Racing Series. Only ARCA approved tires are permitted.
- ii. No altering or defacing of tires unless approved by ARCA.
- iii. ARCA will mandate the maximum number of tires allowed to be used during race. There will be no restrictions regarding how many pit stops teams make, how many tires are changed per pit stop or how many times a team changes tires.
- iv. Teams may not use tires other than those mounted on their wheels identified per Rulebook.
- v. ARCA reserves the right to mandate use of specific tire numbers within manufacturer's line. Use of the approved tire numbers for that brand at that event would be mandatory. The approved tire numbers will be provided in writing by General for each event and track.
- vi. ARCA may require any or all competitors to start race on tires used for qualifying.
- vii. Tires are to be used in the condition as supplied by General. Altering tires or applying any unauthorized or foreign substance of any kind (softeners, cleaners, shines, etc.) is not permitted. Violation of

this section may result in fine, suspension and/or loss of points.

- viii.** On all designated tracks under 1 mile, tires that are used for qualifying must be purchased at race track from General and remain in ARCA impound area until car is ready to go through technical inspection for qualifying attempt. Teams receiving permission to qualify on approved non-impound tires will be limited to eligibility for a starting position. All minimum requirements must be met. (EIRI)
- ix.** 1 tire cooler fan and hose assembly with a maximum hose diameter of 3" may be used for each front tire. Fan must be mounted behind nose and a minimum distance of 4" above the bottom of the nose (not valance). Fan and hose assembly cannot draw air through the radiator air box. The center of the hose outlet must not be mounted any further outward than the center of the tire. Blower must not include any mounting panels or bell shaped inlets. Mounting workmanship must be acceptable to ARCA.

11. WEIGHT

- i.** Weight must be encased within a frame rail or weight container no lower than frame rails, in block form no less than 5 lb. pieces in ARCA approved manner.
- ii.** No weight to be added forward of front firewall.
- iii.** All weight must be properly secured in a manner approved by ARCA.
- iv.** Any weight containers that are welded to the rear subframe side rails or rear crossmember will not be allowed to extend below the bottom of rear sub-frame side rails or rear crossmember.
- v.** The front end of all weight containers must be capped and welded with same material as container. A 1" hole will be allowed in the end cap to allow access to added weight.
- vi.** All ballast weight must be painted white and have the proper car number or team ID painted on 3 sides of each piece. At any event, there may be a random check of ballast weight.

- vii. Any ballast weight found not to be in compliance or secured will be confiscated and a minimum fine of \$500 will be levied. If ballast weight is lost from a car during competition, the car that lost the weight will be black flagged and not allowed to continue in the event and a fine of up to \$1,000 will be levied. Any ballast weight found with improper car number or team ID will be confiscated and a minimum fine of \$1,000 will be levied.
- viii. All cars will be weighed without driver in car.
- ix. Minimum car weights:

<u>Wheel base</u>	<u>Body Type</u>	<u>Overall</u>	<u>Right Side</u>
105"	Steel	3400 lbs.	1625 lbs.
110"	Steel	3400 lbs.	1530 lbs.
110"	Composite	3300 lbs.	1485 lbs.

12. FUEL

- i. Unleaded gasoline only as fuel. The fuel must comply with ASTM D4814 entitled "Standard Specification for Automotive Spark Ignition Engine Fuel", except limited to liquid hydrocarbons only. Fuel is not required to meet volatility or seasonal limitations. Non-approved additives such as ethers, alcohols, or other oxygenates are prohibited. In addition, nitro compounds or other nitrogen containing compounds, aniline or its derivatives will also be prohibited in mixing in the fuel.
- ii. ARCA reserves the right to have all cars use the same brand of gasoline. This will be noted on the Official Entry Blank for the specific event and specify the brand of fuel that will be the "Official Fuel". All fuel used for practice, qualifying and for the race will be supplied at the track by the "Official Fuel" supplier. ARCA will use a sample of the actual "Official Fuel" provided at the track to determine if the fuel used by competitor conforms to standards as described above.
- iii. ARCA will use a sample of the fuel provided by the supplier at the event to determine if competitors' conforms to standards described in Rule Book.

- iv. No icing or cooling of fuel system.
- v. ARCA reserves the right to test any competitors' fuel at any time during an event.

13. FUEL FILLER CANS

- i. Maximum of three (3) approved 12 gallon fuel cans permitted in pits for refueling. **All fueling cans for any use in the garage area and pit road must be ARCA approved and made out of metal.**
- ii. For teams using the closed loop fueling system, the fuel filler can is to be equipped with a vapor pressure relief valve installed in a clear 1-½" inside diameter vent tube hose connecting the fuel filler coupler to the fuel can vent tube. The vapor pressure relief valve mounted in the center of a 4" length, 1-½" inside diameter metal tube is to be mounted 8-½" on center above the bottom of the fuel level opening. The clear hose is to be mounted as straight as possible between the fuel filler coupler of the fuel can and the vapor pressure relief valve tube.
- iii. Power tools must not be used when removing or installing couplers on fuel cans. A nonconductive nut driver is recommended for use.

14. APPEARANCE

- i. Workmanship will be the determining factor in all inspections.
- ii. All paint must be approved by ARCA.
- iii. Officially issued numbers must be properly positioned on both doors (minimum 18", maximum 22" high) and on roof (30" to be read from drivers' side of the car). Car numbers must be neatly attached or painted (no tape). If car number does not correspond to number issued, points may not be awarded.
- iv. Car number must be visible under right front headlight and right rear taillight of car. Number must be as large as possible and must be contrasting in color.
- v. ARCA decal will be placed on front of doors, in front of number.

- vi. ARCA reserves the right to assign or restrict display of decals on front fender for participating, or nonparticipating manufacturers.
- vii. Front fender and door (ARCA area) reserved for participating companies. Decals on nose, front fenders and doors (ARCA area) subject to ARCA approval. Layout and size restricted to ARCA approval.
- viii. All cars to have proper headlight and taillight decals corresponding to the year and model of car.

15. PERSONAL SAFETY EQUIPMENT

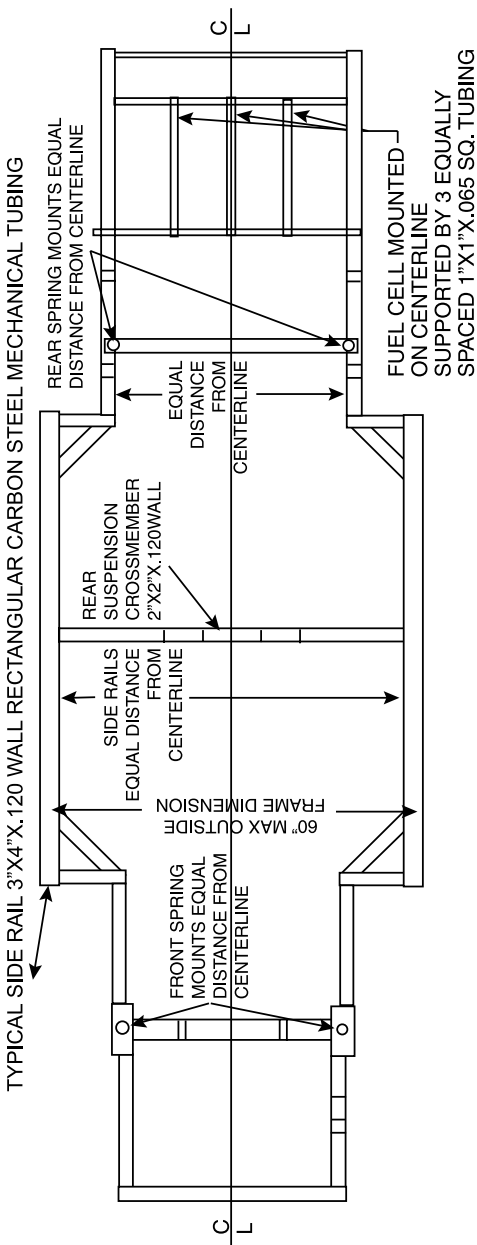
- i. Full face drivers' helmets which meet Snell SA 2010 or Snell SA 2015, or SFI specification 41.1 mandatory. It is highly recommended that helmets are fitted with an approved helmet removal system. A system approved for use is the Eject™ helmet removal system.
- ii. Driver suits are required to meet, at minimum, SFI specification 3.2A/5 and must effectively cover the body from neck to ankles and wrists.
- iii. Full coverage fire resistant underwear is highly recommended.
- iv. Full coverage fire resistant gloves and shoes which meet minimum SFI specification 3.3/1 are required.
- v. ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified every 5 years after the date of original certification or 5 years from date on conformance label. Head and neck restraint devices must be returned to original manufacturer for inspection and recertification. The manufacturer will affix a new SFI 38.1 conformance label marked with the inspection date.
- vi. Crew members must be ARCA licensed and must be properly attired when servicing car during pit stops. Suits which meet a minimum SFI specification 3.2A/1, gloves which meet minimum SFI specification 3.3/1 (example G-Force

part #4100) and balaclava (head sock) which meet minimum SFI specification 3.3 (example G-Force part #4112) for all over the wall crew members are required. Helmets must also be worn by any over the wall crew members.

- vii.** Crew members involved in fueling the car are required to wear the following; suits which meet minimum SFI specification 3.2A/5, gloves which meet minimum SFI specification 3.3/1 (example G-Force part #4100), balaclava (head sock) which meet minimum SFI specification 3.3, (example G-Force part #4112) fueler apron which meets minimum SFI specification 52.1 and full face helmet. All gas filler and catch can crew members are highly recommended to wear fire resistant underwear, socks, shoes.

ARCA reserves the right to impound any car for inspection. Refusal to comply with request may result in fine, penalty and/or suspension of driver and/or owner. All decisions by Official in charge or ARCA executive committee members will be final. All rules subject to interpretation by ARCA Officials. Rule Books will be made available to members. All equipment not governed by the aforementioned rules are to be submitted to ARCA, not less than 30 days prior to the date of intended usage. No equipment will be considered approved by reason of having passed through inspection un-observed.

DIAGRAM #1 - TYPICAL ARCA FRAME (PLAN VIEW)



CONSTRUCTION GUIDELINES

DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)

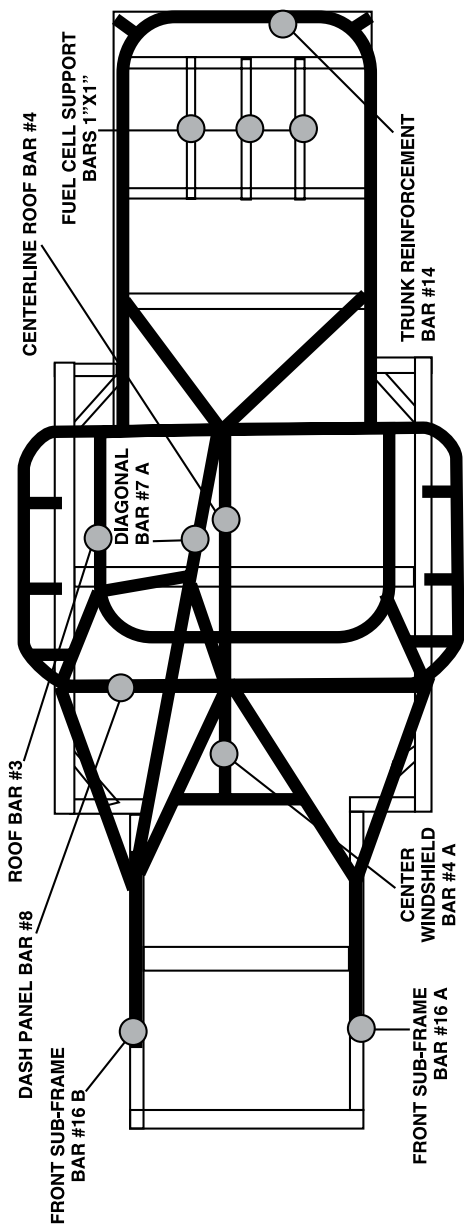


DIAGRAM #3 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)

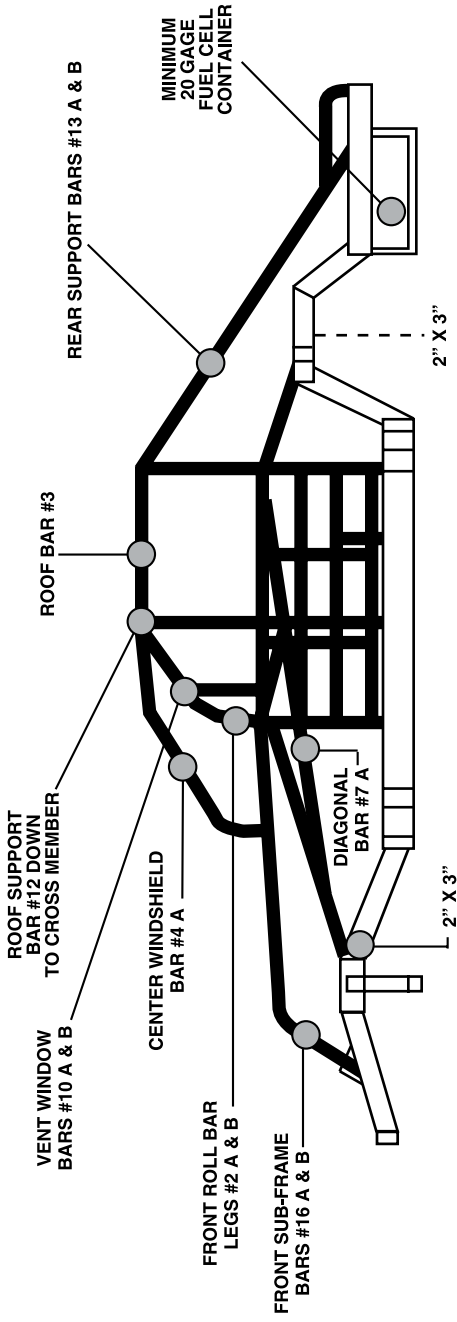


DIAGRAM #4 - EXPLODED VIEW OF BASIC ROLL CAGE (SOME BARS REMOVED FOR CLARITY)

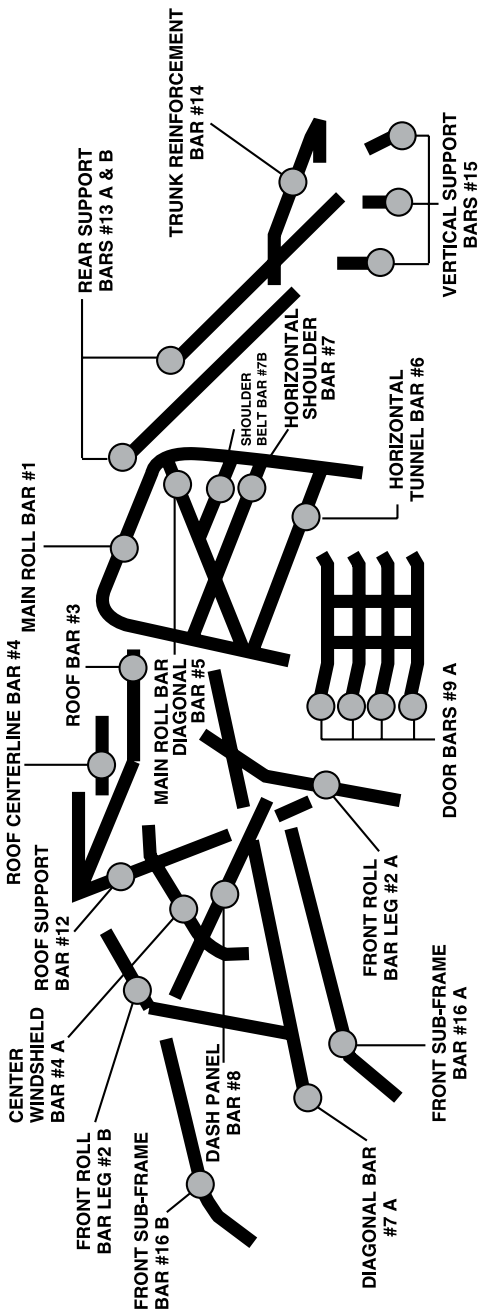


DIAGRAM #5 - BASIC ARCA ROLL CAGE STRUCTURE (SOME BARS REMOVED FOR CLARITY)

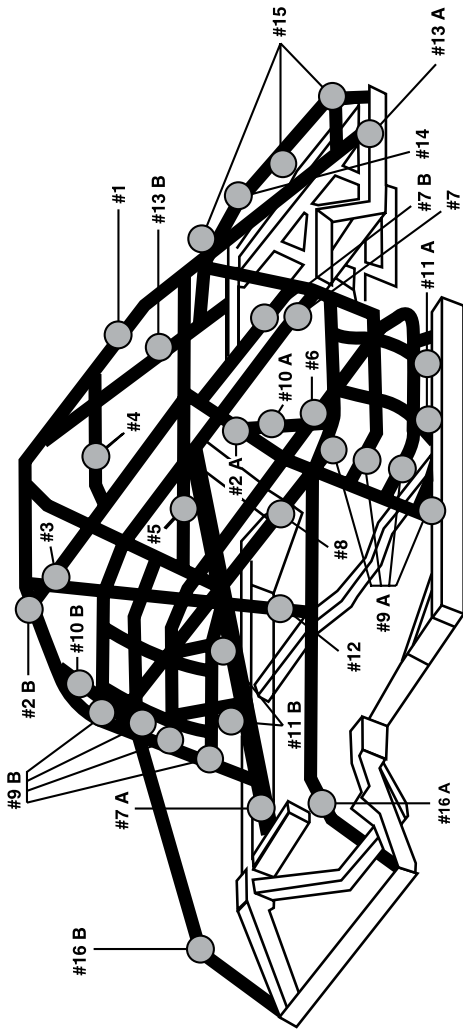
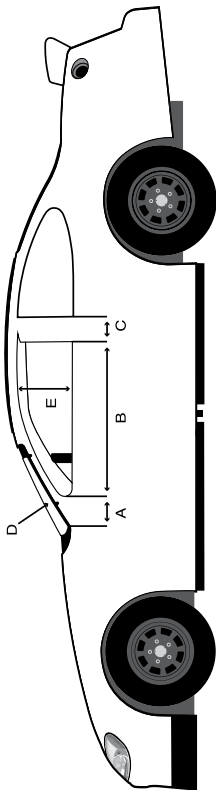


DIAGRAM #6 - STEEL BODY

F - Passenger Window

All measurements in inches



Measurement from bottom of window opening across car to bottom of window opening 66" at "A" post and 64 1/2" at "B" post.

WINDOW OPENING DIMENSIONS

11-13 Chevy	11-13 Ford	11-13 Dodge	11-13 Toyota
A-11"	A-11"	A-11"	A-11"
B-36"	B-36"	B-36"	B-36"
C-6"	C-6"	C-6"	C-6"
D-27.625"	D-27.625"	D-27.625"	D-27.625"
E-17"	E-17"	E-17"	E-17"
F-16"	F-16"	F-16"	F-16"

DIAGRAM #7 - ANTI-INTRUSION PLATE

All measurements in inches

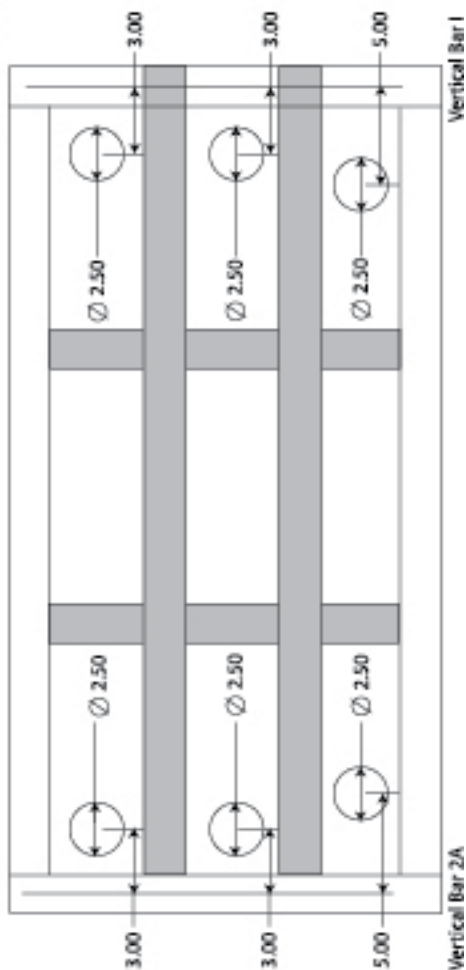


DIAGRAM #8A - (FLANGE FIT) COMPOSITE BODY MOUNTING INSTRUCTIONS

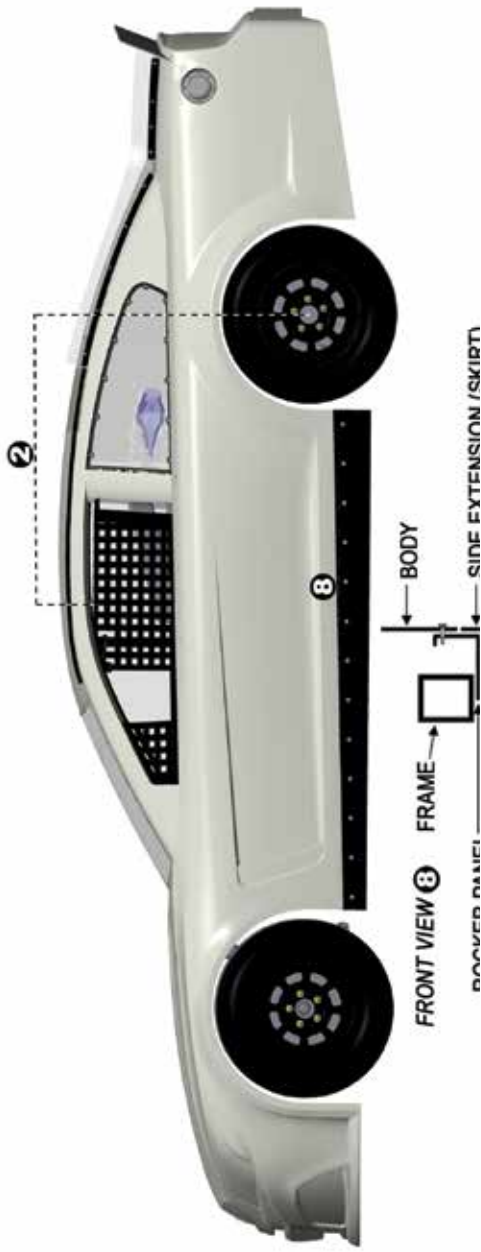
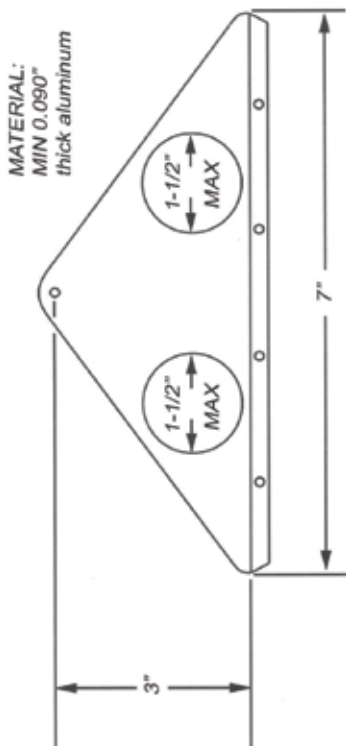


DIAGRAM #8B - (FLANGE FIT) COMPOSITE BODY MOUNTING INSTRUCTIONS



DIAGRAM #9 - QP REINFORCEMENT



Modifications to these dimensions will not be permitted.



UNOH

UNIVERSITY OF NORTHWESTERN OHIO



**HIGH PERFORMANCE
MOTORSPORTS**

DIESEL

AUTOMOTIVE

ROBOTICS

ALTERNATE FUELS

& MORE!

FIRST HIGH PERFORMANCE MOTORSPORTS PROGRAM IN THE WORLD!

FINANCIAL AID & SCHOLARSHIPS AVAILABLE

NO OUT-OF-STATE TUITION

OVER 4,500 STUDENTS CURRENTLY ENROLLED

STUDENTS EDUCATED FROM ALL 50 STATES & 36 COUNTRIES

ON-CAMPUS HOUSING

UNIVERSITY OWNED & OPERATED TRACK, LIMALAND MOTORSPORTS PARK

**SCAN TO TAKE
OUR VIRTUAL TOUR**



[/unoh.edu](http://unoh.edu)



[@unoh_edu](https://twitter.com/unoh_edu)



[/unohweb](http://unohweb)



[@unoh_edu](https://www.instagram.com/unoh_edu)

CONNECT WITH US | WWW.UNOH.EDU • (419) 998-3120

DRIVELINE PERFORMANCE *At Every Turn*



The ARCA Racing Series is one of the most diverse motor-sports organizations on Earth. That's why it's a perfect fit for Quarter Master®. Whether they are being put to use on super-speedways, short tracks, dirt tracks or road courses, Quarter Master® driveline components feature race-proven technology designed to outrun the competition.

#MadeInUSA

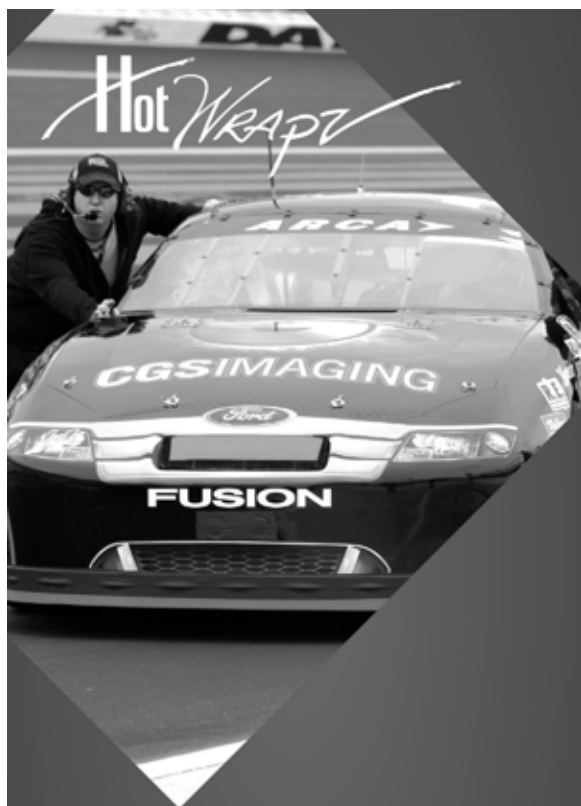


QUARTER MASTER®

RACING CLUTCHES & DRIVELINE COMPONENTS

9660K

1.888.258.8241 • QUARTERMASTERUSA.COM



**Banners
Windscreens
Custom Displays
Vehicle Wraps**

888.897.3000 | CGS-IMAGING.COM





The Official Gasket of



www.cometic.com



facebook.com/cometic



[@CometicGasket](https://twitter.com/CometicGasket)

phone: (440) 354-0777



BUILT FOR

CHAMPIONS

704.660.8346
www.jrishocks.com



NEW!

**ULTRA LIGHT
ULTRA DURABLE
ULTRA EASY!**

PRO-LITE ULTRA™ HOSE

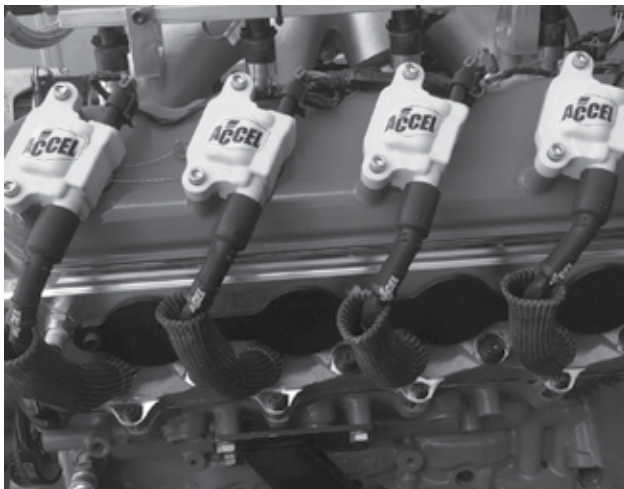
- Half the weight of traditional stainless braid hose while maintaining high pressure delivery
- Consists of an inner tube of oil resistant "PKR" synthetic rubber
- Partial coverage wire inner braid and an oil, weather abrasion resistant, black, entangled filament nylon fiber cover provides additional hoop strength for high pressure ratings
- Maximum pressure rating of 500 PSI
- Use as water, oil & fuel lines, pressure gauge lines, heater hoses, radiator & vacuum lines (27Hg)
- More flexible than stainless
- Sizes 4 thru 20 available
- Designed for use with Swivel-Seal™, Auto-Fit™ and Auto-Crimp™ hose ends for more plumbing options at the track



EARL'S
PERFORMANCE PLUMBING

TECH LINE: 270-781-9741
www.earls.com

**THE ONLY APPROVED IGNITION COIL
FOR THE ARCA/ILMOR 396.**



140043 - SuperCoil, GM LS2, LS3, LS7 & ARCA/ILMOR 396

140043-8 - SuperCoil, GM LS & ARCA/ILMOR 396, 8-Pack



ACCEL-IGNITION.COM



S&S Volvo is your truck transportation solution with a full line of Volvo and Isuzu trucks. We offer Volvo, Isuzu, Cummins, GM and UD parts and service weekdays until midnight and until 4:30 on Saturdays. We also have leasing and rental options to meet your needs.

With over 18 years in business, we have the expertise to get and keep you on the road. Give us a call today at 800-354-7946 or visit us at ssvolvo.com to see our wide selection of new and used truck inventory.



R.E.

RACING ELECTRONICS

Your #1 Source for
Professional Race
Communications
Worldwide!



PROFESSIONAL HEADSETS



CUSTOM EARMOLDS

- Earmold impressions taken in our office or trackside.
- Superior materials
- Great Prices
- Quick Turnaround



SOLO III



Our micro one-way radio receiver
1600 UHF frequencies • Track Legal



Just \$99.95

Add RT-50 earbuds for \$119.95



Helmet
Not
Included

Starting
at just
\$899.95



Complete Two-Man System!

1-800-2272-7111 • RacingElectronics.com



EIBACH—ENGINEERED TO WIN.

Congratulations to Grant Enfinger-2015 ARCA Champion!

Make sure your favorite car is Eibach equipped for championship performance—visit Eibach.com today!

800-507-2338

eibach.com




ENVIRONMENTAL TRACKSIDE SERVICES

145 pro race teams and 65 tracks trust us for their environmental services. Whether it's parts washers, pro products or used oil pick-up, make sure your garage has Safety-Kleen on its team.

safety-kleen PROTECTION-CHOICES-PEOPLE
MAKE GREEN WORK
SAFETY-KLEEN.COM | 1.800.669.5503



The same technology and expertise behind our professional race teams, optimized in the Valvoline™ lab and proven on tracks throughout the world. Now available for purchase to racers everywhere.

A grayscale, close-up photograph of a race engine, showing various mechanical components like valves, hoses, and a fuel rail. The image is slightly blurred and serves as a background for the text.

**Valvoline Pro-V Racing oil
undefeated in 2015 ARCA
Racing Series.**

TeamValvoline.com
1-800-560-3123

Championship Winning Scaling Technology



SW787RFX™ PC Wireless Scale System

170154-PC

View and record scale data wirelessly through your PC using Intercomp's RaceWeigh™ software.

SW650RFX™ Quik Weigh Scale System

170126-W

The extremely portable RFX™ Wireless Indicator reads and records scale data, storing up to 100 setups for future reference.



SW656™ iRaceWeigh™ Scale System

170306

The most convenient way to scale your car using a smartphone or tablet. View, record and send weights right from your device using the iRaceWeigh™ App!



(Smartphone, tablet, or other Compatible device not included)

SW500™ E-Z Weigh Cabled Scale System

170125

High Quality, American-Made, Cabled Scales.



Digital Caster/Camber Gauge

Part # 100005
with Magnetic Adapter

Part # 102046
with Wide-5 Adapter



Digital Air Pressure Gauge

Part # 360045
with Angle Chuck

Part # 360045-BC
with Ball Chuck



Digital Tire Durometer

Part # 102091



Intercompracing.com
+1 763-476-2531 Worldwide

Intercomp
advanced weighing technology ... by any measure

**SA2015 CF3
Full Face
Carbon Fiber
Helmet**

\$399.99
#3128



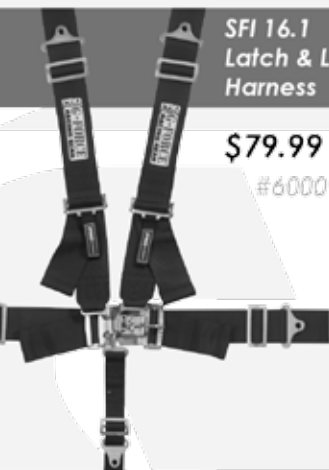
**SFI 3.3/5
GF6 Race Gloves**

\$64.99
#4106



**SFI 16.1
Latch & Link
Harness**

\$79.99
#6000



**Pro
Back
Pack**

\$54.99
#1007



**SFI 3.2A/5
GF 745 One or Two Piece**

starting at **\$549.99**
#4745



**G-FORCE
RACING GEAR**

Prices shown are Racer Net. Check your racing parts supplier for local pricing. For a complete list of dealers, visit us online at www.gforce.com

ANY TIME, ANY TRACK, ANY ENGINE!

THE RACE FUEL OF CHOICE FOR ARCA

Engine builders, racers, tracks and sanctioning bodies like ARCA choose Sunoco Race Fuels over all other racing gasoline combined. For quality and consistency you can count on year after year, go with Sunoco Race Fuels.



RACE FUELS

www.RaceGas.com

1-800-RACE-GAS



Scan here to find the locations in your area that carry Sunoco Race Fuels.

©2014 Sunoco, Inc.

**Thank you to
one of our Safety
Sponsors**

WHELEN®



**FIGHTING FOR LIVES...
WE'RE IN IT TOGETHER.**



When responding to a call, you have to trust your instincts, your training, and your partners. That's why AMKUS remains dedicated to providing top quality extrication tools to rescue squads around the world. AMKUS is proud to be an Official Product Sponsor of the ARCA Safety Initiative.



800-592-6587

www.amkus.com

email: experts@amkus.com

AMKUS®
RESCUE SYSTEMS



pitboxes.com

Mobilized Organization

Ricky Sanders Racing Inc
6043 N. Henry Blvd., Ste H
Stockbridge, Ga 30281



www.Pitboxes.com

Manufactures a complete line of standard pitboxes plus we can do custom boxes to fit your particular needs and requirements on or off the track. Call us today!



www.Racetrailersales.com

Buys, sells and consigns- Offering a wide variety of New and Used Trailers, Team transporters, Custom Motorhomes, Custom Toterhomes, Hospitality Trailers, and Custom Trailers.

Toll Free 888-274-8679



RACETRAILERSALES.COM
TRAILERS & TRANSPORTERS
NEW & USED • 888-274-8679 • SALES AND SERVICE

Email: Info@pitboxes.com

Toll Free 888-274-8679

NOTES:

ARCA COMPETITOR SITE

**To access our Members Site go to
<http://www.arcaracing.com/competitors>
for following information:**

- pdf version of 2016 Rule Book**
- Competition Bulletins**
- Substance Abuse Policy**
- Driver & Owner Forms**
- Licenses & Credentials**
- Event Information**
- Entry Blanks**
- Open Test Information**
- General Tire Information**
- Sunoco Fuel Information**
- Marketing Kits & Logos**
- Contingency Awards**

**For assistance in accessing the site,
contact ARCA Member Services Manager Sherry
Miller at smiller@arcaracing.com.**

