



Official Rules and Regulations 2010 Season

These rules are in effect as of January 01, 2010. This publication supersedes all previous rules.

ICAR reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Chief Technical inspector shall prevail on race day.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of all ICAR events, and by participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules and/or regulations. **No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators and others. In the event of a serious or fatal injury, ICAR reserves the right to impound racecars for review, evaluation or inspection and may exercise this right at anytime. The Chief Technical Inspector shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his/her opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which all ICAR events will be governed. ICAR tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules. ICAR officials can and will disqualify a race car in violation of the spirit and intent of these rules. **If this rule book does not specifically state that you can alter, change, or otherwise modify something on your race car, you should consider it a violation of these rules.** Illegal components may be confiscated and become property of ICAR.

No part is deemed to have been approved by ICAR by passing through prior technical inspections.

All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

ICAR drivers are required to have a valid driver license or valid learners permit. Drivers under the age of 18 must complete a parent release form and have the form signed by both parents (if both are living) and/or legal guardian(s). Drivers that wish to compete that are under the age of legal licensing by the state must have written permission from the track owner(s) and/or promoter(s).

ICAR Late Model Series

General Rules

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SECTION 1 - GENERAL RACE PROCEDURE RULES

The following are the race procedures for all ICAR events, unless different procedures are specified at the driver's meeting. All on-track or race procedure disputes, protests or concerns must be directed to the Race Director for his/her final decision within (30) minutes of the conclusion of the final ICAR race of the night.

- 1-1.1 CHECK IN: All participants must report to ICAR inspection area and pay the technical inspection fee. Cars need to be placed on four (4) jack stands with all four (4) wheels removed. Cars will be inspected according to order of purchase of tech fee. First come, first served.
- 1-2.1 DRIVER'S MEETINGS: All drivers must attend every driver's meeting. Roll call will be taken. ICAR reserves the right to penalize any driver not in attendance at the driver's meeting by placing him/her at the rear of the field for their heat race or feature event. Spotters should also attend each driver's meeting.
- 1-3.1 TECH INSPECTION PROCEDURES: All cars are required to pass a pre-race technical inspection before entering the track. If a driver should have any questions or concerns about the legality of the car, it is the responsibility of the driver to talk to the Chief Technical Inspector. Post race inspection procedures are explained at each drivers meeting.
- 1-4.1 QUALIFYING and HEAT RACES: Drivers may not attempt to qualify more than one car, and are limited to only their qualified car for the entire event.
- 1-5.1 PRE-RACE LINE UP: All cars must line up in the designated staging area prior to their respective qualifying, heat races and feature events. Any car not staged, and ready to go when race is called on to the track will not be permitted to start the race. The Race Director may allow that car to enter a subsequent heat race or feature event in the rear of the field. Driver and car are considered one for the entire night. In the event that a car drops out of the line up before a race begins, the cars behind that car will be moved straight forward (no crossing of the rows).
- 1-6.1 INITIAL RACE STARTS: The flagman begins every race. All initial race starts take place on the front stretch when the green flag is displayed. All initial starts will be double file, nose to tail starts at the speed of the pole sitter. In the event that a start is waived off, the yellow flag will be displayed as the cars enter the backstretch. Any car deemed to be intentionally slowing the field on a start or moving out of line prior to the green flag will be sent to the rear of the field at the flagman's discretion.

- 1-7.1 **RESTARTS:** The lead car restarts every race. It is the lead car's responsibility to accelerate at designated restart line on each track. If the lead car elects not to accelerate, the flagman will display the green flag and racing may begin. Cars may not be in the act of passing the car in front, to the left, prior to the display of the green flag. A car is deemed to be in the act of passing, if the front bumper is even with or in front of, the rear bumper of the car in front when the green flag is displayed. Any car deemed to be intentionally slowing the field on a start or moving out of line prior to the green flag will be sent to the rear of the field at the flagman's discretion. Driver's choosing not to go to their designated positions at an official's request may be sent to the rear of the field or to the pits at the Race Director's discretion.
- 1-8.1 **PACE CAR:** When the pace car or track warning lights go out, the race will be going green the next time past the designated starting spot. It is each driver's responsibility to be ready to start at this time. All starts and restarts must be at the speed of the lead car. The leader must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in the lead car being sent to the rear of the field. If a third restart is required due to the leader's pace the leader will be sent to the rear of the field.
- 1-9.1 **JUMPING ON STARTS AND RESTARTS:** Any driver who begins racing, passing or is not in a nose to tail formation before the green flag is displayed will be penalized for jumping. Any car not in the nose to tail formation is subject to jumping penalties. Any driver considered jumping will be penalized to last place on the current lap the offender is on at the next yellow flag or at the end of the race, whichever comes first, on the first jumped start. If a driver is caught jumping a second time in the same event, they will be relegated to the pits.
- 1-10.1 **ACCIDENT RULES:** Any driver(s) deemed to be the cause of a caution will be sent to the rear of the field for a restart, if they are able to continue. The Race Director and the flagman will make this decision, based on their view of the incident. Stopping to avoid an accident does not constitute causing a caution.
- 1-11.1 **TWO CAUTION RULE:** Any driver that causes two (2) yellow flags per event, for any reason, will be black flagged from the event and relegated to the pits. Cars stopping to avoid an accident or cars that get spun out by another car are not required to leave the track after two cautions. The Race Director makes the final determination regarding this rule.
- 1-12.1 **SPIN OUTS:** Drivers that spin out must try to continue immediately and not stop the race. The Race Director reserves the right to penalize any driver one (1) lap for intentionally stopping a race.
- 1-13.1 **ROUGH DRIVING:** Any driver who is observed causing other drivers to spin or lose control of their car during a race or the cool-down lap, may be warned, fined, disqualified and/or suspended indefinitely at the track's and/or Race Director's discretion. This rule also applies to lapped cars choosing to re-enter the event.
RESPECT OTHER DRIVER'S EQUIPMENT.
- 1-14.1 **MECHANICAL BLACK FLAG (MEATBALL FLAG):** A mechanical black flag will be given to any driver that is losing a part on their racecar, smoking or leaking. Loose parts include anything that may be a caution hazard or present hazard to other drivers such as front or rear bumpers, hoods, or body panels. When a mechanical black flag is displayed, that driver should immediately report to hot pit for consultation. Decisions on mechanical black flag will be made at the discretion of the Race Director and/or flagman. Any drivers who does not pull into pits to repair cause of mechanical black flag or who causes a caution because of ignoring mechanical black flag may be warned, fined, disqualified and/or suspended indefinitely at the track's and/or Race Director's discretion.
- 1-15.1 **BLACK FLAG:** A black flag will be given to any driver being assessed a penalty for driver infraction. The black flag may be for a consultation and/or lap penalty or it may be for the rest of the race. When a black flag is displayed, that driver should immediately report to hot pit for consultation. Decisions on black flag will be made at the discretion of the Race Director or flagman. Any driver who does not pull into pits for consultation or who causes a caution because of ignoring black flag may be warned, fined, disqualified and/or suspended indefinitely at the track's and/or Race Director's discretion.

- 1-17.1 PITTING DURING A RACE: Any driver going to the pits under a yellow may return to the race at the rear of the field. This includes the final five (5) laps of the race. Hot pit lane may be used for the removal of loose body parts or other minor repairs only
- 1-18.1 WORKING ON CARS: All work on the racecar must be done in the pit area or any area, which is designated by the officials at the driver's meeting. No crew members are permitted on the race track at any time except if requested to be there by an official. Cars can be worked on under a red flag condition but will restart at the rear of the field.
- 1-19.1 LAPPED DRIVERS: Cars that are being lapped must hold their groove, high or low. On restarts, lapped cars should remain in the field in their position unless they choose to go to the rear of the field. Drivers choosing to go to the rear will remain lapped. If a driver is shown the "hold your groove" flag (blue with yellow diagonal) for two (2) consecutive laps and does not hold their groove to allow faster drivers the opportunity to pass, will be black flagged.
- 1-20.1 CARS MOVING THROUGH THE PITS: Cars moving through the pits will do so with extreme caution and at minimal speed (5 mph). Any driver deemed to be driving dangerously, erratic or in excessive speed for the circumstances will be fined a minimum of \$100.00 for the first infraction. No one (except the driver) is allowed to ride in or on the racecar at any time. Anyone not adhering to this rule risks disqualification from the entire schedule of events for that night.
- 1-21.1 TRACK CONDUCT: Drivers may not get out of their cars while on the racing surface, except in an emergency such as a fire, fuel leak or severe accident. Drivers may be requested by track officials to get out of their cars by the track for special promotions.
- 1-22.1 DRIVER/CREW BEHAVIOR: Any driver or crew member causing a disturbance will be fined and/or suspended for a minimum of one (1) race.
- 1-23.1 DRAIN PLUGS: Check all drain and fill plugs, gas, oil, radiator, and power steering caps before every race to minimize caution periods and to enable all of the drivers more track time for their events. Any competitor oiling down the racing surface due to any of the above listed missing parts is subject to a \$250.00 fine and/or disqualification from the entire schedule of events for that night. ICAR, the track, and your fellow competitors appreciate your cooperation and attention to these items.
- 1-24.1 GENERAL: Any situation not covered by these rules will be dealt with at the discretion of the race officials and their decision is FINAL. Follow these rules and HAVE FUN. Remember that in order to finish first, you must first finish. The more cars we bring home in one piece the more cars we have for the next event.

SECTION 2 - LINE UP PROCEDURES

- 2-1.1 QUALIFYING LAPS: Cars will receive two (2) qualifying laps. The faster of the two (2) laps will be taken. Drivers who fail pre-qualifying tech and/or scaling will only get one (1) lap to qualify.
- 2-2.1 LINE UP: The top 16 qualifiers will transfer to the A-Feature. If more than 22 cars attempt qualifying runs, the remaining cars will run a B-Feature with the top four (4) finishers transferring to the A-Feature. The last two (2) provisional positions will be at ICAR official's discretion with attention given mainly to current point's standings and past champions. To be eligible for a provisional position, the car must have attempted to race in thru the B-Feature. A maximum of 22 cars will start the A-Feature event.
- 2-3.1 Courtesy Starts: Cars/Drivers that have failed to qualify for the race day events may be offered a "Courtesy Start". Courtesy cars/drivers "WILL NOT" receive points and/or published or advertised main event purse money. Drivers may be offered a courtesy start bonus.
- 2-4.1 FAILURE TO LINE UP: If more than 22 cars have qualified and any car or cars from the set 22 car field fails to line up for start of race the field will be filled with car or cars starting with the fifth (5th) place finisher of the B-Feature.
- 2-5.1 INVERTS: 100% Invert to a maximum of 1.0 seconds slower than the second place qualifier.

SECTION 3 – SCORING PROCEDURES

- 3-1.1 SCORING LAPS: Every lap is scored when the leader has passed the start/finish line under green flag conditions. If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up single file in their designated position based on the last scored green flag lap. In the event ICAR utilizes the cone, lane choices will be 2 (two) laps before the green.
- 3-2.1 PASSING UNDER THE YELLOW: Any driver attempting to improve his/her position while running under the yellow will be warned and returned to his/her correct running position. Failure to do so may result in disqualification from that event.
- 3-3.1 RESTART LINEUPS: All restart lineups will be derived from the Head Scorer's lap sheets as the field crossed the start/finish line on the last completed green flag lap.
- 3-4.1 COUNTING YELLOW FLAG LAPS: Yellow flag laps will not be counted towards the total lap count. One attempt at a green-white-checker will be made if a caution occurs in the closing laps of a race. **NO RACING TO A CAUTION FLAG.**
- 3-5.1 LAPPED CARS: Lapped cars must go to the rear of the field for restarts when there are less than five (5) laps remaining in an event.
- 3-6.1 CARS THAT HAVE PITTED: Any car that pits during a caution must restart at the rear of the entire field. This includes the final five (5) laps of the race.

SECTION 4 – TECH INSPECTIONS AND PROTESTS

- 4-1.1 TECH INSPECTIONS: All cars, car parts, components and equipment are subject to inspection at any time and in any manner. All decisions regarding the timing and manner of inspection as well as which cars, car parts, components or equipment will be inspected are final.
- 4-2.1 INSPECTION AREA: Only those persons approved by ICAR officials will be admitted into the inspection area.
- 4-3.1 CAR AND PARTS: ICAR officials will determine whether a car, including any parts, components or equipment meets the specifications for an event as set forth in this rule book. Only the cars, car parts, components and equipment determined to meet the specifications are eligible to compete. Such determinations may be made at any time before, during or after an event.
- 4-4.1 INSPECTIONS: All competitors must take whatever steps are requested, including tear down of car, to facilitate inspection of the car. This obligation includes, but is not limited to, installing inspection holes, inspection ports and/or any other means of inspection in the roll cage bars, engine components and the like.
- 4-5.1 RACE DAY DEFICIENCIES: If an ICAR official determines prior to the race that the car, including any car part, component or equipment, does not meet the specifications, the car will not be permitted to compete unless the deficiency (a) will not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying or the race; (c) will not provide the competitor with a significant competitive advantage; and (d) is so insubstantial as not to warrant a determination that the car is ineligible to race. If the ICAR official permits the car to compete under these circumstances, the ICAR official will apprise the competitor of the deficiency, and if the deficiency has not been corrected by the next race, a penalty may be imposed and the car will not be permitted to compete until the deficiency has been corrected.
- 4-6.1 SEALING AND IMPOUNDS: ICAR officials have the right, for inspection purposes, to seal or impound cars, car parts, components or equipment entered and competed in an event. ICAR officials or the promoter are not responsible for payment, reimbursement, damage or loss to the competitor as a result of such sealing or impounding.

- 4-7.1 POST RACE INSPECTION: Any car that has competed in the event may be inspected at the conclusion of the event. ICAR officials have the right to confiscate any part, component, equipment and/or fuel without obligation for payment or reimbursement which fails to meet the specifications of the ICAR rule book. If ICAR officials determine that any part, component, equipment or fuel used by a competitor does not meet specifications, ICAR officials may declare the car ineligible for the event, resulting in loss of points and/or prize winnings.
- 4-8.1 PARTS CONFISCATION: ICAR officials have the right to confiscate any car part, component, equipment and/or fuel without obligation for payment or reimbursement which fails to meet the specifications of the ICAR rule book.
- 4-9.1 INDEPENDENT TESTING: Inspection and/or eligibility decisions are final. All decisions made by ICAR officials will be final and can not be appealed at the conclusion of the racing event. ICAR officials have the right to postpone a ruling to have an independent third party test the equipment in question. ICAR officials will notify the competitor at the event if such action is taken.
- 4-10.1 PROTESTS: If an ICAR member, who is an active competitor, believes that another competitor has obtained a significant unfair competitive advantage by some action that the member believes is in violation of the ICAR rules the member may protest such action. The protest must be made in writing by the competitor (or his/her crew chief if the competitor is on the race track) within thirty (30) minutes after the checkered flag is displayed. Each separate protest shall be accompanied by a \$200.00 protest fee; however, a separate protest that involves the removal of the crankshaft from the engine shall be accompanied by a \$750.00 protest fee. Also, a separate protest that involves the removal of a piston and/or connecting rod for the engine shall be accompanied by a \$500.00 protest fee. ICAR officials will decide whether the manner is eligible for protest, and if so, shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. In deciding the matter, ICAR officials may take whatever action is appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification, suspension and/or fines, and/or loss of finishing positions in the event), awarding or subtracting points or taking no action.
- 4-11.1 ITEMS NOT SUBJECT TO PROTEST: Protests will not be accepted on any subject unless it is specifically provided for in these rules. Protests will not be accepted for, but are not limited to timing and scoring decisions, inspection decisions and race procedure decisions.

SECTION 5 – IDENTIFICATION

- 5-1.1 NUMBERS: All car number configuration and design is subject to approval by ICAR officials. All numbers must be professional looking. No Duct tape numbers allowed. Numbers will be issued by ICAR officials and tightly controlled. If a number must be changed on race day every attempt must be made to make it look professional. No lines through a previous number. All decisions of ICAR officials are final.
- 5-2.1 DIGITS: Only single and double digit numbers are allowed. Numbers must be at least eighteen (18) inches high and positioned on both sides of the car, in the CENTER OF THE DOOR, and on the roof of the car. Each car must also have a number displayed on the upper right corner of the front windshield or headlight area on the right side between three (3) and five (5) inches tall.
- 5-3.1 CONTRAST: Car numbers must be of contrasting color with that of the car and must be clearly visible for night racing.
- 5-4.1 ASSIGNED NUMBERS: Car numbers must be registered by the car owner with ICAR. ICAR reserves the right to require a competitor to use a different number at any time to avoid duplication. All cars must have a number registered with ICAR, to enter an ICAR sanctioned event.
- 5-5.1 DECALS AND ADVERTISING: ICAR reserves the right to assign or restrict the display of decals, identification or advertising on race cars.

- 5-6.1 CONTINGENCY DECALS: Contingency sponsors decals must be in place, per ICAR guidelines, to receive awards, points and/or prize money.
- 5-7.1 CONTINGENCY PATCHES: Contingency sponsor patches must be worn, per ICAR guidelines, to receive awards, points and/or prize money.
- 5-8.1 DETRIMENTAL DECALS OR ADVERTISING: ICAR reserves the right to have any competitor remove decals and/or advertising deemed by ICAR or track promoter to be in poor taste or otherwise detrimental to the betterment of the sport.

SECTION 6 – CONDUCT AT EVENTS

- 6-1.1 SPOKESMAN: Only one spokesman per car will be allowed pertaining to all matters during an event. At all events the driver and/or owner assume responsibility for the actions of his/her crew so choose your crew wisely. The offender will be held primarily responsible, but the driver and/or owner may also receive penalties. This includes violations of rule 6-3.1.
- 6-2.1 ROUGH DRIVING AND FIGHTING: Fighting, rough driving and other acts of violence will not be tolerated. Penalties will be issued based on the severity of the incident including, but not limited to, fines, suspension and probation.
- 6-3.1 DETRIMENTAL ACTIONS: ICAR will not tolerate profanity, discourteous gestures or behavior deemed detrimental to the betterment of the sport. Conduct actions that will earn a driver/crew reprimand. Examples listed below.
 1. Profanity directed toward ICAR officials or another competitor.
 2. Discourteous gesture directed toward ICAR officials or another competitor.
 3. Intentional contact with another competitor under caution or after the completion of an event.
 4. Intentional crashing of a competitor's car.
 5. Any physical contact with an ICAR official or another competitor.
 6. Any pre-determined action taken against another competitor.
 7. Any driver stopping on race track to argue a decision.

Fines, suspensions, loss of points, and/or probation, are at the sole discretion of the Race Director.

Any action that is not covered on above list, and is determined to be detrimental to the sport of auto racing, will be penalized according to the severity of the action. All conduct penalties will be announced at a later date by ICAR officials. All fines must be paid to ICAR prior to competing in the next scheduled event or practice.

- 6-4.1 ALCOHOL: No driver or crew member may be under the influence of alcohol, drugs, or any other controlled substances at anytime during an active ICAR sanctioned event. Any impaired driver or crew member will be suspended for a period no less than six (6) months.
- 6-5.1 POST RACE: Failure to report to the tech area for a post-race inspection or failure to present ICAR officials with a part upon request will result in loss of points and purse for the event. The driver is also subject to a fine of \$150.00
- 6-6.1 ENGINE SEALS: Broken engine seals must be returned to ICAR Race Director. If a seal is lost or found to be tampered with the driver/race team will be fined \$200.00, and banned from racing until the fine is paid. These seals are intended to assist lowering the expense and workload of all involved with ICAR. Every effort will be made to allow sealing prior to a teams first race of the season.
- 6-7.1 RACE CONTROL: At no time is a car owner, driver or crew member allowed to enter Race Control to dispute a decision while a race is being conducted.

SECTION 7 – ICAR CHAMPIONSHIP POINTS SYSTEM

7-1.1 **SHOW POINTS:** 10 points given to each team that pays to enter and make a race day attempt.

QUALIFYING

Bonus Points

Pole - 5

2nd - 4

3rd - 3

4th - 2

5th - 1

HEAT POINTS: 10 points to start & 10 points to finish

*Cars involved in a yellow flag incident may receive zero (0) points for the altercation.

This decision is the call of the race director and will be final.

A - FEATURE POINTS

1st - 50

2nd - 45

3rd - 41

4th - 38

5th - 36

6th - 34

7th - 32

8th - 30

9th - 28

10th - 26

11th - 25

12th - 24

13th - 23

14th - 22

15th - 21

16th - 20

17th - 19

18th - 18

19th - 17

20th - 16

21st - 15

22nd - 14

B – FEATURE POINTS

First non transfer position awarded 23rd place points.

23rd - 13

24th - 12

25th - 11

26th - 10

27th - 9

28th - 8

29th - 7

30th - 6

31st - 5

32nd - 4

33rd - 3

34th - 2

35^{th+} - 1

MAIN EVENT - POSITION GAINED BONUS POINTS

One (1) point will be awarded per position gained in feature event(s) as set form the official lineup with the exception of transfer(s), provisional(s), rear electing and/or car(s) offered a courtesy start.

ROOKIE POINTS

Rookie points are awarded separate from the standard cumulative points. Rookie points are available to only those drivers who have entered no more than three (3), career, ICAR Late Model Series main events. Based on nightly total points earned, the top finishing rookie will receive ten (10) points, with each additional finishing rookie receiving (9,8,7,6,5,4,3,2,1) points based on overall nightly points totals. Rookies may be required start heats or main events at the rear of the field at the Race Director discretion. Rookies moved to the rear will not receive position gained points.

SECTION 8 - EQUIPMENT

No expressed or implied warranty of safety shall result from the publication of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

- 8-1.1 HELMET: It is mandatory that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. (ANSI). **All helmets must have minimum SA2000 rating and be full faced. NO MOTORCYCLE HELMETS!**
- 8-2.1 HEAD AND NECK RESTRAINT SYSTEMS: The use of the HANS Device is primarily recommended. There are many types of head and neck restraint systems on the market such as the Hutchens Device or D-Cel Harness. It is strongly recommended that one of these devices be used with the HANS Device being the first choice. An SFI Approved foam neck brace is strongly recommended if no other head and neck restraint system is used.
- 8-3.1 FIRE SUITS: It is mandatory at all times on the track; the driver must wear an approved minimum SFI-1 Driving Suit. Fire resistant underwear is required with an SFI-1 suit. An SFI-5 Suit is strongly recommended along with fire resistant gloves, fire resistant shoes, fire resistant underwear, and fire resistant head sock.
- 8-4.1 SEAT BELT AND SHOULDER HARNESS: A quick release belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8-inch in diameter. All seat belts must have an unaltered, dated SFI tag. Belts with a build date tag older than five (5) years or with missing, altered or illegible tags must be replaced.
- 8-5.1 FIRE CONTROL: It is recommended that each car have, within driver's reach, built-in fire extinguishing equipment containing halon1211 or equivalent. Dry powder is not permitted. Any car that is not equipped with a built-in fire extinguisher must have an adequate fire extinguisher securely mounted within reach of the driver. The fire extinguisher may be secured to the roll bars or mounted on the left side door area.
- 8-5.2 All entrants must have in their garage or pit area as part of their equipment, at all times, a fully charged minimum five (5) pound dry chemical, halon or equivalent fire extinguisher. This extinguisher should be manned on standby during any refueling.
- 8-5.3 It is recommended that at all times while car is being refueled, all crew members involved should wear a fire resistant suit, gloves, shoes and head/face shield that effectively covers the entire body.
- 8-6.1 ELECTRICAL CUT-OFF SWITCH: All cars must be equipped with a master cut-off switch. The cut-off switch must completely disconnect electrical power and must be clearly marked with an "ON-OFF" decal.
- 8-7.1 RADIOS: Radios are mandatory with at least one-way communication from pits to driver. Radios must work and will be checked by an ICAR official.

ICAR LATE MODEL SERIES - GENERAL CONSTRUCTION RULES AND REGULATIONS

All rules are subject to interpretation of the track officials. Any equipment that officials consider exotic or not in the intent of the rules will be considered illegal for competition. *In the interest of fairness, the rules may be adjusted to create a balance in competition.*

SECTION 9 – BODY REQUIREMENTS

9-1.1 The following aftermarket bodies are eligible models approved for competition.

Chevrolet: Impala, Monte Carlo, Camaro, Lumina

Dodge: Charger, Intrepid, Avenger

Ford: Fusion, Taurus, Thunderbird

Oldsmobile: Cutlass

Pontiac: Grand Prix, Firebird

Toyota: Camry

Other models may be selected when available providing they are the same in body configuration and meet the spirit and intent of competitive racing as currently evidenced in this series. Any body not listed here may be approved with prior written notice to ICAR. All bodies must be neat appearing and stock as produced by manufacturer. Aftermarket bodies can be constructed of aluminum, fiberglass, or molded plastic.

9-1.2 Cars must have a professional appearance. Paint, lettering, and numbers must be neat in appearance. Any body and/or paint damage including tire marks must be repaired before next race. Anything detrimental to ICAR image must be repaired as directed by officials.

9-2.1 The nose and grill area may be cut for the installation of ducts only. The rear bumper may not be altered, modified or drilled. Approved front air dams must have a minimum of four (4) inches ground clearance. A full rear filler panel is required.

9-3.1 The roof must be located in the position indicated per manufacturers instructions and may be no lower than forty-seven (47) inches from the ground. Angled aluminum roof rails with a maximum height of 3/8 inch are permitted, provided the angle is mounted parallel, aligned vertically. All other body parts must be securely attached without sharp edges.

9-4.1 Belly pans are not permitted.

9-5.1 Exterior nerf bars or any other type of external supporting devices are not permitted. Lexan number protectors are allowed.

9-6.1 Interior of the car must be totally isolated from engine compartment and fuel cell with firewalls of aluminum or steel. All holes must be sealed

9-7.1 Rear spoiler height may not exceed six and one half (6.5) inches, measured from any point along deck lid to top of spoiler on all cars. Rear spoiler may be a minimum of sixty (60) inches wide on all cars. Clear one quarter (1/4) inch thick Polycarbonate spoiler is recommended.

9-8.1 Hood must completely cover the air cleaner and carburetor. A rearward opening scoop is permitted with a maximum depth of four (4) inches and a maximum width of twenty-four (24) inches.

9-9.1 A body template may be used at ICAR official's discretion. All decisions of Chief Technical Inspector are final.

SECTION 10 – WINDOWS

- 10-1.1 A polycarbonate or lexan windshield must be used. Minimum thickness is one eighth (1/8) inch. Windshield must be supported between the dashboard and roof halo bar with a minimum of two (2) evenly spaced metal strips, 1/8 inch x 1 inch. These two (2) windshield supports must be sturdy enough to not allow windshield to be pushed in with moderate pressure.
- 10-2.1 Each car must have a polycarbonate or lexan rear window. No holes may be cut or drilled in window except for a two (2) inch maximum hole to access suspension adjusting jack bolts. One hole allowed for each adjuster located under rear window. Rear windows must be flat and not dished from roof to deck lid.
- 10-2.2 The rear window must be supported with two (2) evenly spaced metal strips, 1/8 inch x 1 inch. These (2) rear window supports must be sturdy enough to not allow rear window to be pushed in with moderate pressure.
- 10-3.1 Polycarbonate or lexan rear quarter windows are required. Polycarbonate or lexan may be used on driver's door window opening or passenger window door opening for air delivery purposes only for driver comfort and/or coolers provided they do not interfere with driver exit from both the driver and/or passenger window opening. All decisions of the Chief Technical Inspector are final.
- 10-3.2 Driver side window nets are mandatory. A nylon mesh window screen must be installed in the left side door glass opening. The window screen must be a rib type; made from 3/4-inch wide nylon material with a minimum of one (1) inch square opening between the ribs. The minimum window screen size shall be twenty two inches (22") wide by sixteen inches (16") high. All window screen mounts must be securely welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type latch.

SECTION 11 – HEIGHT, WEIGHT AND CHASSIS DIMENSIONS

- 11-1.1 Minimum overall weight of car with driver is 3000 lbs. Additional weight penalties may apply based on engine cubic inch (Section 12-2.1), engine compression (Section 12-3.1) and dry sump oiling system (Section 12-14.1)
- 11-1.2 Coil-Over spring chassis maximum tread width is sixty-five inches (65")
- 11-1.3 Big Spring chassis maximum tread width is sixty-seven inches (67")
- 11-1.4 Chassis' that use a steering box will have a maximum of 56% left side weight.
- 11-1.5 Chassis' that use a rack and pinion will have a maximum of 55% left side weight.
- 11-2.1 Minimum wheelbase for all cars is one hundred one inches (101")
- 11-3.1 Frames rails, body, skirt, nose and all added lead must maintain a minimum of four (4) inches ground clearance without driver. There must be a minimum of ten (10) inches ground clearance at the fuel cell. There must be a minimum of three (3) inches ground clearance at the oil pan.
- 11-4.1 Added weight must be in minimum five (5) pound blocks, must be painted white and must have car number clearly visible. Weight must be attached with grade 5 or better bolts. Dislodged weight cannot be returned to car for weighing after race. Any added weight in front of the spindles or behind the rear axle must be mounted to the inside of the frame rails.
- 11-5.1 All cars must have a minimum of ten (10) inches between the center of crankshaft and the ground.

SECTION 12 – ENGINE REQUIREMENTS

- 12-1.1 ICAR will actively focus to bring motors into compliance by the 2012 racing season. This will consist of limiting motors <360ci or 368ci and <11.5:1 compression. **WARNING: Big motors will be phased out.**
- 12-2.1 Maximum, non-penalized, displacement is 360 cubic inches, including wear, for Chevrolet and Ford as well as 368 cubic inches, including wear, for Mopar. **Over cubic inch is penalized 100 lbs.**
- 12-3.1 Maximum, non-penalized, compression ratio is 11.5:1. Over 11.5:1 compression ratio will be assessed a ten (10) lbs per tenth of a compression point. (12.0:1 = 50 lb penalty) **Maximum over compression penalty is 100 lbs.**
- 12-4.1 Engine blocks must be cast iron. OEM or Aftermarket blocks allowed. No aluminum blocks permitted.
- 12-5.1 Cast iron cylinder heads ONLY, with all markings intact. Aluminum heads allowed ONLY on factory sealed 88958604, M-6007-Z351S or P5007958 crate engines. See Section 13.
- 12-6.1 No porting, polishing, port matching, gasket matching and/or acid dipping allowed on cylinder heads or intake manifold. Ports must remain untouched (no shotpeening, sandblasting, glass beading etc.) Original dimensions are required.
- 12-7.1 Machine work allowed in bowl, up to valve guide and off centerline. No hand blending.
- 12-8.1 Three (3) angle valve jobs are permitted.
- 12-9.1 OEM approved heads.
GM – Bowtie, Vortec or Bowtie/Vortec #25534351 – ONLY
FORD - 351N - #M6049N351
MOPAR – W2 - #P5249769
- 12-9.2 Aftermarket approved heads. Cast iron only. Must not exceed 200cc intake port volume.
- 12-10.1 Crankshaft must be cast or forged steel only. Aftermarket crankshafts, similar in design to OEM, are permitted. No lightweight cranks less than 48 pounds.
- 12-11.1 Connecting rods must be solid, magnetic steel. Aluminum, titanium, stainless steel or hollow rods are not permitted.
- 12-12.1 Solid steel camshafts (hydraulic or flat tappet) are required. Roller lifter cams are not permitted. Roller lifter cams allowed ONLY on factory sealed 88958604, M-6007-Z351S or P5007958 crate engines. See Section 13. Lifters must not exceed the following diameter: GM .875 – FORD .875 – MOPAR .904 Roller tappets, mushroom valve lifters or roller type lifters are not permitted.
- 12-13.1 Independent stud, roller tip rocker arms, full roller rocker arms, and stud girdles are permitted. Split and full shaft rocker arms are also permitted.
- 12-14.1 Internal or external wet sump oiling system only with no weight penalty. **Dry sump oiling system must add 25 pounds.**
- 12-15.1 Any single two (2) or four (4) barrel carburetor allowed.
- 12-16.1 ONLY APPROVED INTAKE MANIFOLD: This is a spec intake class. You must run an aluminum Edelbrock dual plane intake manifold. Intake manifold must run “box stock”. This means absolutely no modifications may be made from the way the part comes in the box.

- 12-17.1 Maximum intake height, measured from the lowest plenum floor to include carburetor spacer and gaskets may not exceed 5.125 inches.
- 12-18.1 A maximum one (1) inch thick adapter may be used between the carburetor and the intake manifold.

SECTION 13 – CRATE ENGINE REQUIREMENTS

- 13-1.1 The following crate engines are the only crate engines approved for use in ICAR. Prior approval by the ICAR board is required before purchasing any of the following engines. Any other crate engine will require pre-approval from ICAR board.
88958604 - 400HP General Motors / M-6007-Z351S - 400HP Ford / P5007958 - 400HP Mopar
- 13-2.1 Crate engines come sealed from the factory. There are two (2) tamper resistant shear bolts on each cylinder head, the oil pan, the timing cover, and on the intake manifold. The car owner and driver are responsible to maintain the integrity of the bolts. Any owner, driver, or crew member caught or suspected of tampering with, or attempting to reproduce the bolts will be reported to the crate engine manufacturer's legal team, as these bolts/seals are copyrighted and patented General Motors.
- 13-3.1 Crate engines must be inspected and sealed by ICAR board before they are installed in the car. Receipts and serial numbers must be presented at time of inspection. It is recommended that this inspection is arranged as close to the purchase date as possible. An extended period of time between purchase date and inspection date will be reason to have engine inspected by an ICAR certified repair center at the owner's cost. ICAR will install seals after inspection in addition to the factory shear bolts. Used crate engines will be required to be recertified by an ICAR certified repair center at owner's expense.
- 13-4.1 All crate engines must be run as manufactured. No changes are allowed to any part of the engine unless specified in section 13 of the ICAR rules.
- 13-5.1 All crate engine repairs must be completed by an ICAR certified repair center. Engines are not to be disassembled by anyone but the ICAR certified repair center.
- 13-6.1 ICAR reserves the right to dyno test or inspect any crate engine at any time. If any crate engine dynos out at more than 410 horsepower it will be deemed illegal and sent to the ICAR certified repair center to determine the cause of the illegality. Illegal parts and/or engines will be confiscated by ICAR officials. Any points and/or prize money may be subject to penalty along with possible suspension of driver.
- 13-7.1 Oil coolers are recommended as long as they do not alter the design of the crate engine.
- 13-8.1 Valve covers may be changed and Richard Childress Racing accessory package for crate engine approved.
- 13-9.1 CRATE ENGINE SPEC CARBURETOR: The Holley 650 CFM 4150 HP part number 8054-1 is mandated for the crate engine. No exceptions. The carburetor must be securely fastened to the intake manifold with one (1) .0625 inch (1/16") or smaller flange gasket. Spacers or drop-in spacers, alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited. This carburetor must be run "box stock". Only Holley replacement parts are permitted for use and must match original parts: jets, bleeds, needle and seat, emulsion bleeds, power valves, accelerator pump nozzles, and accelerator pump cam.
- 13-10.1 The use of or installation of an open or closed loop vacuum system, to evacuate air from the engine is not allowed.

- 13-11.1 It is mandatory that a 6200 RPM limiting chip be used in the ignition system for this crate engine. The crate engine rules are intended to help control engine expenses. ICAR officials will continue to evaluate the transition and keep all engine configurations competitive. **Any car using the crate engine will receive a 100 pound weight reduction.** This rule is subject to change at any time during the season in the interest of competition.

SECTION 14 – AIR CLEANERS AND FILTERS

- 14-1.1 Air must enter the filter housing in an even and consistent manner without obstruction. No ram air systems. An air box is allowed. Air filters may be impounded by ICAR officials at any time.

SECTION 15 – ENGINE LOCATION AND MOUNTS

- 15-1.1 Engines must be located so that the forward most spark plug hole is within two (2) inches of a line connecting the centerline of the upper ball joints on GM engines. Ford and Mopar must be within three (3) inches of the same line.
- 15-2.1 Crankshaft must be centered within one (1) inch of the vehicle's front tread width. Minimum clearance between the center of the crankshaft and the ground must be ten (10) inches.

SECTION 16 – ELECTRICAL SYSTEM

- 16-1.1 Electronic distributors, single or breaker points or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered or computerized systems are not permitted.
- 16-2.1 All cars must have a functional starter.
- 16-3.1 Batteries must be securely mounted within the confines of the body. No batteries allowed within the driver's compartment. Dry cell batteries are recommended.
- 16-4.1 Traction control devices, mechanical, electrical or otherwise, are not permitted. ICAR officials reserve the right to exchange any ignition box, tachometers etc. to curb the use of traction control devices.

SECTION 17 – ENGINE COOLING SYSTEM

- 17-1.1 If a fan is used it must be electric. No mechanical fans allowed.
- 17-2.1 Radiators must be stock design and remain in the stock location.
- 17-3.1 Anti-freeze is not permitted for use in the cooling system.
- 17-4.1 A minimum one (1) quart overflow catch tank with a hose protruding in the right lower windshield area is required. Driver must be able to see if there is any overflow.
- 17-5.1 Water pump must be mechanically driven. The water pump must be located in the stock location for the engine used.

SECTION 18 – ENGINE EXHAUST SYSTEMS

- 18-2.1 Mufflers are mandatory. Maximum exhaust sound level 95 db @100 feet. No tolerance.
- 18-3.1 Exhaust pipes that exit out passenger door must be smooth with side of car. Absolutely no sharp edges.

SECTION 19 – DRIVE TRAIN

- 19-1.1 Any aftermarket or OEM, manual or automatic shift transmission may be used. Transmission must have one (1) functional forward gear and a functional reverse gear. Automatics must have a torque converter.
- 19-2.1 Minimum diameter of clutch plates and discs must be seven and one quarter inches (7.25"). The pressure plates and discs must be made of magnetic steel only. Aftermarket scatter shields are recommended.
- 19-3.1 Stock clutch configurations must run an approved steel scatter shield.
- 19-4.1 Driveshaft must be magnetic steel and painted white with car number written on driveshaft.
- 19-5.1 Full floater rear ends are mandatory. Quick-change rear ends are permitted. No aluminum axle tubes. Cambered rear ends are not permitted. No lockers / locking differentials allowed.

SECTION 20 – FRAMES

- 20-1.1 Main frame rails must be constructed of rectangular tubing having a minimum outside circumference of ten inches (10") and a minimum thickness of .120 inches.
- 20-2.1 The driver's side door must have at least three (3) complete horizontal bars between the pillars and two (2) vertical bars extending from the window opening to the frame rails.
- 20-3.1 The driver's door bars must be covered with a minimum 12 gauge (7/64ths inch) door plate.
- 20-4.1 The roll cage must be welded to the main frame rails in a minimum of six (6) locations.
- 20-5.1 A driver's foot protection bar must wrap around and be welded to the frame and/or roll cage on both ends on the driver's left side of the foot box.
- 20-6.1 ANY FRAME SHOWING POOR WORKMANSHIP WILL NOT BE ALLOWED TO COMPETE.

SECTION 21 – SUSPENSION

- 21-1.1 Independent rear suspension is not permitted. Independent front suspension is required.
- 21-2.1 Minimum coil spring diameter is two and one half inches (2 1/2 "). Fab clip coilover cars only.
- 21-2.2 Minimum big spring diameter is five inches (5"). Bottom coil spring mounts must be located on lower A-arm and top mount must be securely attached to the chassis. Lower A-arms must be made of magnetic steel and may be aftermarket.
- 21-3.1 One piece tubular trailing arms only. No spring loaded or shock dampened third link, upper link and/or pull bars. Upper link must be one piece with steel heim joints.
- 21-4.1 The rear springs must be mounted in the same manner on both end of the rear axle housing. They must both be either in front of, on top of, or to the rear of the rear axle housing.
- 21-5.1 All upper A-arms must be made of magnetic steel. Aluminum cross shafts are permitted.
- 21-6.1 ADJUSTABLE SHOCKS ARE NOT ALLOWED. Pro Shocks are recommended. Only one shock per wheel is permitted. No gas or remote reservoir shocks. ICAR officials reserve the right to impound, or confiscate any adjustable shocks any time during the race day. If found on the car the team and driver will be subject to fines and/or points loss for that evening. If found in the pit area they will be held by ICAR officials until the last checkered flag waves for the day's events.
- 21-7.1 Static weight jacking devices are permitted. No weight may be moved while the car is in motion.

SECTION 22 – STEERING COMPONENTS

- 22-1.1 Quick release steering wheels are required.
- 22-2.1 Steering columns must be collapsible. A minimum of two (2) u-joints can be substituted for a collapsible steering column.
- 22-3.1 Major steering components including tie rods, drag links, center links, spindles etc. must be OEM or fabricated steel. Aluminum heim joints are not allowed.
- 22-4.1 Steering racks are allowed. A 1% left side penalty will be assessed for using a rack.

SECTION 23 - BRAKES

- 23-1.1 Four (4) wheel disc brakes with magnetic steel, non-coated rotors are required.
- 23-2.1 Brake bias valves are permitted.
- 23-3.1 Aftermarket calipers are permitted. Brakes must be functional at each wheel during competition. One set of working brakes required on each wheel.

SECTION 24 – FUEL SYSTEM

- 24-1.1 All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible. Fuel cell must have a minimum ten inches (10”) of clearance to the ground.
- 24-2.1 Fuel cell must be mounted with steel frame work (1 inch x 1 inch, .065 inch thickness minimum) and attached with a minimum of four (4), one-half inch (1/2”) bolts to the frame rails. A one and three quarter inch (1 3/4”) x .095” bar must be securely welded to the rear frame behind the fuel cell to prevent another car from getting under the car and hitting the fuel cell.
- 24-3.1 Glass fuel filters, electric fuel pumps and belt driven fuel pumps are not permitted. Fuel lines may not enter driver’s compartment.

SECTION 25 – TIRES AND WHEELS

- 25-1.1 **Tires must be purchased from ICAR.** ICAR will strictly control and enforce a tire program in the interest of limiting racing expenses while maintaining a level playing field for all participants.
- 25-2.1 The use of the ICAR specified Goodyear G-24 tire is mandatory. Tires must be run per manufactures recommendations. Left side tires (2677) must be run on the left side and right side tires (2878) must be run on the right side. ICAR officials reserve the right to change tires and/or manufacturers at any time.
- 25-3.1 Absolutely no soaking, softening, conditioning or altering a tires composition. Tires may be impounded for inspection at any time by ICAR officials. Do not put **anything** on your tire tread or sidewall. There is no gray area on this rule. If anything is put on the tire they will be deemed illegal. This includes, but is not limited to grease, oils, tire dressing, tire shine and armor all.
- 25-4.1 Any driver and/or team discovered altering the tire compound will be severely penalized by any combination of fines, loss of points, and/or suspensions.
- 25-5.1 Competitors must start the feature event on tires used during qualifying. Competitors authorized by the ICAR Technical Director to change one (1) or more tires must start at the rear of the field.
- 25-6.1 Magnetic steel, fifteen inch (15”) diameter by ten inch (10”) wide racing wheels are required.