

Late Model Rules



2018

Revised 3-14-18

Dirt Late Model Rules & Regulations

AMRA:

1-336-970-0251

Website: www.amramodified.com

Late Model Rules

DISCLAIMER AND WAIVER OF LIABILITY

The following rules are for the AMRA Late Model division. Interpretation of, or amendment to these rules may be made at any time in the interest of fair competition. The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all licensees are deemed to have complied with these rules and regulations. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants and/or others involved. AMRA does not warrant or guarantee, in any way, the safety or fitness of any race car. This is a dangerous sport. You are risking your life by participating in any fashion. The AMRA and its officers, representatives, officials, promoters, members, and/or sponsors will not be held responsible or liable for injury or death.

GENERAL RULES

1. AMRA race rules and regulations shall apply at all AMRA sanctioned events.
2. AMRA officials shall have full authority over race cars at AMRA sanctioned events. At the discretion of the AMRA official(s) in charge, any competitor may be disqualified for rules violations, or hazardous equipment, or hazardous actions.
3. All AMRA vehicles are subject to inspection by an AMRA official at any time. The driver is required to bring the car to the official area in order to be allowed to participate. Only under extreme conditions will AMRA officials inspect cars in their own pit. Approval of an AMRA participant's race vehicles; or other equipment; by an AMRA official inspector shall mean only that the vehicle is approved for participation in a competitive event; and shall not be construed in any way to mean, or imply that the inspected AMRA vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that AMRA and AMRA officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.
4. No type of radio communications are allowed except for Receivers or Nitro Bee Receivers when they are required.
5. If you are competing in the Late Model Class, you will not be permitted to drive in the Sport Modified Class for that event or night.
6. All AMRA members will be expected to display prominently on their cars the AMRA sponsor decals given to them when they register their car. If you need additional packets throughout the year, contact the AMRA office. Those that choose not to run the decals are subject to being penalized and will not be awarded inspection points. Every AMRA competitor is asked to display the following major sponsor decals on both sides of the car either on the front fender, rear fender, sail panel and/or under the numbers but above the bottom trim. The following are the major sponsors: Octane AMRA, Hoosier, Robert and Sons Aluminum, Sunoco Race Fuels. The decal spec must be the size, shape and colors as provided by the sponsor/manufacturer, this includes any decals incorporated in any "wraps". AMRA highly recommends all competitors display and support the decals of those that support the AMRA. AMRA will award 2 of the 5 inspection points each night for the presentation of these sponsor decals. In the case AMRA obtains additional major sponsorship AMRA reserves the right to request every competitor display the sponsor's decal using the same protocol.

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7. Any un-sportsman like conduct by a driver, car owner, pit crew member, agent, etc., shall be grounds for disqualification and/or punitive action; including, but not limited to any and/or all or a combination thereof: probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money; which shall be determined by the AMRA. AMRA drivers are responsible for the conduct and actions of their car owners, crew managers, agents, etc. Failure to furnish a Social Security number or providing a false Social Security number when requested as part of what is required by the I.R.S. will result in the same penalties provided for above.
8. Absolutely no alcoholic beverages will be consumed by drivers or their pit crew prior to, or during a sanctioned event. The use, distribution, or sale of illegal drugs at any time can be cause for immediate indefinite suspension. AMRA has the right to do a random Drug screening at any time. Anyone found guilty will be handed over to authorities.

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1. Drivers under age 18 years of age must have a signed and notarized parental consent form signed by parent of legal guardian. Said document shall be in the possession of the AMRA office and the race track before participation of the said individual will be allowed. Track insurance regulations hold precedence in regards to minimum competition age. AMRA may require participants to undergo a physical examination before an individual is allowed to compete in AMRA sanctioned events.
2. All drivers MUST have an AMRA competition license and be in good standing with AMRA in order to compete. Any participant not having an annual competition license MUST obtain a temporary license in order to compete in any AMRA event. Temporary license is good for one (1) Event only. Maximum of three temporary licenses at \$25.00 each which will be applied to a membership/licenses: or you can pay a one-time membership/license fee of \$ 75.00.

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1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the AMRA and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all AMRA Late Model Dirt Series sanctioned racing events.
3. AMRA officials have full authority over said sanctioned racing events. In the event of any dispute the Series Director's decision will be final.
4. All racecars are subject to be inspected by the AMRA Technical Director/Inspector at any time during the event.
5. The AMRA reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
6. Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, and etc. program, voids such certification and therefore will not be accepted by the AMRA.

BODIES

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain on the left side of the drive line.
- E. Front window bars are mandatory.
- F. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof, lettered in contrasting colors to the base paint of the car. 6" number on nose and 6" number on Fuel cell recommended.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.

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- J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top frame rail. Not to exceed below the bottom frame rail.
- L. All body panels must be solid. No holes, slots, or air gaps are permitted.
- M. All Non-approved bodies or any Non-approved section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director; and car must be legal the following weekend with noted corrections made.
- N. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
- O. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.
- P. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, No MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSE PIECES

- A. AMRA Technical Inspector must approve all stock nose pieces.
- B. Nose pieces must be made of molded type material.
- C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.
- D. The nosepiece must be mounted so as not to alter its original shape.
- E. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted.
- F. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. 1" tolerance.
- G. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
- H. Front fender flairs must have collapsible support.

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- I. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.
- J. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.
- K. The nose piece must have a headlight decal package attached. One warning will be permitted. Must be corrected the next weekend or 50lbs of weight must be added to car.

ROOF AND ROOF SUPPORTS

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted directly to roll cage with no spacers.
- D. Roof height must be between forty-five inches (45") and fifty-two inches (52") from the ground with no more than (3) inches of rake measured back to front.
- E. The roof must be mounted parallel to body and near center of the car. No offset roofs.
- F. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).
- G. No odd shaped roofs permitted.
- H. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top and forty three inches (43") at the bottom and minimum fifteen inches (15") at the top and forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must maintain a border frame of 2 3" at the top and sides and 3" at the bottom. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.
- I. Sail Panel Windows Openings must be a border frame of 2- 3" at the top and sides and 3" at the bottom with no tolerance +/-0"
- J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.
- K. Front posts must be flat and uniform width from top to bottom – four inch (4") maximum width. Bottom or the foot where the post meets the deck may have material added for strength 4 Inches of material maximum 4" above the deck. The "A" Pillar foot fastened to the deck can be 16" wide at the bottom up to 4" high where it tapers into no more than 4" of material.
- L. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

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FRONT FENDERS AND HOOD

- A. Must be level and flat from left to right side of car.
- B. Fenders are not permitted to gain height from rear to front of car. (Per Lucas Oil)
- C. No part of fender or hood can be outside of the bodyline.
- D. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

- A. Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors. (No Tolerance)
- B. Door to door cannot exceed eighty-six inches (86") in width at the bottom in the center of the car.
- C. Doors cannot exceed thirty-six inches (36") in height measured from the ground.
- D. At no point can the door sides break in towards the center of the car between the top and bottom measurements.
- E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

- A. No offset quarter panels permitted. Must be equally tapered towards the center of the car.
- B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C. At no point can quarter panel sides break in towards center of the car.
- D. Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1').
- E. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic as measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic as measured at the front and rear of the quarter panel. One inch (1") tolerance.
- F. Maximum rear deck height measured from the ground to the top of the deck 39".

FRAMES

- A. No aluminum frames or bumpers permitted in construction of car.
- B. Minimum 103" – Maximum 105" Wheelbase.
- C. Rectangle or Square Tubing: The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D. Round Tube Frame: The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty three thousandths inch (.083") wall thickness minimum.
- E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- F. It is recommended that all cars be equipped with a tow hook or strap.
- G. All battery supports must be braced in two axis - two horizontal and one vertical.
- H. All frame and chassis components must be welded or bolted together. No sleeves, slip couplings. etc. . .

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ROLL CAGES

- A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.
- B. Side roll bars are mandatory and must extend into the door panels.
- C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D. Roll cage must be welded to the frame.
- E. Roll cage must be above the drivers' helmet. 38" minimum between floor pan and the bottom of the roll cage
- F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
- G. Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

INTERIORS

- A. Interior is permitted to be dropped (5") behind hood and the middle of the car a maximum of six inches (6") below the top of doors and a minimum of twelve inches (12") below the roll cage. Interior must leave room for driver to escape during an accident for safety. AMRA tech has been instructed to make sure there is at least 12" at the front and side window openings.
- B. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- C. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- D. If interior is flat through the car, it must maintain at least a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- E. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- F. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

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ENGINES

- A. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- B. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted. No electronic carburetors
- C. Magnetos are permitted. However, the engine must have an operating self-starter.
- D. Engine set back will be measured from center of rear bolt, of top A-arm to mid plate, 22 ½" inches. Also, if there is an offset A-arm, the offset will be added to total length, of 25 ½", from ball joint to mid plate. Engine setback measurement may be taken from center of rear end to back of the mid plate to insure compliance. Measuring from the rear of the motor plate to the center of the rear axle 77 ½" both sides. **In 2018 tech will measure 25 ½" max measured from center of top ball joint to motor plate with a tape or gauge.** Revised 3-14-18
- E. Carburetor is limited to one four barrel.
- F. All engines are limited to one spark plug and two valves per cylinder.
- G. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed. Only exception sealed and certified GMPP CT525 with MSD LX Box & AMRA timing curve.
- H. A harmonic balancer certified to SFI Spec 18.1 is required.
- I. No overhead cam engines.
- J.

GMPP SEALED AND AMRA CERTIFIED CT525

- A. Up to 8" Engine setback
- B. **Up to 8" spoiler** Revised 3-14-18
- C. Weight / (2200#) after race.
- D. MSD LX AMRA Ignition Box.
- E. AMRA Timing curve program.
- F. Gasoline ONLY

AMRA Certification – Those choosing the GMPP CT525 have to contact AMRA Tech Director –three weeks prior to competing to schedule certification.

In order to qualify as a GMPP SEALED AND AMRA CERTIFIED CT525 all engines must be certified and sealed. If for any reason they are unsealed, you are not eligible for breaks A-C above.

FUEL SYSTEMS

- A. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car inside a 20-gauge (Aluminum or Steel) metal box supported by two (2) 1/8 x 2" steel straps.
- B. A firewall must be installed between the fuel tank and drivers' compartment.
- C. Gasoline, E85 Race Fuel or Alcohol only. Nitrous gases or other nitrate additives are not permitted. Please mark the type of Fuel you are running on the bottom right side of fuel cell. Gas with Florescent Green and Alcohol with Florescent Yellow. This info will then be collected and given to the fire department each event.

CHASSIS

- A. No titanium chassis or suspension components.
- B. No titanium fasteners.

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CLUTCH AND REAR END

- A. Any transmission with working reverse and working forward gears is permitted.
- B. Manual transmission must be equipped with an operational clutch.
- C. Automatic transmissions are permitted.
- D. The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E. No "live-axle" rear-ends are permitted.
- F. No independent rear suspensions are permitted.
- G. All rear-ends using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter. All steel and/or aluminum drive shafts must be painted white.
- B. Only one drive shaft is permitted.
- C. The drive shaft must be protected with a secure drive shaft hoop or sling.

TIRES

- A. Tire rule will be open to Hoosier 1300 or harder and America Racer 44 or harder with a 40 durometer rule.
- B. Largest permitted tire is eleven inches (11") wide by fifteen inches (15"). Width is determined by measuring outside tread to outside tread with the tire mounted and inflated on a 14" wheel. Any tire measuring more than 11" (1/2" tolerance) outside tread to outside tread is not legal and use of any tire not in compliance is prohibited and grounds for disqualification.
- C. Maximum circumference permitted is ninety-three inches (93").
- D. Maximum cross section width permitted is sixteen and three-quarters inches (16¾").
- E. During technical inspection the hoop must pass over the tires freely.
- F. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or un-hazardous components or chemicals which alter the factory set baseline- settings of a given tire. Driver/Car Owner or Track Official that wants to protest a tire: Tire protest fee is \$175 per tire. Anyone wishing to dispute a tire can (a) provide AMRA with \$175 CASH (lab fees). The samples will then be sent to the lab. If the lab determines that the tire has been altered from its original composition, the racer forfeits the event purse and points. Should the tire be determined to be legal and within original factory composition the driver in question will be awarded his purse and points from event in question. Lab results are final. Driver/Crew/Owner of car placing claim must be on the lead lap.
- G. All sidewall markings must be visible at all times. No buffing or removing of the compound designations. No Tire Covers.

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TIRES PENALTIES AND INFRACTIONS

- A. Durometer may be used to detect tire softeners or base-altering chemicals. Disqualification may result with further sanctions pending from the AMRA. Winnings may be forfeited. ENVIRONMENTAL WARNING Any driver or crew-member found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or ANY part of the event grounds or properties and nearby drive-ways will be disqualified. The local authorities and/or agencies including the EPA may be notified and the violator(s) and their information may be turned over to these authorities at that time. No racecars or vehicles - including, but not limited to - race trailers, or support vehicles or trailers - will be allowed to carry or conceal, in - marked, unmarked or using any form of misrepresentation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline-settings (from its original factory set baseline-settings), will be allowed in or around the/any AMRA Event/s. All local authorities and applicable agencies may be called and the violators and their information will be turned over to these authorities at that time.

WHEELS

- A. Steel, aluminum, carbon fiber or plastic wheels are allowed.
B. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.
C. Maximum wheel width is fourteen inches (14").
D. Maximum width outside of front tires is ninety inches (90").
E. Maximum width outside of rear tires is eighty-eight inches (88").

BRAKES

- A. Must be equipped with sufficient four (4) wheel braking system.
B. On track three wheel braking is allowed.
C. No titanium or carbon fiber brake rotors are permitted.

SHOCKS AND SPRINGS

- A.) Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
- The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - Compression adjuster and/or canister cannot be mounted within the reach of the driver. B.) No cross connected shocks are allowed.
- B.) No cross connected shocks are allowed.
- The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- C.) No "Rod Through" designs are allowed.
- "Rod Through" shocks are defined as those shock absorbers in which the piston rod protrudes

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from both ends of the shock body.

D.) No Inerters are allowed.

- No rotating parts inside the damper.
- No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices are permitted.

E.) No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/iPad or a mechanical remote device.

F.) Springs must be made of steel. Torsion bars are not allowed in rear.

G.) Coil springs must be steel. Leaf springs may be composite or steel.

H.) Shock Locations

- Only one shock per wheel is permitted at the left front, right front and right rear corners.
- Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
- One 5th Coil Shock permitted.
- One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.

I.) Drop Chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.

J.) Bump stops and/or bump springs are permitted

K.) Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.

L.) A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

SUSPENSION COMPONENTS

A.) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.

B.) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. I.e. floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.

C.) Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch E.) Rear Suspension Mounts.

- Single shear mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
- Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
- Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
- Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with

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steel or aluminum spacers only.

D.) Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.

F.) Lift Arm & Pull Bar

- Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
- Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coil over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
- 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
- Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

G.) Radius Rods

- All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock type radius rods are permitted.
- Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
- Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
- ONLY Two (2) radius rods per side. a. Radius rods must be spaced on the frame a minimum of 6" b. Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12" c. Measurements will be made from center of each radius rod bolt.

H.) Birdcages

- Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
- Limited one birdcage (1) per side.
- Shock(s) and radius rods must mount to the birdcage.
- Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.

MUFFLERS

A. Mufflers are recommended. Only variance of this rule will be where not required by host track.

B. Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground; turnouts are allowed, but cannot be turned down.

TRACTION CONTROL DEVICES

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- A. All Traction Control Devices are strictly prohibited during any form or portion of an AMRA sanctioned event, race or practice/test session.
- B. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- C. At NO time during the racing season will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.
- D. A competitor found with any of the above mentioned components/parts will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won. AMRA maintains the right to confiscate any part/s they suspect as "traction control" from any car, at any time, for as long as it would be necessary to determine if said part/s is or is not classified as an illegal "traction control" device. If device is found to be legal, device will be returned as soon as practical to owner. If parts are found to be "illegal", parts are sacrificed to AMRA. AMRA competitors (driver) whose car "illegal" part/s were found on shall be found in violation of AMRA rules and will sacrifice any points accumulated to date that season and shall not be eligible for any point fund and/or contingency money/awards possibly due that season. In addition AMRA competitor (driver) shall not be eligible for competition in any AMRA event for twelve (12) calendar months from the date of the ruling.
- E. GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

WEIGHT LIMIT

- A. A minimum weight limit of 2300 pounds. We reserve the right to amend this rule in certain locations on the schedule. Exception: Cars equipped with GMPP AMRA Sealed and certified CT525.
- B. After Last Chance or Feature, an additional weight allowance will be given at the rate of 1 lb. per lap for fuel burn off, 50 laps = 50 lb.
- C. The scales used by the AMRA track will be considered the official scales for the event.
- D. Scales are recommended at all AMRA sanctioned events.
- E. AMRA officials have the right and duty to weigh any car at any time or at the official's discretion.
- F. Any attached weights must be securely attached to the frame, painted white or bright silver and have the car number clearly displayed on them. Weights of up to fifty (50) pounds must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.

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- G. No weights may be attached to rear bumper. H. No driver-operated weight adjustment devices are permitted.

SAFETY EQUIPMENT

- A. NO batteries to be located in the drivers' compartment/cockpit.
- B. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis. Head rest cannot hinder exiting the car.
The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware. No factory type seat belts may be used. Metal to metal buckles required on shoulder and seat belts. All belts must be dated no more than three (3) years old. If not dated, AMRA must and will assume the date has expired and they will not be allowed. The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. No sales receipt will be recognized. Example: If a car is inspected in May 2018, the seat belts can be dated no earlier than May 2015.Driver will be given one warning to get belts replaced before the next race. The second warning-- the belts MUST be replaced before the car will be allowed to participate in any further competition activities. Damaged belts will be required to be replaced regardless of the date tag on the belts.
- C. Window Nets certified to SFI Spec 37.1 Safety Nets certified to SFI Spec 37.1 are recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.
- D. A driveline loop is REQUIRED.
- E. Helmets are required and must meet a minimum standard rating of Snell SA2015 or SA2010. The SA2005 is outdated and illegal in 2018. If no sticker is present AMRA must and will assume the helmet does not meet the required standards and the helmet will not be allowed. Helmet must accompany vehicle at time of inspection.
- F. SFI 3.2A/5 approved full fire suits of a flame retardant nature must be worn by all competitors at all times. Fire suit must be in good operable condition. Two-piece fire suits are ~~allowed~~.
- G. Gloves certified to SFI Spec 3.3/5 are required and must have legible label.
- H. Fire resistant socks are suggested. Fire resistant under tops and bottoms are recommended.
- I. Eighteen (18)-gauge steel or one and one-eighth inch (1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
- J. *In 2017 it will be mandated that an on board fire system be on board. You may have a 5lb. or 10lb. system. Must be DOT / SFI approved. NO TOLERANCE. Fires Systems are good till manufacture specs.

We recommend

- Cylinders mounted forward on the fuel cell. Cylinders securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
- The cylinder connected to the nozzles with steel or steel reinforced lines.

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- One (1) nozzle located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.

NECK RESTRAINT DEVICES

Head and Neck restraints are encouraged. A neck brace is the least required. No Tolerance!!

MISCELLANEOUS

- A. NO two-way radios. No crew to driver radio or transmitted communications of any kind.
- B. NO "in-cockpit driver controlled" electronic devices of any kind permitted.
- C. NO computer controlled devices of any kind permitted.
- D. NO rearview mirrors of any kind permitted.
- E. AMRA officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

OTHER

At any AMRA event the official who is deemed the "Event Official" is in charge of inspection for the event. This Event Official shall have the final ruling at the event. Please note that AMRA does not get involved with "calls" on the race track. This means that if there is a problem with a call that a track official made, it needs to be directed to race track personnel, not to the AMRA official. Any discrepancy in the legality of a race car should be directed to the AMRA official.

WEIGH - IN PROCEDURES

- (A) NO ONE OTHER THAN THE AMRA DRIVER W/ CAR & TRACK OFFICIALS ARE ALLOWED AT THE SCALES OR INSPECTION SITE.
- (B) The scales which are used at any event will be considered the events official scales. The reading of these scales will be used as the official weight of the car for the event. All added weight must be mounted below all windows and the interior sheet metal.
- (C) Minimum weight of two thousand three hundred (2300) pounds must be maintained. All weight includes driver after the race. AMRA exception GMPP CT525 certified and sealed minimum weight is (2200) pounds.
- (D) The top five finishing cars, minimum, in each and every race must be weighed after each race.
- (E) CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO BE WEIGHED. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES. !!! GO DIRECTLY TO THE SCALES!!! NO ONE OTHER THAN AMRA DRIVER W/ CAR & TRACK OFFICIALS ARE ALLOWED AT THE SCALES.

Official operating the scales will communicate weight of the car to the driver if requested. Cars which are disqualified from heat races for weight violations of any kind will be put on the tail of a "C"-Main or "B"-Main. If car count dictates that all cars are in the feature then disqualified cars will start on the tail. Cars which are disqualified from the feature for weight violations of any kind will forfeit their

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points for that race and any prize money for that race.

(F) Should a car not make weight?

- The car will be removed from the scales and then put back on the scales for re-weighing to verify the weight of the car.
- Should the car still not make the required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position.

(G) ANYONE CAUSING TROUBLE AT THE SCALES WILL BE EJECTED. ANY DRIVER OR PIT CREW MEMBER THAT CAUSES TROUBLE AT THE SCALES WILL CAUSE THEIR CAR TO BE DISQUALIFIED FROM THE ENTIRE RACE EVENT. FURTHER ACTION MAY ALSO BE TAKEN. (Loss of 10 to 100 points.)

(H) Drivers of transfer cars may be asked to remove their helmets by the AMRA official.

CONDUCT OF DRIVER AND CREW

AMRA will not tolerate any un-sportsman like conduct. If a track determines any AMRA competitor to be driving rough and/or you have been determined to have crashed another car intentionally you may be disqualified from that event and lose all points for that weekend plus be subjected to other sanctions including loss of National Points, fines and loss of point money.

SAFETY

Drivers that exit car for any reason except fire or instructed by a track official when on the track will be at the mercy of whatever penalty the track wants to enforce.

INSPECTION AND RULE INFRACTIONS

If an inspector tells you that something needs to be fixed, you need to fix the infraction. If the infraction cannot be fixed at the track then you will be required to add 50 lbs. of weight in front of the motor plate. If you are caught with any major infractions, example: motor, tires etc., every track inspector will get a list of these drivers and the list will be posted on the front page of the website.

CAR CONSTRUCTION INFRACTION PENALTIES

- A. You may be given a simple warning.
- B. You may be asked to correct the infraction.
- C. You may be assessed a weight penalty of 50 lbs. to 100 lbs. (This weight must be put on Left Front of Mid Plate)
- D. You may be disqualified when found and/or noticed with an infraction.
- E. You may choose to leave.

BANQUET

Attendance at the AMRA Annual Awards Banquet is mandatory to collect any prize money. In the case a driver cannot attend he may at his discretion, appoint a member of his crew, car owner and/or a member of his family to represent him.

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Each car will be inspected at the designated inspection area before the drivers meeting Cars which do not pass the first time through will have to correct any infractions and return for re-inspection. If you cannot fix your car to pass inspection you will be asked to load car.

National point's accumulation points will begin on April 1st, or the first weekend of April 1st thru weekend after Labor Day. AMRA might not assign points to an event where the race promoter overrides AMRA officials at the event. Should this occur you will be informed via the AMRA website news or by an AMRA newsletter.

AMRA reserves the right to strip any competitor of any and /or all points, for certain undesirable behavior, as determined by AMRA and the AMRA advisory committee. AMRA points are assigned to the driver, not the car. Points are awarded to the driver who starts the car in a race. Point money is paid to the driver.

* **Inspection:** ALL CARS must be inspected before participating in the nights events. If not and promoter lets a driver race there will not be any points given for that driver for the night. If you fail inspection after consey or feature you will also be disqualified and you get no points as well as pay.

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REVISIONS for 2018

GMPP SEALED AND AMRA CERTIFIED CT525

G. Up to 8" spoiler Revised 3-14-18

Things tech will check and how:

Engine set back: In 2018 tech will measure 25 ½" max measured from center of top ball joint to motor plate with a tape or gauge. Revised 3-14-18