



2020 Triple Crown Late Model Rules

GSSRACES.COM

General

These rules and regulations are designed to govern driver and crew member conduct during GSS racing events. By participating in these events, all drivers are required to comply with these rules. While GSS makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. GSS is in the sports entertainment business. Drivers, Owners, Crew and GSS Staff cooperate to provide this exciting level of sports entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. GSS may change any rule at any time

Procedural Rules: *It is the goal of Golden Sands Speedway management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety and EMS crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.*

Rules Infraction Policy: *GSS Management may suspend or fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.*

2020 Triple Crown Late Model Specifications



1. SAFETY EQUIPMENT

1A. SEATS - Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

1B. SAFETY BELTS-Belts must be dated within 3 years of event date or newer. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame. Grade "5" bolts ½" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended.

1C. DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; *Recommended: Fire retardant padding*. A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

1D. DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a Snell SA-2015 or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. GSS officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update their safety equipment.

2. CAR ELIGIBILITY- Note: Five Star 2019 Gen 6 body is not permitted.

All competing cars will be full-sized, stock American manufactured passenger car bodies that conform to the current ABC Body rules are allowed, 2008 or newer. The ABC Referee will be the official method of body including tread width. Refer to ABC rulebook body guidelines will be posted at <http://www.abcodies.com/> No attempt to get any aero advantage allowed. Panning of nose or sides, windows, side skirts, noses, tail panels, etc. is not allowed. Five Star Bodies or flat 12 inch side vent windows only, 3 window braces front and 2 rear window braces, must be approved. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. All body measurements taken from car on 4" blocks.

3. WHEELBASE & TREAD WIDTH

3A. Wheelbase 103" plus or minus 2" Minimum wheelbase allowed is 101" measured on 4" blocks.

3B. Maximum tread width front and rear is 65", (zero tolerance allowed) measured center to center of tires at spindle height.

4. CHASSIS

4A. Tube or stock stub allowed.

4B. Cars will be placed on 4" blocks to confirm correct height of body components.

4C. All chassis must have driver's foot protection bar (Martin bar).

5. ROLL CAGE CONSTRUCTION:

The following is the minimum specification requirements for roll cage construction approved for GSS competition. GSS officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch wall (1-3/4" x .090") diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of: 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3" x .083" wall steel tubing for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x .083" wall. Diagonal bar in top hoop required. Absolutely no aluminum allowed on the structure of the chassis. Floor pan under driver must be a minimum thickness of 13 gauge (.083") steel (for driver's safety).

5A. Driver Side Door Plates

1. Left side door bar deflector plates mandatory.

2. All plates must be steel with a minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.

3. All support bars or plate installation is subject to approval.



6. SUSPENSION

- 6A.** Coil over or leaf style suspensions only.
- 6B.** No computer or hand operated controlled suspension.
- 6C.** No titanium axle shafts or suspension parts/hardware allowed.
- 6D.** No cantilever, wishbone, or torsion type suspensions allowed.

7. FRONT SUSPENSION

- 7A.** Independent front suspension with articulated upper and lower control arm(s) is mandatory.
- 7B.** One (1) shock absorber and spring per corner of the car is permitted.
- 7C.** All springs must be magnetic steel, with maximum MSRP \$100 per spring.
- 7D.** Front suspension adjustment must be done from under the car or by lifting the hood.
No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted.
- 7E.** No suspension adjustment devices are permitted in the driver's compartment area or in reach of driver at any time in car. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited.
- 7F.** One conventional (single coil) spring rubber per spring allowed and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the car.
- 7G.** NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, straps, etc.
- 7H.** Manual or power steering may be used. No electronic power steering allowed.

8. REAR SUSPENSION

- 8A.** Non-independent, live axle type rear suspension is mandatory.
- 8B.** No open tube rear ends permitted.
- 8C.** Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 or 4 link only. No fifth (5th) coil, spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions will be permitted. Birdcages or Senneker Type T-arm assemblies or bridge kits are not allowed. Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move must be welded or bolted in place.
- 8D.** If not utilizing a spool add 50 lbs weight penalty.

9. SHOCKS/SPRINGS

Approved Non-Adjustable Shocks (**Maximum retail price of \$249.95**) series; Afco 13T, R, S, 21,24 ARS 2000, Bilstein SZ, SN, Carrera 62,65,67, Genesis GSO, Integra Avenger 411, Integra 431, Pro A, AC, TA, PG, QA1 21,26,50,51,62,63,67series. Manufacturer's components must be used, valving optional. KONI

sealed adjustable (NON-Rebuildable) shocks allowed, are as follows: A. Model # KON30-7436, KON30-7499, KON30-7325, KON30-9325, KON30-9436, KON30-7647. The bump stop that is enclosed will not be allowed, must be removed. KONI Shocks may be exchanged by GSS tech officials at any time. Conventionally mounted 5-inch springs or coil over type suspensions with only one (1) shock and spring per corner of the car is permitted. Spring must be magnetic steel with maximum MSRP \$100.

10. SPINDLES & HUBS

10A. Any steel spindle allowed. Aluminum steering-arm and balljoint mounts allowed. Aftermarket hubs with 5/8" wheel studs required, maximum retail price \$250. No gun-drilled studs permitted. Wide five hubs and spindles allowed with no weight penalty. Light weight hubs will not be allowed.

11. STEERING

11A. Rack and pinion or steering box with center link style.

11B. Quick release steering wheel required.

11C. Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.

11D. Collapsible steering shaft recommended.

11E. No electric power steering units.

12. BRAKES

12A. Four wheel brakes required at all times. Single, Dual or Four (4) piston calipers allowed. All brake lines must be fully visible for inspection at any time and must not be run thru the inside of any part of the frame.

12B. Steel or aluminum only Maximum retail price \$200.

12C. No Thermal Lock Pistons allowed.

12D. Rigid mounted rotors, maximum diameter 12¼" rotors, no drilling permitted.

12E. No floating or self-centering rotors,

12F. No ABS units or brake recirculation systems, or floating caliper brackets.

12G. Only one brake bias adjusting unit per car.

13. REAR END

13A. Stock or rear spur gear type quick change units with steel tubes, Minimum 10" ring & pinion

13B. Maximum camber ½ degrees.

13C. Magnetic steel axles only.

13D. Solid axles must be a minimum 1.125" O.D.

13E. Left side & right side gun drilled axels must have the same I.D. and O.D.

13F. Crowned axles not allowed. Traction (wrap up) axles not allowed.

13G. One-piece straight spline drive plates only.

13H. Drain plugs must be safety wired.

13I. "Birdcages" or Senneker Type T-arm assemblies or bridge kits are not allowed.

13J. Torque Sensing, Detroit Locker (ratchet type), differentials are permitted with a weight penalty,

If not utilizing a spool add 50 lbs weight penalty.

14. DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT

14A. Must have at least two forward gears and one reverse, plus a neutral position.

14B. OEM production type transmissions approved.

14C. Internal clutch transmissions allowed with weight penalty.

14D. Aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*).

14E. No 5-speed or more transmissions, No 'in and 'out boxes allowed.

14F. Standard clutch type transmissions must have a blow proof bell housing (*steel or aluminum*).

14G. Automatic transmissions must have an approved scatter shield.

14H. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch min.

14J. No carbon fiber clutches allowed.

14K. Driveshaft can be steel or aluminum with a minimum diameter of 2.5"

- 14L. Carbon fiber driveshaft or components are not allowed.
- 14M. Drive shaft must be painted white.
- 14N. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft entering into driving compartment.
- 14O. All drain plugs must be safety wired.

15. WHEELS

- 15A. Aftermarket made for racing, steel wheels required, 15"x 8" inch maximum.
- 15B. Wheel must be 5x5 or wide 5 pattern only.
- 15C. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted.
- 15D. No tire pressure reliefs or bleeders of any kind allowed.
- 15E. Wheel Studs and Spacers: A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8")
- 15F. Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

16. TIRES: Approved tire: Hoosier D800 only. Tire bank system will be utilized; Teams may purchase a maximum of 8-tires into their initial tire bank, and can purchase one new tire on the third week of competition, and continue with one new tire per every other week of competition thereafter. If you decide not to purchase tires on any particular week, and our records show that you were here in competition, we will let you purchase them at a later date. Tires purchased that night do not have to be raced; you may bank them for a future night. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination tires from your bank. Tire bank follows the driver. Used tires purchased for "race" use will be counted as new tires. Hoosier D-800 will be sold at track.

16A. Tire Rule Addendum: Option A: Any new competitor who does not race weekly at DRP entering a race after opening race date may purchase 4 new D-800 tires but will be required to run those tires in all the laps in all practice sessions, qualifying, and races. After qualifying, the car will line up in whatever position it falls in the qualifying order after the invert. Failure to comply will result in starting in the last position. A new competitor who does not race weekly at DRP is allowed the previous scenario twice and those 8 tires will be recorded in their tire bank.

16B. Tire Rule Addendum: Option B: In the alternative the competitor may elect to buy 2 new D-800 tires and use 2 used D-800's of their own with 4/32 tread ware (checked with GSS Tech Official approval) and will be started as qualifying dictates. Those 4 tires will be recorded as banked tires. If the competitor enters the following race event or any race there after only banked tires can be raced and will be placed on the normal tire purchase schedule.

16C. Chemical treatment of tires: (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by Hoosier, taking into account the model of the tire and tire temp. Failure of a tire to meet the minimum reading may result in seizure of the tire, fine, penalty, and/or disqualification as mentioned above. This rule applies to all divisions.

17. WEIGHT RULE / ENGINE PACKAGE

17A. All Cars 58% left max 51% rear max 42% right & 49% front min All weights include driver in driver's position. All weights are Pre-Race with fuel allowance of 1/2# per lap for total weight. No moving weight, liquid or solid or weight moving devices allowed. Ballast must be painted white and lettered with car number.

<u>Base Weight</u>	<u>Engine</u>	<u>Carburetor</u>	<u>Notes</u>	<u>%</u>
2700	GM 602 Crate #19258602 W/ HEI Distributor	Holley 650cfm 4bbl 4150 HP Carburetor, Part Number 80541	6200 RPM Chip	58% Left Side Max 51% Rear Side Max
2775	GM Certified 604 Crate #88958604 or 19318604	Holley 650cfm 4bbl 4150 HP Carburetor, Part Number 80541	6400 RPM Chip	58% Left Side Max 51% Rear Side Max
2850	Limited Concept Engine Iron Head only	Holley-4412 500 cfm 2bbl	-----	58% Left Side Max 51% Rear Side Max
2850	Non-Certified or Updated Crate 602 or 604	Holley 650cfm 4bbl 4150 HP Carburetor, Part Number 80541	6200/6400 RPM Chip	58% Left Side Max 51% Rear Side Max
2900	Wegner 5.3L sealed engine Must have 20lbs weight plates on each side	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Side Max 51% Rear Side Max
2900	Ford 302 Block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Side Max 51% Rear Side Max
2900	Chrysler over 362 CID	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Side Max 51% Rear Side Max

<u>Weight Options</u>	<u>Weight</u>
Base Weight	See Chart
Solid Rear Axels	-25 LBS.
Steel Drive Shaft 3" minimum in diameter	-25 LBS.
Stock Stub Cars	-50 LBS.
Ratcheting/Torque Sensing Quick Change	+50 LBS.
Internal clutch transmission	+50 LBS.

18. ENGINE SECTION

GSS Officials retain the right to adjust weight rules to promote competition among motor combinations. All part numbers must remain on all engine parts & No engine parts may be composite.

18A. IGNITION SYSTEMS: IGNITION-No crank trigger ignition allowed. All ignition systems must be 12 volts. Only one 12 volt battery maybe used at any time. Ignition boxes may be switched by GSS officials

from car to car or swapped with GSS house ignition boxes. Wiring will follow in this rule. Approved Ignition boxes; Crane/Fast Cams Ignition Hi-6r p/n 6000-6400, or Hi-6rc p/n 6000-6700, or Hi-6 p/n 6000-6440 MSD MSD6A, MSD 6T, MSD6AL, MSD 6ALN, MSD6 Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector. Only one ignition box allowed in car at any time. Car maybe wired for duel boxes but must have only one box in car while on track. 2. Box must be in clear view. Must be able to remove in five minutes. Non-compliance with the specifications outlined herein may subject the participants (owner/driver) to disqualification, loss of monies and points earned at the event. Owner/driver must provide tools to remove part. All cars must have ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible to emergency personnel.) Vacuum advance may be removed and the pick-up coil locked. No magnetos.

18B. ENGINE LOCATION: GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" set back. ALL Engines: Oil pan must not be lower than bottom of cross-member. Options to correct are add to bottom of cross-member or raise motor. Out of tolerance engine setback cars will be subject to a weight & points penalty & or fine.

18C. LIMITED CONCEPT ENGINE: Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, **LA-X** heads. Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes

18D. EXHAUST (Non-Crate)

Headers allowed on all engines; No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header \$450.00

18E. GM 602 CRATE ENGINE: (P/N #19258602) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 with no modifications except boosters may be epoxied in place to retain gauge legal position. No adapter plate or spacer. One .065 single paper gasket allowed. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with No stepped, 180 degree or Tri-Y headers. Crate engine must run stock style HEI distributor with coil in cap and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.2:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. GSS Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Repairs allowed with prior management approval. No Ford or Chrysler crate engines allowed.

18F. GM 604 CRATE ENGINE: (P/N# 88958604 or 19318604) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 with no modifications except boosters may be epoxied in place to retain gauge legal position. No adapter plate or spacer. One .065 single paper gasket allowed. All crate engines may not be altered from factory specs. Maximum timing is 36 degrees and must use a 6400 RPM chip; maximum compression can never be greater than 9.75:1. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. GSS Tech staff reserves the right to impound motors for inspection or dyno testing. No Ford or Chrysler crate engines allowed.

18G. UPDATED GM CRATE ENGINE: Crate engine with any or all of the following updates or any non certified/approved rebuilt crate engine will have a base weight of 2850lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer. Maximum compression can never be greater than 9.75:1. Maximum timing is 36 degrees, and must use a 6400 rpm chip. GSS authorized rebuilt crate engines must be done by a certified rebuilder.

18H. CRATE HEADERS: GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; GM 604 Crate cross over header Schoenfeld 135CM Part #: 007135CM are recommended for competition; with a maximum collector size of 3". No Try Y headers will be allowed. No merge collectors. Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. No one off custom header allowed. Mufflers are Mandatory and are not to be tampered with or hollowed out. Any car not meeting the 100 decibels will add 25#'s for the night & must remedy the issue before next visit. Max MSRP of header \$450.00

18I. REV LIMITING CHIP CRATE ENGINE:

The use of a Rev Limiting Chips will be used; GM 602 Crate will be limited to 6200 RPM's and GM 604 Crate engine will be 6400 RPM's. GSS may change chips at random and may check chips at any time. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side,

in plain view, and out of reach of the driver and all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.

18J. LS 5.3L SPEC ENGINE- All LS 5.3 engines must add 40lbs of weight to engine block area; 20lbs of weight on each side of the block either bolted to the block or the inside or outside of the front stub in line with the center of the block. All LS 5.3 spec engines must be rev-limited to 7600rpm with a MSD/Crane type ignition box. Engine is subject to same inspection procedures as other engines. LS Spec Engines must use Holley 4412 500 cfm 2 bbl carb with 1" spec carb adapter plate manufactured by Wegner Automotive P/N#WA0349. Base Weight for LS 5.3L engine package is 2900lbs less any weight breaks allowed on the options chart.

19. CARBURETOR:

The Holley Ultra HP Carburetor is NOT ALLOWED. Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged, but can only have a total of 3 fuel passages per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body to retain gauge legal position. Crate Holley 650-HP P/N 80541-1 with no modifications except boosters may be epoxied in place to retain gauge legal position. Double return springs required.

(No fuel injection)

20. CARB ADAPTOR

20A. (SPACER) RULE: 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold by a Maximum of 1/4". Adaptors are one piece only. Tapered or Beveled Adaptors Allowed. **(THIS DOES NOT APPLY TO CRATE ENGINE PACKAGES)**
(LS Spec Engines must use 1" spec adapter plate by Wegner #WA0349)

21. INTAKE MANIFOLD:

21A. Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads.

22. RETURN SPRINGS & AIR FILTER:

22A. Double throttle return springs required on carburetor.

22B. Air filter is mandatory to act as a flame arrestor.

22C. No additives allowed in air filter.

23. AIR INTAKE/AIR BOX/RADIATOR/WATER PUMP & COOLING SYSTEM

23A. Air intake boxes are permitted for the carburetor with cowl inlet only. The back of the cowl induction box must be flat or must be stock Five Star or AR part. No additions to or devices for directing the flow of the air into the air cleaner or air cowl intake box are permitted. You may not grab or funnel air into air intake box in any fashion. No type of forward air intake allowed.

23B. Radiator must be mounted in front of engine, between frame horns.

23C. Fan protection and overflow tank required.

23D. Water pump must be stock type in stock location, electric water pumps are not allowed.

Cooling system shall consist of any conventional system that employs the use of a standard radiator cap or caps. THE USE OF ANY MANUAL HIGH PRESSURIZED COOLING SYSTEMS, EITHER WITH OR WITHOUT EXPANSION / SURGE TANKS IS STRICTLY PROHIBITED.

23E. Antifreeze is strictly prohibited.

23F. Standard opening for the grill screen area only as approved for ABC manufacturers' production, must be maintained at all times. Only ABC approved manufacturers' mesh screen may be used for the radiator opening in the nose with a minimum of 3/16" stainless mesh.

23G. *Tape may NOT be used on the radiator grill opening and/or brake ducts in the nose at anytime.*

Tape is not to be used anywhere on the car to control the flow of air or to seal/secure seams between any body panels or spoiler blades (unless approved for repairs).

23H. The duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat bottom and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 ¾" in height and the narrowest across dimension of the top panel is 21 ¼". The interior of air box between nose and radiator shall be clear of any added devices or obstructions that interrupt deflect or obstruct incoming air to the radiator. Openings for brake cooling ducts are permitted off of the sides of air box but may not extend into interior of duct work. A Five Star C-5 air flow plastic duct or Bump-N-Run bag product or AR Body EZ Max plastic duct system may be substituted in lieu of conventional aluminum duct work. No Carbon fiber allowed in this process. No types of under-body air deflectors allowed. Approval of any design of air box duct work shall be the decision of tech officials and/or competition director.

APPROVED FIVE STAR & AR AIR DUCT MANAGEMENT PRODUCTS



24. FUEL, FUEL PUMP & FUEL CELL

24A. FUEL-Racing pump fuel only; 110 Octane maximum allowed, Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, other additives and/or

fuels that contain masking agents or oxygen are not permitted. Use of such substances or additives will result in immediate disqualification. **A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from VP or Sunoco baseline 110 will be illegal.** No icing or cooling of fuel system. **Ethanol (E-85) is not allowed.**

24B. Fuel Pump-Mechanical fuel pumps only on conventional engine package.

24C. Fuel Cell-A fuel cell is mandatory with a 22-gallon (U.S.) maximum and a minimum of ten inches (10") ground clearance, fuel cell height measurement based with chassis up on GSS certified 4" blocks front & rear, cars not meeting 10" ground clearance will **add 25#'s** for the infraction. Fuel cells must have rubber style bladder, foam baffle & check balls in place. Teams are responsible to verify that fuel cells and bladders are up to date and in good condition. Fuel cell must be mounted behind rear axle and between frame rails. Fuel cell can is to be no closer than 11" to the back of the rear end tube and must be totally enclosed from the driver compartment. **All fuel cell cans must be magnetic steel 1/8" thick**, with one-inch lip and front, bottom and rear being a one piece design. The top of the can will use current 18 or 20 gauge top and cell must be banded both ways with two steel (1" x 1/8") straps in each direction. The cell must be bolted in with a minimum of 14-3/8 bolts with flat washers on top and lock washers on bottom. The use of "U" style fuel cells or non-standard-shaped fuel cells is prohibited. Aeroquip or equivalent gas line required; routing must be outside of cockpit and protected from damage. All cars must have a rear protection bar extending below fuel cell.

24D. Fuel Cell Protection Plates: Cars without a 1/8" steel fuel cell can are required to have 1/8" thick steel fuel cell protection plates mounted on outside of frame rails. The plates must cover the sides and rear of the fuel cell as well as minimum 1/8" steel plate between fuel cell and rear end.

25. BATTERY:

25A. 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch highly recommended & must be located in center of driver compartment accessible to the safety team from the passenger side window.

26. BODY CONFIGURATION GUIDELINES Triple Crown LATE MODEL

Note: The Five Star 2019 Gen 6 body is not permitted.

26A. APPEARANCE - A professional appearing paint job in an attractive color required. All lettering must

be professional and in good taste. Numbers: 18-inches on both sides, and roof, additional numbers approximately 6" high on upper right side corner of windshield & on upper left rear of bumper cover. Door rub rails allowed, Five Star or similar Lexan or steel must have ends must be tapered and capped. Stock appearing plastic, fiberglass, or metal bodies allowed. Minimum roof height 47" Maximum deck height 34.5". Minimum side window clearance 15". No air scoops or holes in hood allowed. Front and rear bumpers covers must appear stock and enhance the appearance of the car. All windows must be of Lexan. Body must be within 2" from outside of tires. All body dimensions will be measured with frame on 4" blocks. Carbon fiber body panels or interior components are not allowed.

26B. Spoiler: Mandatory, clear see thru Lexan spoiler with NO lettering and a maximum width of 60" measured across back of spoiler and maximum blade height of 5". Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4" with a minimum 1/2 inch to maximum

5/8 inch split in the center to accommodate the centerline template. No tape or inserts may be used to cover this opening in spoiler at any time. Maximum spoiler height is 39" measured from car on 4" blocks. No wings, side skirts or wicker bills allowed. Rudders or forward mounted brackets will not be permitted.

27. TOW HOOKS: Tow hooks on front and rear required painted white.

28. ILLEGAL EQUIPMENT: Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; oil filled hubs; external oil pumps ; multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, traction control devices, of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. All wiring must be visible for inspection. All illegal parts are subject to confiscation.

29. RADIOS/ELECTRONICS/TRANSPONDERS

29A. TRANSPONDER: Mandatory, and located 8" forward from center of rear axle.

29B. RACEceivers are mandatory for Race Director Communications frequency is 454.000

29C. RADIOS: 2-way-radios are allowed with one spotter in the designated spotter area during all racing events, with a label of the car number or name on the back of the spotters shirt.

29D. ELECTRONICS: No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

30. Triple Crown Points & Winnings: Points will be awarded per your finishing position. If driver is disqualified, drivers behind them do not advance.

31. TEAM DRIVING: Not Allowed

32. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the Triple Crown in the interest of welcoming competition. These cars will be granted temporary eligibility status for one race at the discretion of GSS officials on a case-by-case basis for eligibility and rule book conformity.

33. TECH INSPECTION: All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, and impound illegal parts. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools for inspection.