



2017 Carolina Clash Super Late Model Series Rules

Series officials reserve the right to delete, change, or amend ANY stated rules within this rulebook as taken into consideration for the interest of competition and safety at any point during the 2017 season.

RULE BOOK DISCLAIMER

These rules and/or regulations are designed to provide for the orderly conduct and acceptable requirements of racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

Promptness at Carolina Clash Events

Series officials and track/venue management will be very mindful of time spent on Carolina Clash Series portions of their events. It is critical that you be ON TIME for registration, driver's meetings, autograph sessions, etc. and in line for hot laps, qualifying, heat races, B Mains, and A mains WHEN CALLED and by the times posted. If you are having trouble and cannot get attend at the time called, it is up to you to send a representative to inform a series official that you are having problems and cannot be on time.

Ten-Minute Call

A ten-minute call will be given prior to each segment of a Carolina Clash event, including but not limited to the A-Main. If the ten-minute call begins and a driver misses the ten-minute call, the event will begin as scheduled and that driver could be forced to start the tail of the given event or race.

If you hold up a show for any other reason, you could forfeit your qualifying position or starting spots as a result of being late to staging.

DRIVERS MEETING: Please make EVERY EFFORT to attend driver's meetings at all Carolina Clash events. Series officials reserve the right to have "roll call" to ensure all drivers are present. Driver's meeting times will be clearly posted at registration areas. You will hear an air horn blast three times indicating the final call.

SAFETY RULES & PROCEDURES

The safety rules and procedures here in will apply to all Carolina Clash SLMS events. Carolina Clash officials will have full authority at all Carolina Clash SLMS events and in the event of any dispute, series officials' decisions will be final.

EXEMPTION FROM LIABILITY

The rules and procedures included in this rulebook do not express nor guarantee any warranty of safety. These rules and procedures are intended as a guide for Carolina Clash Super Late Model Series (SLMS) events and do not guarantee anyone involved against injury.

GENERAL SAFETY REQUIREMENTS

1. All drive shafts must be visible to the naked eye: (Not black or brown). White or aluminum preferred. Drive shaft and weight ballast must be painted white and have number of car painted on them. A driveshaft loop is required.
2. All attached lead weights must be painted either white or silver and **MUST** have car number and driver's name on the weight. **ALL weight attachments MUST BE securely fastened using TWO - ½ inch minimum bolts and fasteners. Weights can ONLY be bolted to the chassis frame or roll cage. THIS WILL BE STRICTLY ENFORCED.**
3. Master disconnect switch behind driver seat on top of interior is strongly recommended.
4. Tow hooks are mandatory.
5. No batteries permitted in the driver's compartment.
6. **MANDATORY:** All cars must have an approved fire extinguisher securely mounted within reach of the driver. A five-pound halon system is recommended.
7. **Nylon mesh window screens are REQUIRED and approved by the technical director upon inspection.**
8. Racing seats and racing seat belts with shoulder harness are required and must be securely fastened.

(Effective 3/1/2017): All seats MUST HAVE functional head supports.

9. Eighteen gauge steel or one and one-eighth inch aluminum "cockpit tub" to protect front, sides, and rear of driver is strongly recommended.
10. An approved racing helmet is required and worn at all times cars are on racing surface.
11. Fire resistant driving uniforms are required. Fire resistant gloves, underwear, and socks are recommended and could be REQUIRED or MANDATORY at certain track venues.
12. At the discretion of series officials, any car may be sent to the pits for necessary repairs. Any driver that needs sheet metal pulled will have to pull off the race track in the "hot pit" area. No sheet metal will be pulled on the racetrack. A designated "hot pit" area will be announced at the drivers meeting. The "hot pit" area will be the only place recognized for courtesy laps for a flat tire.
13. At no time will a crew member be allowed to work on any car (with or without tools) while the car is on the race track. If a team member is found making any repairs on the track, the car will be penalized.
14. No driver will be allowed to set foot on the race track at any time except when authorized to do so by series officials or in an emergency situation. Any driver not abiding by this rule may have their score card immediately pulled from the race in which they are competing and possibly removed from further competition depending upon circumstances and series officials' decision.
15. **ANY aggressive display or action directed at another competitor or series official(s) or on-track representatives, AT ANY TIME before, during or after an event, may result in IMMEDIATE disqualification of that competitor from that event and could potentially warrant additional fines or penalties, bans from future events, or otherwise. All entry fees, purse money, contingency bonuses and points will be forfeited for that event.**

GENERAL RULES

1. Once cars are entered into an event, all cars MUST PASS technical inspection by series officials at any time before, during and after Carolina Clash SLMS events.
2. The Carolina Clash SLMS is not responsible for payment of purses at series events. However, in the event of any problem with purse payment, the Carolina Clash SLMS management will attempt to resolve such issues on behalf of the series drivers and teams.
3. Following the completion of qualifying, any driver switching to a backup car or using a substitute driver will cause the car/driver to start in the rear of the appropriate consolation race or feature event, where applicable.
4. All drivers/teams competing for championship points in the Carolina Clash SLMS must carry appropriate decals clearly visible on their racecar. Series

officials will advise teams as to the location of each required decal. Additional decals pertaining to contingency award programs must be clearly displayed if the driver/team desires to receive each respective contingency award.

5. All cars must be inspected by series tech official and have TECH sticker clearly visible on car before it will be allowed to compete.
6. No mirrors allowed on racecars. No two-way radios. No crew to driver radio or transmitted communications will be allowed.
7. Receiver/one-way radios are required to be used in every portion/segment of an event. Rental units may be available at track.
8. **TRANSPONDER POSITIONING: (Effective 3/1/2017) – All transponders must be placed in front of the motor plate on left-side frame rail. (THIS WILL BE CHECKED!)**

2017 Carolina Clash Car Specifications

It is the intent of the Carolina Clash Series to have rules that are consistent with other Super Late Model sanctioning bodies. With that in mind, these rules may be amended from time to time.

Technical Inspections:

Technical inspections will be held at scales or designated area by tech inspectors at any time. Decisions of the Carolina Clash officials and interpretation of the rules are final.

1. Eligible models:

This division is limited to 2002 to 2017 American manufactured stock car bodies, including Chevrolet Monte Carlo; Chevrolet Corvette; Chevrolet Camaro SS; Chevrolet Impala SS; Ford Mustang; Ford Taurus; Ford Fusion; Pontiac Grand Prix; Pontiac GTO; Dodge Intrepid; Dodge Charger. Cars should have type of body style displayed on car with three-inch (3") minimum letters. Examples: Monte Carlo, Taurus, Grand Prix, Intrepid.

2. Bodies:

A. Nosepiece and roof must match body style of car. All cars must have a minimum of one and one half inch (1 ½") roll at top of fenders, doors, and quarter panels. A sharp edge will not be permitted. Body roll must go from sides over upper body, not upper body over sides.

- B.** Windshield bars are mandatory. A minimum of 3 bars no less than 3/8" in diameter.
- C.** Neatly painted numbers at least eighteen inches (18") high are required on each side of the car and roof. Neatly painted number at least six inches (6") high is recommended on the fuel cell in a highly visible position.
- D.** No fins or raised lips of any kind permitted anywhere along the entire length of the car.
- E.** Bodyline must be a smooth even line from front to rear.
- F.** No "Slope nose" or "Wedge" cars permitted.
- G.** All cars must use corresponding engine. EXAMPLE: Ford-Ford, Chevy-Chevy, Mopar-Mopar
- H.** No "Belly Pans" or any type of enclosure on bottom of car is permitted. Skid plate to protect oil pan is permitted.
- I.** Stock nosepieces plus roof and roof supports must match.

Example: Monte Carlo-Monte Carlo, Taurus-Taurus, Grand Prix-Grand Prix, Corvette – Corvette, etc., etc. Fifty-pound (50 lbs.) weight penalty will be assessed for non-compliance.

3. Stock Nosepieces, Fender Flares and Hoods:

- A.** Must be made of molded type material. Two (2) piece nose must be fastened together in center. No spacers to gain width permitted.
- B.** Must be mounted so as not to alter original shape.
- C.** No material can be removed from nosepiece. No cutting from bottom, top, or sides.
- D.** Stock nosepiece can extend a maximum of 53" from center of front hub to farthest point extending forward.
- E.** Front fender flares must be made of plastic and cannot alter original shape of nosepiece. Front fender flares cannot extend beyond front tire track width with wheels pointed straight. Front fender flares must have collapsible support.

F. Fender flares may not extend more than 3 "higher than front fenders at their tallest point. Front fenders and hood must be level from right side to left side of car.

G. Fenders must be flat from left to right side of car. No concaving to gain aerodynamic advantage in any way permitted.

H. Fenders not permitted to gain height from rear to front of car. No part of fender or hood can be outside of the body line.

4. Roof and Roof Supports:

A. No flat or odd shaped roofs permitted. Roof may be 50" wide x 51" in length

B. Front roof supports may be 2" wide maximum (See diagram for measurements)

C. Forty-five inch minimum height from ground at lowest point on roof. Forty-six and a half maximum to ground from lowest point on roof.

D. Must be mounted parallel to body and near center of car.

E. A maximum one-inch (1") 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).

F. All roof side panels must extend to edge of body and be flat. Roof side panel window must be the same size on both sides. If the left side has a window opening the right side must match. Lexan or any other transparent material is legal as is decal packages that are made to resemble windows.

G. A maximum of two and a half (2 ½) bow will be permitted.

H. A maximum of three inch (3") arch from top of roof panel to point where roof panel meets body line.

I. Any sun shields, four-inch maximum, must be able to hinge for easy exiting of car.

J. Front roof supports permitted to be no more or no less than two- inches wide. (See roof and roof support sheets for all measurements.)

5. Doors and Quarter Panels:

A. At no point can door sides break in towards center of car.

B. Tire clearance from body must be a minimum of one-inch (1").

C. At no point can quarter panel sides break in towards center of the car.

D. Quarter-panels must extend downward from decking a minimum of **27 inches** without plastic.

6. Spoilers:

A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum with maximum dimensions: 8" x 72.

B. Rear spoiler is not permitted to be suspended above the deck to create a "Wing" effect and must begin where quarter panels end. No extended decks permitted.

C. Maximum of three (3) rear spoiler supports. Option of one (1) additional one-inch (1") aluminum brace. See Carolina Clash Spec. sheet for side spoilers.

7. Frames:

A. No aluminum frames or front clips permitted in construction of car.

B. Wheelbase: 103" minimum, 104" maximum.

C. Maximum rear tread width: 88 inches, measured sidewall to sidewall. Front may measure a maximum of 90 inches sidewall to sidewall to allow for caster and camber.

D. Rectangular or square tubing in frame: The frame of all cars may be constructed of two-inch by two-inch minimum rectangular or square tubing with a minimum of eighty-three thousandths inch (.083") wall thickness. Round tubing in frame: The frame of all cars may be constructed of a minimum of one and three-quarter inch (1 ¾") round tubing and must have a wall of thickness of eighty-three thousandths inch (.083") minimum. All tube frame cars must use 4130 Chrome Moly Steel in construction of frame.

E. If rear bumper is stubbed, it may only extend a maximum of eight (8") inches beyond the frame. Any stubbed rear bumper that extends eight inches (8") or more beyond the frame must be rounded and directed towards the front of car eight-inches.

8. Roll Cages:

A. Cars must have a suitable steel roll cage in driver's compartment including headrest.

- B.** The entire roll cage must be constructed of round tubing only.
- C.** Roll cage must be welded to the frame and roll cage must be above the driver's helmet.
- D.** Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- E.** Driver's seat must remain in the same general area as the general design of the car.
- F.** Side roll bars are mandatory and must extend into the door panels.
- G.** A minimum of three bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch in diameter with a minimum thickness of eighty-three thousandths inch (.083").
- H.** No "Fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage.

9. Interiors:

- A.** Interior is permitted to be dropped to the middle of the car a **MAXIMUM** of five (5") inches (no tolerance) below the top of the doors and a minimum of eleven (11") inches below the roll cage.
- B.** Interior must be fastened flush at the top of the door and quarter panels and must taper up to doors not creating a "Lip effect" at a 90 degree angle. Interior must run in a straight line from behind the driver's seat to the rear spoiler.
- C.** If interior is flat through the car, it must maintain an eleven (11") inch clearance from roll cage for easy exiting from either side of the car.

10. Engines: (Engine, Fuel System, & Transmission Rules)

- GM CT525, GM Performance Crate 602/604 – must be OEM
- Steel-block/steel-head/Brodix SUPR SPEC– 365 cubic inch maximum
- Open engine – unlimited cubic inch, steel or aluminum
- A.** Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- B.** Fuel injection, electric fuel pumps, turbo chargers, or blowers not permitted.

C. Magnetos are permitted, but engine must have an operating self-starter.

D. The engine is permitted to be set back a maximum of twenty-five and one half inch inches (25 ½") from the centerline of the ball joint to front of the motor plate/engine bell housing flange.

E. Carburetor is limited to one four barrel.

F. No titanium or exotic material crankshafts or connecting rods permitted.

G. All engines limited to one spark plug and two valves per cylinder.

11. Fuel Systems:

A. A firewall must be installed between the fuel tank and driver's compartment.

B. ALL fuel cells must be completely visible from rear of car. Fuel cell cannot be mounted lower than bottom of quick- change rear-end.

C. No pressurized fuel systems permitted.

D. RACING FUEL ONLY.

E. All fuel cells MUST HAVE functioning flapper or check-valve in case of roll-over. The caps MUST BE non-vented. (Effective 3/1/2017)

All drivers / teams will have fuel choice in Carolina Clash Super Late Model Series sanctioned events. VP Racing Fuels © is the official "preferred fuel of the Carolina Clash Super Late Model Series and strongly are encouraged to use the products that support the series. Alcohol or racing fuel permitted. Nitrous Oxide is NOT ALLOWED at any Carolina Clash sanctioned event. Fuel may be checked at any time.



12. Transmission, Clutch, and Rear- End:

- A.** Drive train must have transmission mounted on the rear of the engine and lead to one drive shaft. No direct drive or in-out boxes permitted.
- B.** Any transmission with working forward and reverse gears is permitted.
- C.** Manual transmission must be equipped with an operational clutch.
- D.** Automatic transmissions are permitted.
- E.** No "Live-axle" rear-ends are permitted.
- F.** No independent rear suspensions are permitted.
- G.** Floater "wide-five" hub assembly only is permitted.
- H.** All rear-ends using a cable to lock-in the rear end must have the cable mounted outside of the cockpit area and not in reach of the driver.

13. Wheels: (Wheels, Brakes & Control Devices)

- A.** All wheels must be steel or aluminum.
- B.** Wheels must be mounted with lug nuts. No "knock-off" mounting devices permitted.
- C.** Maximum wheel width: 14".

14. Brakes:

- A.** Must be equipped with operational four-wheel braking systems.

15. Remote Controlled Suspension Devices:

- A.** No "in-cockpit driver controlled" suspension devices permitted. No weight jacks of any kind permitted. (This includes fifth coils, etc.). Any driver using "in-cockpit driver controlled" suspension devices or weight jacks will be disqualified.

16. Traction Control Devices:

- A.** All Traction Control Devices are strictly prohibited during any form of a Carolina

Clash Racing Series event, race, practice, or 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 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. 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 will lose the complete device permanently and will be fined \$3,000 and lose all championship points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Director of Competition or 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.

17. Springs and Shocks (Approved – February 27, 2016)

- A. Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
 - 1. 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.
 - 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- B. No cross connected shocks are allowed.
- C. No “Rod-Through” designs are allowed.
- D. No inerters are allowed.
- E. No electrical adjusted or active dampers are allowed.
- F. Springs must be made of steel. Torsion bars are not allowed in rear. Coil springs must be steel. Leaf springs may be composite or steel.
- G. Shock Locations
 - 1. Only one shock per wheel is permitted on left front, right front, & right rear.

2. 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.
- H. One 5th Coil Shock permitted.
- I. 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.
- J. Bump stops and/or bump springs are permitted.

18. Suspension Components (Approved – February 27, 2016)

- A. Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- B. 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.
- C. Radius Rods
1. 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.
 2. Heim joints must be a minimum 5/8, and a maximum 3/4" heim. No rubber bushings.
 3. ONLY Two (2) radius rods per side.
- D. Birdcages
1. Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
 2. Limited one birdcage (1) per side.
 3. Shock(s) and radius rods must mount to the birdcage.
 4. 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.

19. Exhaust: (Exhaust, Safety Equipment & Weight Rules)

- A. Any muffler allowed (mufflers are mandatory). Cars without mufflers may be assessed a weight penalty at the discretion of Carolina Clash officials.

B. Exhaust is not permitted to be directed towards ground and must be parallel to the ground.

20. Weights to Engine Specifications:

PLEASE NOTE: THE WEIGHT RULES WERE AMENDED 1/28/2017.

CRATE GM 602/GM 604/GM CT 525, 365 CI Steel-block, steel-head, BRODIX SUPR SPEC,

- **Minimum weight: 2300lbs including driver – 12 inch spoilers**

OPEN UNLIMITED “SUPER LATE MODEL”

- **Minimum weight: 2350lbs including driver – 8 inch spoilers**

A. Minimum weight must be maintained throughout qualifying.

B. 1 lb. per green flag lap burn off allowed after all races.

C. The GM crate engines (602/604/CT525) must remain as a sealed unit per GMPP specifications. Any variations would disqualify the engine’s use at a Carolina Clash event.

23. Wheels and Tires

The Carolina Clash reserves the right to collect tire samples from select qualifiers, A-Main feature winners and other potential finishers at any Carolina Clash event to be submitted to an independent lab for post-race analysis.

WHEEL-COVERS: Must have THREE (3) properly operating fasteners subject to inspection before, during and after any part of a race event. (Effective 3/1/2017)

The Carolina Clash Super Late Model Series DOES NOT sell tires.

Do not depend on the “SERIES” to have tires for sale at any given venue.

You may want to call ahead to the track to inquire as to the availability of tires.

A. 2017 Tire Compound Options (effective 3/1/2017)



American Racer 48, 56 (both front and rear) or RIGHT REAR OPTION 70



Hoosier 1350, 1600 (both front and rear) and RIGHT REAR OPTION D70

B. Chemical alterations of any tires are strictly prohibited. No tire softeners or conditioners which alter the chemical compound of the tire will be permitted. This includes, but is not limited to, tire soaking, internal applications or the use of tread softeners. This will be strictly enforced.

C. Grooving and/or siping ALLOWED.

D. Markings on sidewalls may not be modified in any way.

In the interest of competition, safety, or cost control, the Carolina Clash may choose to amend the normal tire rule by eliminating a particular compound and/or by adding an optional tire for a particular event. Any deviations from above will be determined on a track by track basis and will be announced well in advance.

Penalties for infraction of tire rules:

(1st Offense)

Driver will forfeit all winnings and contingency awards for that event, lose all points for the event and will be fined \$500.

(2nd Offense)

Driver will forfeit all winnings and contingency awards for that event, lose all points for the event and will be fined \$1000.

(3rd Offense)

Driver will forfeit all winnings and contingency awards for that event, lose all points for the event and will be fined \$2000 and will be suspended from competing in any Carolina Clash event for 365 days, thus deemed as disqualified from any point standings awards eligibility.

Appeal Process: An appeal for chemically altered tires must be made in writing to the Series Director or Series President within 5 days of notification of the tire test results and submit \$500 to cover cost of second tire test. A review board will be appointed to hear appeals for chemically altered tires.

RACE/EVENT PROCEDURES

All drivers should sign in, pay entry fees, and draw for practice and qualifying positions immediately upon entering the pit entrance for each event and always before the drivers' meeting.

The Carolina Clash Super Late Model Series uses signal horns to indicate:

- ONE signal horn to indicate that driver registration is open.
- TWO signal horns is the five-minute call for drivers meeting.
- THREE signal horns is the start of the driver's meeting.

Hot Laps, Qualifying & Heat Races:

1. All drivers will be allowed a minimum of one hot lap session per race. Hot laps will be designated in the order as per the qualifying draw. You must hot lap with your group unless given permission to do otherwise by the Race Director.
2. The number of cars and amount of laps for Hot Lap sessions will be announced in the Driver's Meeting and/or posted on the Event Schedule at the Carolina Clash trailer.
3. All drivers must qualify in order as per the draw. If not in order, you will not be allowed to qualify unless given permission by the Race Director. When a car/driver crosses the start/finish line it officially starts their qualifying segment. A driver will only be allowed one qualifying segment. If a driver misses their scheduled qualifying segment, they will be allowed one lap at the end of the session.

4. Carolina Clash reserves the right to modify qualifying procedures under unusual circumstances (weather, unusually large car count, track conditions, promoter's request, etc.) All cars must go through the scales at the completion of their qualifying attempts.
5. At the discretion of officials, any late entries may be allowed to hot lap/qualify, or may be assigned a starting position at the rear of the field. As for any entry registering late for an event and prior to qualifying, if that entrant is allowed to qualify at all, the entry will be placed in the least preferred spot of the qualifying order as deemed by series officials.
6. If unable to complete qualifying, lineups will be determined by point standings and/or draw.
7. In case debris and/or other substances are on the track during qualifying, the track personnel will remove the obstruction as best as possible and qualifying will continue with the next car in line.
8. Any driver that changes cars before the main event will automatically start from the rear of the field and the car must pass technical inspection to be allowed on the track. Driver cannot use a car that has competed in any other feature event that night.

CAR COUNT FORMATS

22 cars or less: lock in TOP 4 from qualifying and RUN 2 heat races to determine the starting line-up for the A-Main

23 – 28 cars: lock in TOP 8 from qualifying and RUN 2 heat races, taking the top 6 finishers from each heat race.

29 – 34 cars: lock in TOP 10 from qualifying and RUN 2 heat races taking the top 5 finishers from each heat race.

35 or more cars: lock in TOP 10 from qualifying and RUN 3 heat races and take the top 3 finishers from each heat race. A 6 lap consolation Race will be run to determine the 20th place starter.

Provisional Starting Positions:

1. Provisional Starting positions will be the 21st and 22nd spots of the A-Main.
2. For the first 2 events of 2017, provisional starting spots will be determined from the final 2016 points standings. From the 3rd race forward, current 2017 point standings will be used.
3. A maximum of **THREE (3)** provisional starting spots may be used in a season.
4. To use a provisional, a driver must be in the top 20 in points. The series will revert back to a fast time provisional starter after the top 20 in points are in the feature. Drivers cannot use any car that has been or will be raced in any other division for that event. To be eligible for a points provisional, a driver must participate in hot laps, qualifying, heat races, or B main.
5. A driver in good standing with the series and has perfect attendance with the series will be allowed to use 2 emergency provisionals for the season. The driver will receive full points for the spot finishing in. The driver will receive the pay for the position finished minus start money. Emergency provisionals must be approved before event by series/race director. Only 1 Emergency provisional will be allowed per event.
6. An Alternate starter will be allowed if a driver making the field does not make the starting grid. The driver eligible for an alternate position must be ready to take the track within 5 minutes.

Promoters Option:

1. The promoter may have the option to start extra drivers (maximum of 2) at the tail end of the field (positions 23 and 24). Promoter must accept responsibility for any addition to the purse.
2. Any driver entered into Feature Event by virtue of a Promoter's Option will only earn the maximum of 15 points earned by driver in the Consolation Qualifying Races. Under this condition any driver entered into a Feature Event via Promoter's Option is not eligible for any contingency awards.

A-Main Race Format: (Feature Race Format & Flagging Procedures)

- 1.** After the halfway point has been reached, a race is considered complete (in the event that weather or unusual circumstances prevent the completion of the event).
- 2.** Caution laps will not count (except at the discretion of the race director or event promoter).
- 3.** A race is considered complete when the checkered flag is displayed.
- 4.** Standard flagging procedures will be used.
- 5.** The car or cars causing a caution that come to a stop on the track will be sent to the rear of the field. While there is no standard "spin to avoid" rule, Carolina Clash officials will attempt to return cars "spinning to avoid" or otherwise not involved in the caution to their original positions. Carolina Clash officials reserve the right to direct a competitor to cease competition for the remainder of the event if he/she causes 3 or more unassisted cautions.
- 6.** Anyone deliberately causing a caution, without cause will be penalized one lap. Causing a caution for the avoidance of being lapped, to gain a restart or any other reason will be considered without cause.
- 7.** Once the field is set and some cars are unable to start the A-Main, the field will move forward to fill in any open positions.
- 8.** Any car not getting into position when told by a race official may be penalized.
- 9.** Once the cars roll onto the race track they are considered "staged". If a car leaves the surface for any reason he/she will be sent to the rear of the field.
- 10.** The Race Director will start the race at a CONE positioned a location on the front-stretch prior to the flag stand. This will be the "point of indication" for the initial start of the race.
- 11.** Any jumping the initial start will get one warning and then will be moved back one row for the next start; third offense: driver will be moved to the rear of the field.

12. If the caution comes out on the first lap, the field will restart double-file in the original grid order provided there are no penalties to be assessed. If it is a single car spin with no contact that driver will be sent to the rear.
13. Restarts: **COMPLETE DOUBLE-FILE RESTARTS for main event only. Drivers will “choose at the cone” to determine restart position. The leader sets the pace and will have the option to fire first once in the restart zone.** (Carolina Clash Series Officials reserve the right to use alternative restart formations at certain special series events.)
14. Any jumping the restart may be penalized two positions from their original starting position. If a driver jumps the start a second time in the same race, the driver may be moved to the rear of the field. If a driver is already toward the rear of the field and jumps the restart, officials have the right to penalize the driver one lap.
15. In the event of a caution, all lapped cars will line up for the restart at the rear of the field behind the cars on the lead lap.
16. In the event of a caution after one lap has been completed, any disputes for position will be settled by the last completed lap on the scorer's sheets.
17. There will be no racing back to any flag, unless the leader has taken the white flag. In that event, we will normally race to a finish.
18. In the event of a last lap spin, etc., the Race Director retains the option to call a caution in the interest of safety. In that event, the lineup will be reset, and the race will be completed "Green/White" together followed by the Checkered.
19. All cars will be scored using a transponder system where systems are in place at track. Any team that owns their own transponder will be responsible for reported the transponder ID number to the registrar before the end of registration. Transponders will be available at the track for rent if needed.
20. During a caution, the FIRST CAR not on the lead lap that does not contribute to the cause of a caution will be improved one-lap on the scoring loop (this is often considered as “The Lucky Dog”).

Penalties and Fines: (Penalties, Fines & Protest Procedures)

1. Unsportsmanlike conduct carries a fine up to \$500.00 and/or up to a 2 race suspension.
2. Fighting
 - a. (1st offense): Subject to a fine up to \$1,000.00 and/or suspension for up to two races.
 - b. (2nd offense): Subject to a fine up to \$2,000.00 and/or suspension for up to 365 days.
3. Weight penalties may be issued for rules violations (body rules etc...). If a weight penalty is issued, the car must pass tech with the added weight. Weight must be added in front of the cross member/fire wall.

NOTE: The above Penalties and Fines are enforceable and applicable for all team members and individuals deemed to be under the responsibility of race teams at each event. Anyone in the company of a specific race team who displays, participates in, or incites behavior deemed to be detrimental to the series and the sport will be the responsibility of that specific team. It is the responsibility of each Team Owner, Driver and Team Members to be accountable for individuals who are in their company at each series event in order to maintain Sportsmanlike and Expected Behavior, Language and Actions.

Protest:

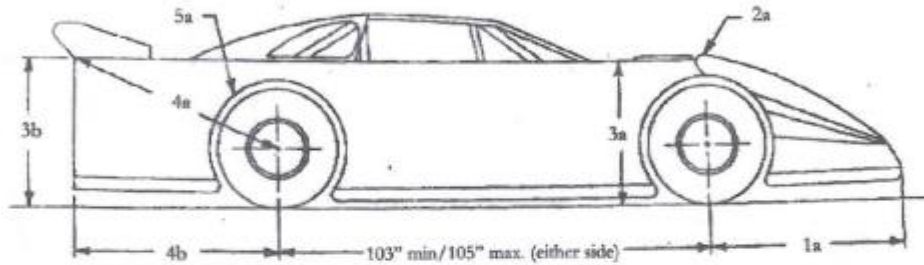
1. Protester must file a written protest specifying the competitor being protested and suspected violation within 5 minutes of the conclusion of the event which must be accompanied by a \$500.00 Cash Protest Fee per item.
2. Series will retain \$100.00 per protest fee.

Rain outs:

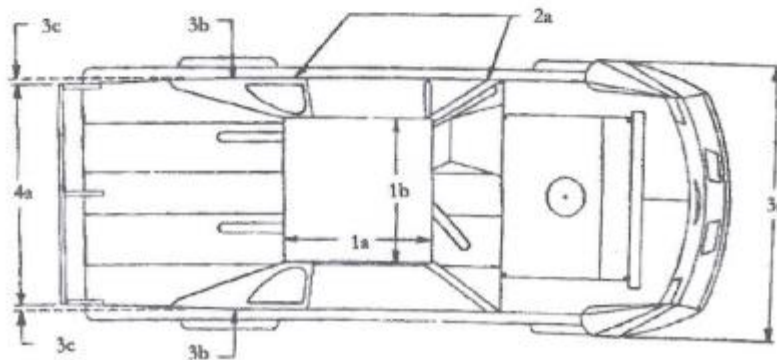
1. If the full field is set and a rain out or other situation occurs which prevents the race that night, on the rain date the race will be run as per the line-up from the cancelled race.
2. If the full field is not set and a rain out or other situation occurs which prevents the race that night, on the rain date the field will be determined by normal race procedures and the results from the cancelled race will be nullified.

Body Rules:

- 1a) Stock nosepiece can extend a maximum of fifty-three inches (53") from the center of the front hub to the farthest point forward with a 1" tolerance.
- 2a) Fender Flares may kick up 3" maximum.
- 3a) Doors cannot exceed thirty-seven inches (37") in height measured from the ground.
- 3b) Quarter Panels cannot exceed thirty-eight inches (38") in height measured from the ground with a 1" tolerance.
- 4a) Fifty-four inches (54") maximum from center of rear hub to top corner of quarter panel with a 1" tolerance.
- 4b) Forty-eight inches (48") maximum from center of rear hub to end of quarter panel with a 1" tolerance.
- 5a) Minimum of 1" tire clearance from body. No skirts will be permitted.



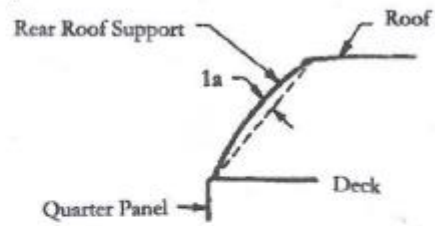
- 1a) Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- 1b) Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 2a) All roof side panels must extend to edge of decking.
- 3a) Doors cannot exceed seventy-six inches (76") in width across front of decking.
- 3b) The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center hub as measure at the top with a 1" tolerance.
- 3c) Rear decks must taper from seventy-six inches (76") as measured at the top over rear hubs, uniformly back to seventy-two inches (72") at the spoiler with a 1" tolerance.
- 4a) Maximum spoiler width seventy-two inches (72"). Maximum spoiler height eight inches (8")



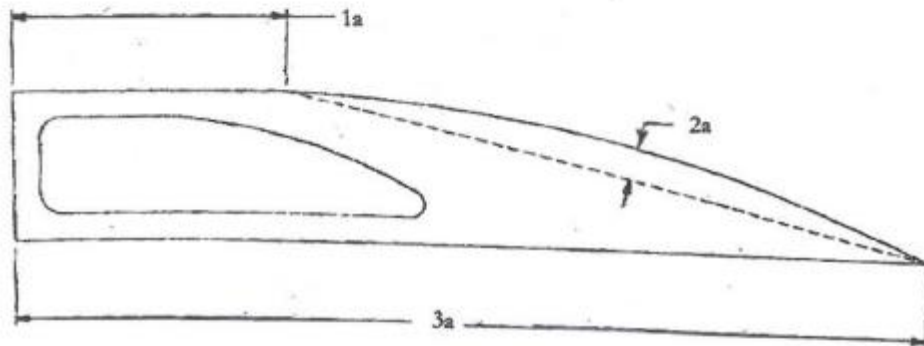
Rear Roof Supports:

- 1a) Maximum bow allowed is two and one half inches (2 1/2").

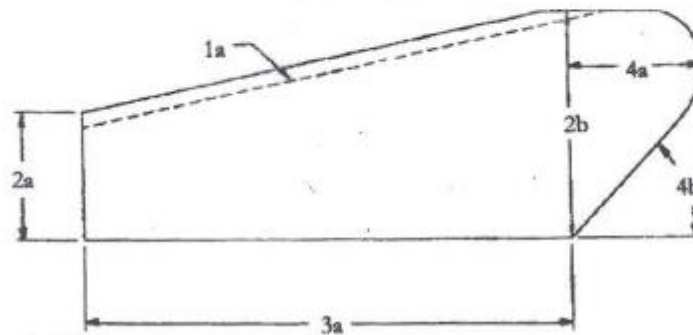
Rear View



- 1a) 17" Maximum from rear of roof to front of support
 2a) 3" maximum at center with 1" tolerance. No break or rear edge.
 3a) Roof support cannot exceed forty-three inches (43").



- 1a) Broken line indicates 1/2" maximum break allowed.
 2a) Four and one half inches maximum (4 1/2")
 2b) Eight inches maximum (8")
 3a) Eighteen and one-half inches maximum (18 1/2")
 4a) Five inches maximum (5")
 4b) Forty-five degrees (45) from mounting surface.



No more than (3) Spoiler supports permitted. Front edge of supports must be in line.