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For
ARCA Official Souvenir Merchandise
log onto arcaracing.com
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OFFICE STAFF & ADMINISTRATION

JOHN & MILDRED MARCUM........................ Founders

RON DRAGER........................................... President

MARK GUNDRUM............. VP - Business Development & Corporate Partnerships

GRAYLING CALL....................Senior Director of Competition & Operations

JOE WELLS.....Director of Race Operations & Administration

TOM LEGEMAN.....Director of Marketing & Public Relations

BOBBY THOMSEN............. Technical Services Director

SHALENE WILLIAMS ........Manager Accounting & Billing

ARLENE MIAZGA....................Member & Employee Services Manager

CASEY WAGNER.....................Marketing Manager

CHARLIE KRALL .............Communications Manager

MIKE HEWER.................................Race Director

HAROLD COOK.................................Commissioner

ROLLIE HELMLING......................Commissioner

KEITH McCALL...............................Commissioner

DENNY McNUTT .........................Commissioner

TERRY OLIGER...............................Commissioner

JOHN MORTON...............................Commissioner

JOHN NAIDA.................................Commissioner

JERRY NUCKLES............................Commissioner
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SECTION 1
THE ARCA RULES

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

2. ARCA rules are intended to provide for the competitive, orderly and timely conduct of ARCA sanctioned events, and to allow competitors to participate as fairly and equally as possible. From time to time, unforeseen circumstances may dictate the need for race events to occur under extraordinary conditions, subject to special rulings by
ARCA officials. ARCA officials may make determinations regarding race procedure, competitor eligibility, or other matters which may deviate from established rule/procedure, in the interest of the sport as stated above.

3. ARCA rules may be amended from time to time by distribution of bulletins to all registered drivers, owners and crew chiefs or as otherwise determined by ARCA as applicable.

4. ARCA officials’ interpretation of the meaning/application of rules shall prevail at race events and be final. By accepting membership in ARCA, ARCA members agree that interpretation of rules by ARCA officials are non-appealable, except as provided in the ARCA Rule Book. All ARCA members agree that interpretation of rules by ARCA officials are non-litigable.

5. ARCA Racing Series presented by Menards hereinafter referred to as ARCA Racing Series.

SECTION 2
MEMBERSHIP/COMPETITOR LICENSES
General
1. Eligibility - ARCA may accept or reject a license application at its sole discretion, in the interest of the sport of stock car racing and/or ARCA. Conduct detrimental to the sport of stock car racing and/or ARCA, whether in the course of competition or not and/or whether the person was a member of ARCA or not, may result in rejection of a membership application by ARCA.

2. Licenses must be secured from ARCA by all Drivers, Owners, and Mechanics before taking part in any sanctioned events. Single Event license may be secured for entry to pit area at ARCA’s discretion.

3. Any team member going over the wall (servicing a race car on pit road during a race) must be fully licensed by ARCA.

4. Fees for licenses listed on membership application must be paid before entering.

5. ARCA will issue all licenses from its headquarters.
6. All license applications are subject to the approval or rejection by ARCA. A license shall be used only by the member to whom it is issued. Any member who allows any person to use, or attempt to use, member license in any manner and/or creates, uses or attempts to use an unauthorized license shall be subject to disciplinary action and/or suspension.

7. All licenses must be displayed to ARCA official in charge as directed when registering at a race meet or other event.

8. Before entering the restricted area, a Release and Waiver, and registration forms must be signed by all members not holding a valid annual ARCA Photo ID. Entering restricted area without approval of ARCA officials is prohibited.

9. Immediately upon entering the pit area, any ARCA member holding an annual ARCA Photo ID shall sign the Release and Waiver form at the ARCA Racing Series transporter. Failure to sign in may result in disciplinary action.

10. Any injured or suspended member shall not participate in any event without approval of ARCA officials. ARCA reserves the right to request a doctor’s release at any time.

11. Broadcast and Other Rights—ARCA exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotaape productions, transmissions over the Internet, public and private online services authorized by ARCA, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds, and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any ARCA event and that ARCA is and shall be the sole owner of any and all intellectual property rights (including but not limited to patents, copyrights, trademarks, design
rights and other proprietary rights) worldwide in and to these works, and in and to any other works, copyrightable or otherwise created from the images, sounds and data arising from, during or in connection with any ARCA event. In addition, each member, to the extent not already owned by ARCA, assigns to ARCA exclusively and in perpetuity any and all rights set forth above. ARCA members represent and warrant to not grant to any third party the rights described herein and agree to take all steps reasonably necessary, and all steps requested by ARCA to protect, perfect or effectuate ARCA’s ownership or other interest in these rights. ARCA members may not take any action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these ARCA rights. ARCA members agree to allow any and all equipment relating to such audio, video, radio, electronic transmissions and timing and scoring information and use thereof as determined by ARCA in the racing vehicle for each event.

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

13. ARCA Substance Abuse Policy is available to all members and shall establish guidelines for the use of substances referenced therein for all participants in all ARCA sanctioned events.
Driver License

1. All ARCA Driver License applicants are subject to review prior to approval for competition on a case by case basis. Minimum age eligibility requirements for ARCA Driver’s License is 18 except as provided in section 6 below. All drivers with no previous ARCA Racing Series experience must submit a completed Driver Background Profile/Resume including references to be considered for approval to compete. This review may result in additional eligibility requirements.

2. All rookies may be required to attend rookie meetings and/or pass rookie test before practice and/or qualifying.

3. Any driver participating in any ARCA sanctioned on-track activity must have a current valid ARCA Driver License for the respective division/activity.

4. All Drivers must have a completed, current and approved physical on file with ARCA and provide test results of a nine panel drug screen at an ARCA approved site prior to driving at any event. A list of approved sites and forms are available from the ARCA office.

5. Any ARCA licensed driver treated by a medical professional is required to confidentially notify ARCA at compliance@arcaracing.com prior to the next scheduled event or within 72 hours of being treated, whichever is earlier. Failure to notify may result in disciplinary action.

6. MINIMUM AGE ELIGIBILITY REQUIREMENTS FOR DRIVER LICENSE:
   a. Minimum of 15 years of age considered for eligibility to drive in competition on tracks one mile and under, designated road courses and in designated ARCA sanctioned open test sessions at all tracks based on:
      i. In-person meeting with ARCA Official.
      ii. Completed Driver Background Profile/Resume including references.
      iii. Private on-track test session with ARCA designated observer.
      iv. Successful participation as an ARCA-licensed driver in an ARCA division or tour racing activity or recognized sanctioning body national tour events as designated and evaluated in ARCA’s sole discretion.
v. Initial approval subject to restrictive/probationary status for designated period.

vi. Minor Release and Waiver document with signatures of each and every parent/guardian.

vii. Any and all requirements to be completed to ARCA discretion at Applicant's expense.

b. Minimum of 16 years of age considered for eligibility to drive in competition on tracks one mile and under, designated road courses and in designated ARCA sanctioned open test sessions at all tracks based on:

i. Completed Driver Background Profile/Resume including references.

ii. Minor Release and Waiver document with signatures of each and every parent/guardian.

c. Drivers minimum of 17 years of age may be considered for eligibility to drive in race events at Pocono Raceway based on:

i. Completed Driver Background Profile/Resume including references.

ii. Minor Release and Waiver document with signatures of each and every parent/guardian.

iii. Successfully participate in a minimum of five approved ARCA Racing Series sanctioned events or recognized sanctioning body national tour events, as defined at ARCA's sole discretion.

iv. Successfully participate in ARCA sanctioned open test (if one is held) at track attempting to gain approval to participate.

v. Initial approval subject to restrictive/probationary status for designated period.

d. Other than the venues detailed in 6c, all drivers must be a minimum of 18 years of age to be eligible to drive in race events at oval tracks over one mile in length.

**Owner License**

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

SECTION 3
RACE TEAM PARTICIPANT MEMBERS
INSURANCE PLAN

1. The ARCA Participant Accident insurance program is provided to ARCA racing team participant members only, and excludes all individuals who are participating in the race event as Single Event License participants and/or non-racing team participants. All references to ARCA Members as provisions of Section 3 shall be defined as such.

2. Each ARCA member with a competitor or pit permit, and who has signed the Release and Waiver sheet for the event for which the competitor or pit permit is issued, is entitled to insurance as arranged by ARCA if accidentally injured as the result of external violent and visible means while participating in said event. All competitors in ARCA sanctioned events agree to abide by the insurance plan. The insurance plan applies only at ARCA sanctioned events.

3. Any member returning to competition after injury shall be deemed to be physically fit and further disability insurance and/or medical insurance for prior defined injury shall cease as of that date. Any member returning to his usual occupation after injury shall not be entitled to further insurance as of that date.

4. Any member involved in an accident while on the racing premises and who does not report to the ARCA officials in charge of the event within 24 hours or before leaving the premises (providing such member is able to make such a report) may not be eligible for insurance prescribed under the insurance plan.
SECTION 4
GENERAL REGULATIONS

1. ALL RULES AND REGULATIONS IN ARCA RULE BOOK ARE SUBJECT TO INTERPRETATION BY ARCA OFFICIALS IN CHARGE.

2. ARCA members are required at any time to submit to any type of drug screen or testing whenever requested by ARCA officials. ARCA reserves the right to perform random drug testing on any ARCA member at any time before, during or after an event, per the terms and conditions of the ARCA Substance Abuse Policy.

3. Consumption of alcohol in a restricted area during competition is strictly prohibited.

4. ARCA officials reserve the right to reject or allow pit/track entry of any individual and or equipment for any reason at its sole discretion.

5. ARCA members are to act in a professional manner as determined by ARCA. The professional manner includes, but is not limited to, digital representation, written representation, verbal representation and/or any action or representation that may detrimentally reflect on ARCA and/or motorsports in general. Physical contact, verbal abuse, excessive disrespect, assault or threat by any competitor to any ARCA official or persons serving under their orders shall be subject to penalty and/or suspension.

6. Failure to notify ARCA officials in advance of any change in driver, or permitting a race vehicle to be driven in a practice, qualifying or race event without such prior notice shall be subject to penalty and/or suspension.

7. The interpretation of rules pertaining to race procedure or scoring positions by ARCA officials shall be final and not subject to protest.

8. Drivers, Owners and/or Crew Chiefs assume responsibility for actions of their team and are subject to discipline/penalty as a result of actions of their team.

9. Drivers, Owners, Crew Chiefs and/or Mechanics shall have no claims against or cause of action for damages, expenses or otherwise against ARCA or its officials or promoter by reason of disqualification and/or damage to equipment.
10. Any member that enters another competitor’s pit/garage area or approaches another competitor’s car resulting in any type of altercation; unsportsmanlike driving; driving a car in a dangerous and/or aggressive manner at any time, fighting; or taking part in any demonstration which impedes the orderly process of an event may be considered, at ARCA’s sole discretion, conduct or actions detrimental to the sport and/or ARCA and shall be subject to penalty and/or suspension.

11. Any ARCA member charged with any felony violation of the law is required to confidentially notify ARCA at compliance@arcaracing.com prior to the next scheduled event or within 72 hours of being charged, whichever is earlier. Failure to notify may result in disciplinary action.

12. Any race car may be inspected by ARCA officials at any time.

13. Entry blank waivers and/or entry fees are nonrefundable and non-transferable. Any late entry may be rejected or penalized. Each entry blank will specify deadline date.

14. Approval of special rulings must be secured from ARCA official in charge or ARCA competition committee members, and shall be known to all competitors prior to race meet.

15. Members and race team equipment shall be presentable in their appearance to ARCA’s sole discretion.

16. Per Official Event Entry document, mandated areas on driver uniform and race car reserved for display of designated and/or required sponsor logos. Failure to comply may result in restriction from participating in on-track activity and/or additional penalty.

17. ARCA reserves the following areas for series and manufacturer logo placement:
   a) Front Fenders, from the “A” post/door break forward.
   b) Rocker Panel, from front wheel well to “B” post/door break.
   c) Rear Bumper Cover - no team sponsor ID is allowed on the face of the rear bumper cover of the car, with the exception of “exhaust” graphics. The area in the center of the rear bumper cover is reserved for
the Car manufacturer ID. The area to either side of the car make ID is reserved for Rookie Stripes.

d) Front and back side of rear spoiler.

e) Front nosepiece.

f) Car manufacturer contingency eligibility is contingent upon teams adhering to placement, size and use of manufacturer marks and graphics as defined by each participating manufacturer.

g) All required contingency decals must be in place prior to car going on track. All remaining contingency decals must be in place prior to qualifying.

h) Contingency decals may not be altered regarding size, shape or colors.

18. Per Team Sponsor Guideline document, ARCA, in its sole discretion, shall have the right to approve or reject any and all aspects of any and all sponsorship programs, including but not limited to images, graphics, identification, presentation and implementation. Request for approval shall be submitted prior to intended use.

Rookie Eligibility

1. Eligibility for ARCA Racing Series Rookie of the Year shall be determined as follows:

a) All Rookie Challengers must have signed a rookie declaration form and presented it to Joe Wells, Director of Race Operations and Administration, BEFORE any race in which points are earned.

b) All Rookie Challengers must attempt to compete in at least one (1) superspeedway event and one (1) short track event to be eligible for Rookie of the Year award.

c) Rookie Challenge points will be awarded and accumulated from the driver’s best fifteen (15) race finishes.

d) Rookie Challenge points will be awarded on the driver’s race finish position relative to other eligible rookies from the highest finishing rookie down as follows: 1st-30, 2nd-28, 3rd-26, 4th-24, 5th-22, 6th-20, 7th-18, 8th-16, 9th-14, 10th-12, 11th-10, 12th-8, 13th-6, 14th-4, 15th-2.
Final determination of award winner is based on Rookie points earned, character, conduct and a vote of the competition committee.

2. Drivers eighteen years of age and over will be considered for eligibility for the Rookie of the Year Award if driver has not competed in more than 50% of events in any one season in the ARCA Racing Series one season or ten events in any one season in any other National Series (Cup, NXS, NGOTS).
   a) Drivers under eighteen years of age who are ineligible to compete in the full schedule of races may compete in more than 50% of events in any one season in the ARCA Racing Series and maintain Rookie of the Year eligibility, unless driver reaches 17 years of age and competes in an event at an oval track over 1 mile in length during that season and competes in more than fourteen total events.
   b) Competing in an event will, in this application, be defined as starting and completing more than ten (10) laps in the event.

3. Driver will be considered a rookie for that season (rookie meeting attendance and rookie stripes) if driver has not competed in more than:
   a) Seven career races in the ARCA Racing Series (at least three superspeedway events).
   b) Three separate seasons in the ARCA Racing Series (at least three superspeedway events).
   c) More than ten events in any other National Series in any one season (Cup, NXS, NGOTS).

4. Driver must attend Rookie meetings and must run Rookie Stripes as issued by ARCA if:
   a) Driver has seven starts or less in the ARCA Racing Series (less than three superspeedway starts).
   b) Review of the driver’s previous racing experience warrants, in ARCA’s sole discretion.
5. A driver may not win both Rookie of the Year award and Driving Championship in the same season.

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

Unmanned Aircraft Systems (UAS)
1. The use of Unmanned Aircraft Systems (UAS) or drones is strictly prohibited at any time.

SECTION 5 INSPECTIONS
1. ARCA official in charge of a race meet shall determine the method and type of vehicle inspection, and number of vehicles to be inspected.
2. ARCA reserves the right to set up an impound area and determine how many people are allowed in this area. ARCA reserves the right to impound vehicles competing in the
sanctioned race. Any and all vehicles will be subject to inspections before, during and after races. Refusal to comply with this request will result in penalty. ARCA officials assume no responsibility for impounded vehicles.

3. Anything not covered by “rule book” or technical bulletins is to be submitted to ARCA 30 days prior to its intended use for interpretation and/or approval. Any discrepancies between rule book and technical bulletins issued after rule book printing, technical bulletins prevail.

4. ARCA reserves the right to confiscate any part and/or equipment, including the race vehicle in its entirety, determined to be unapproved, illegal and/or which requires additional examination to evaluate.

5. If a vehicle does not arrive at the track by the designated time, team/car will be penalized if allowed to compete.

SECTION 6
ARCA PRACTICE, QUALIFYING AND RACE PROCEDURES

1. ARCA officials in charge must be at their post and give approval before any race cars enter the track for race event activity.

2. No race, time trial or practice shall start unless there is adequate safety and emergency equipment on the track premises (it is the responsibility of the promoter to provide the equipment).

3. Only one person shall occupy a car at any time.

4. At no time will members be allowed on, across track or infield, unless approved by ARCA official.

5. All drivers must have functioning 2-way radio communication with spotter. Spotter must be in a designated area at all times vehicle is on track, and report to ARCA official. All spotters must be equipped with a separate device monitoring race control.

6. A driver may only qualify one car per event.

7. Any eligible driver may drive a qualified vehicle (established qualifying procedures prevail).

8. All cars must make a qualifying attempt, and all drivers must practice before they can qualify (EIRI).
9. Starting position will be determined by time trials. Method used will be agreed upon by ARCA officials and will be brought to drivers’ attention before event. A driver must complete on track activity as directed by officials to be eligible to start the race.

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

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

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

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

**PROCEDURE FOR NO TIME TRIALS:**

i. **No practice:** Pole to last starting position as follows (1) Owner point standings (previous season for 1st 4 races of season, current after that); (2) number of events entered and competed in; (3) random draw; (4) the final starting position shall be reserved as referenced above for a past champion.
ii. **Practice/Partial Practice:** When qualifying is cancelled, cars will be lined up based on fastest practice speed posted in practice session(s) (see iii) for all non-provisional starting positions. Provisional positions will be based on:
(1) Owner point standings (previous season for 1st 4 races of season, current after that); (2) number of events entered and competed in; (3) random draw; (4) the final starting position shall be reserved as referenced above for a past champion.

iii. ARCA officials will determine in their sole discretion if all vehicles have had a reasonable opportunity to practice.

10. In qualifying, a qualifying attempt begins when a car crosses the Start/Finish line on the track on the green flag lap. Entering pit road constitutes the end of that car’s qualifying attempt.

11. At designated events where group qualifying is implemented, taking the green flag then entering pit road constitutes the end of that car’s qualifying attempt.

12. Procedure for qualifying to be announced at the pre-practice driver’s meeting.

13. No times from a round of qualifying will be used if round is not completed to ARCA’s discretion.

14. In the event of duplicate qualifying times, the starting position will be determined by Car Owner point standings (previous season first 4 races of season, current after that).

15. The size of the starting field for each event will be designated on the respective entry blank.

16. All drivers, and team spotters, must be ready to compete in the event for which they are scheduled. Any driver or team not ready to compete when called may be penalized at the discretion of ARCA officials.

17. Race may be started at ARCA officials’ discretion once drivers have been signaled to be ready. Disposition of vehicles not in position shall be at discretion of ARCA officials.

18. At least the leader shall cover the advertised laps of all races if possible at the discretion of ARCA officials.
19. Caution flag laps may count as completed laps as designated. At designated races and tracks, race will be ended on green-white-checkered flag whenever possible. Procedure regarding caution laps and ending race on green to be disclosed to all teams upon determination.

20. Should conditions become, unsafe or impractical to continue a race within the discretion of the ARCA officials, a race may be stopped. Furthermore, at the discretion of ARCA officials, if said race event reaches or surpasses the half-way point and due to unforeseen circumstances cannot continue, said event will be considered officially completed as of the last lap completed by the leader prior to the race halt. Official determination of finish positions will be made by ARCA officials in their sole discretion.

21. All cars must make at least one pit stop prior to the last ten scheduled laps of an event. All pit stops are to be made according to procedure as determined and made known to drivers in pre-race driver’s meeting. To qualify as a “pit stop” the vehicle must come to a complete stop.

Pit stop procedures:

a) Maximum of six crew members over the wall.

b) All over the wall crew must be fully licensed by ARCA. Crew Chief is responsible to ensure all crew members are in compliance with this requirement. If non-compliant, car owner is subject to discipline/penalty as a result.

c) All over the wall crew must be properly attired per rule book.

d) A maximum of one jack and 3 air guns may be used on a pit stop.

e) Drivers cannot pull up (pass other cars on race track at ARCA's discretion) to pit.

f) Drivers are not to exceed the pit road speed limit stated in the pre-race Driver, Spotter and Crew Chief meeting.

g) All cars entering pit road must stay single file.

h) Crew cannot touch pit road until their car is within 1 full pit box.

i) Driver must stop car in designated pit box.
22. All drivers are required to attend all mandatory drivers’ meetings and/or mandatory participation events (autograph sessions, pre-race introductions, etc.) in order to be allowed to compete; penalty may be issued if driver is late or absent unexcused.

23. All cars must be able to maintain a minimum time.

24. Once a vehicle has been started for an event, it is assumed to be race ready and is to continue on the track unless stopped by a race official. If a vehicle stops after rolling off the starting grid, said vehicle will start at the tail of the field at ARCA’s discretion.

25. Race Start
   a) The driver who earns the pole position has the option of lane choice, is the control car and will bring the field to the green.
   b) The third place car and all cars with an odd number starting positions after will start on the inside column/lane. The fourth and all even numbered starting positions after will start on the outside column/lane.
   c) The control car must reach the start line and start/finish line first. No changing of lane will be allowed until car reaches the start/finish line on the initial start of the race at ARCA officials’ discretion. Failure to do so will result in penalty of a pass/drive through. Announcement of these procedures will be made at the driver’s meeting.

26. Race Restart
   a) When a race is halted after the completion of at least one (1) lap, cars will line up in their respective track running order in which they were scored at the time of caution, reduce speed, hold position, and line up single file behind pace car.
   b) When the starter gives the “one (1) lap to go” signal, cars will line up in two (2) columns/lanes for all restarts in the “Double File” format as they cross the start/finish line, unless otherwise directed by ARCA officials.
   c) The leader will have column/lane selection for each restart and is the control car for the restart.
d) The third place car, in scored order and all cars with an odd numbered starting position must line up on the inside column/lane.

e) The fourth place car, in scored order and all cars with an even numbered starting position must start on the outside column/lane.

Cars will be lined-up in “Double File” in the following order:

i. Lead lap car(s) that maintained their respective track position and did not enter pit road.

ii. Lead lap car(s) that entered pit road only once, on the designated lap during this caution period when pit road was open, in proper alignment after returning to the race track.

iii. Lap(s) down car(s) that maintained their respective track position and did not enter pit road, during this caution period.

iv. Lap down car(s) that have entered pit road on the designated lap and cars that have entered pit road more than once, in proper alignment after returning to the track.

v. The highest scored non-lead lap car (“Free Pass”) at the time of caution.

vi. The “Wave Around” car(s) are not permitted to enter pit road at any time during the yellow flag/caution period. “Wave Around” car(s) must maintain their respective track position and receive the Green Flag on the race track before being permitted to enter pit road without a penalty.

vii. Car(s) that have been issued a race procedure penalty will be at the “Tail of the Field” in their respective track position.

f) The control car must reach the restart line first. No changing of lane will be allowed until car reaches the start/finish line on the restart of the race. Failure to do so will result in penalty of a pass/drive through. Announcement of these procedures will be made at the driver’s meeting.
27. Scoring transponders issued by ARCA Official must be returned before leaving the track. If not returned, penalty will be issued.

SECTION 7
OFFICIAL FLAG RULES
Any driver who does not obey the flag rules and/or lights is subject to penalty. Light signals may differ from track to track.

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

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

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

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

RED FLAG
The red flag means that the race must be stopped immediately regardless of the position of the vehicles on the track. The red flag may be used at ARCA Officials discretion for safety or other reasons. Cars should be brought to area designated by ARCA Officials, if possible, and kept on the track proper. No repairs,
work or adjustments of any nature will be permitted on pit road, garage area or on the track when the race is halted due to a red flag.

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

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

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

SPECIAL FLAGS
Special flags may be used at the discretion of starter and officials, but are to be fully explained to all contestants before the race starts.

SECTION 8 PENALTIES
1. Violation of any ARCA rule, regulation or procedure, as determined by ARCA officials, may result in ARCA member/participant being penalized by disqualification, probation, suspension, loss of championship points and/or monetary fine.
2. Any driver, owner, crew member and/or vehicle may be restricted from pit area and competition while under suspension and/or fine.

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

SECTION 9 PROTEST

1. Decisions of ARCA Officials are not subject to protest (scoring of a race, time trial timing, inspection decisions and race procedure decisions).

2. Only a licensed ARCA Car Owner participating in that race event may file a protest.

3. Protest must be made for a specific item. Protest must be lodged within 5 minutes after completion of race. Protest must be given in writing to chief technical inspector, accompanied by a $1,000 cash bond.

4. ARCA officials shall decide as promptly as possible whether the protest is warranted and will inform all parties of the protest decision.

5. Any person or persons against whom a protest is lodged, shall have the right to file answers to the charges.

6. If item protested is found to be in compliance, $1,000 bond will be awarded to owner of protested car. Prize money and points will be awarded.

7. If item protested is found to be non-compliant, $1,000 bond will be refunded to person initiating the protest. Prize money and points from illegal cars will be surrendered and placed as ARCA official in charge determines.

8. If a team refuses to tear down the protested item, driver and car owner surrender all prize money and points for that race and subject themselves to immediate and indefinite suspension and/or fine.

9. The tear down area will be determined by ARCA. Two representatives for each car being inspected will be allowed in that area. Anyone else not approved by ARCA entering tear down area is subject to immediate and indefinite suspension and/or fine.
10. Decisions by ARCA officials at track will be final on any and all protests, except as provided in Section 10.

SECTION 10
APPEALS

1. Right of appeal is hereby given to any ARCA member who has been penalized for any infraction of rules, regulations, procedures or specifications of ARCA.

2. Appeal requests must be in written form (email “compliance@arcaracing.com”, fax or courier acceptable) and must be received by ARCA (Attn: Appeals Committee) within five (5) calendar days of penalized member’s receipt of written penalty notification.

3. ARCA Appeals Committee Chair will review appeal requests. The written appeal must contain the member’s specific objection to the penalty. Upon receipt of a timely and complete appeal request, the Committee Chair will convene the Appeals Committee as soon as practical.

4. Appealing member may appear in person or participate via teleconference in the hearing, but not through a representative or attorney. If the member’s appeal is determined to be unsubstantiated, invalid or frivolous, the appealing member may be assessed the cost of proceedings.

5. Once convened, the Appeals Committee may increase, uphold or decrease the penalty originally assessed by ARCA at its discretion.

6. Decisions made by ARCA appeals committee on appeals shall be final and non-litigable.

SECTION 11
PRIZE MONEY

1. A guaranteed purse shall be posted per the designated entry blank for all contested ARCA races.

2. The amount of prize money shall be determined considering track size, event distance, location, seating capacity, attendance and type of race meet.

3. All prize money, contingency awards and point funds paid by ARCA will be direct deposited to registered licensed car owner, and income reported on owner’s social security number or
Federal Employer ID number as provided to ARCA on W9 form. No prize money will be distributed until current year W9 form is on file.

SECTION 12
POINTS

1. Championship points will be awarded at all ARCA sanctioned races (except as noted on entry blanks or in Rule Book).

2. To receive championship race points, a driver and vehicle must roll off starting grid and take the initial green flag (EIRI). Any driver racing a vehicle in a race may have a relief driver, but original driver must take green flag. Relief driver receives no points.

3. The point system will officially end upon distribution of awards at year-end banquet unless otherwise specified on entry blank.

4. ARCA assumes no responsibility for an error in scoring points when the assigned number is not used.

5. Points shall be awarded according to the point schedule.

6. The tie breaker in points for position shall be determined for Owners and Drivers in the following order until tie is broken:
   a) Events entered and competed in.
   b) Most victories.
   c) Most top five finishes.
   d) Most top ten finishes.
   e) Most poles.
   f) Average finishing position.

7. Bonus Points
   a) At each race event, each owner and driver not receiving finish position race points will be awarded 25 points upon entering and competing.
   b) Fastest qualifier points: 5 (owner and driver).
   c) Official lap leader points: 5 (owner and driver).
   d) Most laps led points: 5 (owner and driver).
   e) Twenty-five (25) points will be awarded to each owner/driver that has met eligibility requirements and signed in at rained-out event.
250 bonus points will be awarded to each driver and/or car owner per established eligibility requirements who compete in 5-race segment (#1-5 as run; Event #6-10 as run, etc.) In the event of postponement and rescheduling of a race, the event may be moved to an alternative race segment at discretion of ARCA (all registered drivers and owners to be notified by bulletin.) Final leg need not be full 5 races to award bonus points.

**Championship Race Point Schedule**

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**SECTION 13**

**POINT FUND RULES**

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

b) Top 10 Owners required to attend, or be represented, at ARCA’s discretion.

c) Drivers/Owners position 11 – 20 required to attend, or be represented, at ARCA's discretion.

d) Point fund monies not paid due to ineligibility to be redistributed among eligible participants.

**POINT FUND PAYOFF**

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Applicable when point fund payout per position is not specified.
2019 ARCA RACING SERIES
SPECIFICATIONS

The ARCA Racing Series is limited to models of approved manufactured automobiles. Exceptions to the year and model may be made under certain conditions. Body styles not listed, that fit ARCA requirements, must be submitted to ARCA for approval.

1. BODY STYLES ELIGIBLE FOR USE IN 2019
   A. STEEL: (Paved track ¾ mile and under and dirt tracks only)
      CHEVROLET: 2011 - 2013 Impala SS
      DODGE: 2011 - 2013 Charger
      FORD: 2011 - 2013 Fusion
      TOYOTA: 2011 - 2013 Camry
   B. COMPOSITE:
      CHEVROLET: SS
      FORD: Fusion
      TOYOTA: Camry

2. WHEELBASE:
   i. 110" wheelbase cars only.
   ii. All cars must measure as follows: one side measurement must be 110". The opposite side wheelbase must measure a minimum of 109-½" and a maximum of 110-½".

3. BODY:
   STEEL: All body panels must remain stock in dimensions and contour. All body panels must be made of magnetic steel. All body components including windshield must correspond to the same year, make and model. Any and all body parts are subject to template dimensions. Any modifications to body panels that in the discretion of ARCA officials are excessive will not be permitted. Effective in 2019, the composite body will be the only body eligible for use on all paved oval tracks over ¾ mile. Effective in 2020, the composite body will be the only body eligible for use on all tracks.
   i. Cars competing with a steel body must maintain a minimum of 51” and maximum 52-½” roof height to be measured 10” back from windshield.
   ii. Bodies may not be moved forward, backward or sideways in coordination with the chassis.
COMPOSITE: For the approved composite body styles, complete unaltered body panels must be used. Modifications and alterations will not be permitted. Painting the interior of the body panels will be permitted using only light gray or clear coat and must not change the texture of the panels. At all times the manufacturer label must remain visible. Unapproved alterations of the inside of all panels will not be permitted. The exterior dimensions, contours and appearance of all bodies must remain as supplied by manufacturer and approved by ARCA. Non-compliance with any aspect of composite regulations will result in immediate removal and confiscation of all non-conforming parts.

i. Cars competing with a composite body must maintain a minimum of 54” and maximum 55-½” roof height to be measured at the divot on the roof centerline.

ii. Bodies may not be moved forward, backward or sideways in coordination with the chassis. The body when measured horizontally from the center of the roof at the divot to the vertical centerline of the rear axle housing must be 49” plus or minus (+/-) ½”.

A. ROOF/GREENHOUSE

Steel

i. When measuring across a steel bodied car from the top of the door panel at the bottom of the door window opening, a minimum distance of 66” and a maximum distance of 67” at the “A” post and a minimum distance of 64-½” and a maximum distance of 65-½” at the “B” post must be maintained.

ii. Roof strips ¾” in height with template slots must be used at all tracks. Roof strips must run parallel to the other, 20” from the centerline of roof. Roof strips must be aligned vertically. Roof strip installation to inspectors’ discretion. Bolts, button head rivets and spacers of any kind will not be allowed. Radius on ends of roof rails is ¾” (including slots for templates).

iii. The rear portion of the roof panel must be equipped with fully operational air
deflectors (roof flaps). The air deflectors must be ARCA approved and obtained only through ARCA approved sources. ARCA approved air deflector source- Roush Industries, Dave Zajac 734-466-6348 email dave.zajac@roush.com. The air deflectors must be installed exactly as specified in the instruction sheet supplied with the air deflector kit.

iv. The rear of the roof panel at the location of the rear roof lateral template (G) must not have a negative angle of more than 1.5 degrees from the left side to the right side.

Composite
ARCA approved greenhouses:

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<th>Model</th>
<th>Part number</th>
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<tr>
<td>Chevrolet SS</td>
<td>14121-51212 or 14121-51222 (with greenhouse recess)</td>
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<tr>
<td>Ford Fusion</td>
<td>14311-51212 or 14311-51222 (with greenhouse recess)</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-51212 or 14711-51222 (with greenhouse recess)</td>
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i. When measuring across a composite bodied car from the top of the door panel at the bottom of the door window opening, a distance of 68” (plus or minus 1/8”) at the “A” post and a distance of 65-1/2” (plus or minus 1/8”) at the “B” post must be maintained.

ii. Roof strips 3/4” in height with template slots must be used at all tracks. Each roof strip must be mounted parallel to the other, 24-1/2” from the roof longitudinal centerline with a maximum outside combined width of 49”. Roof strip installation to inspectors’ discretion. Bolts, button head rivets and spacers of any kind will not be allowed. Radius on ends of roof rails is 3/4” (including slots for templates).

iii. The rear portion of the roof panel must be equipped with fully operational air deflectors (roof flaps). The air deflectors must be ARCA approved and obtained through ARCA approved sources. ARCA approved air deflector sources- Five Star Race Car Bodies; 262-877-2171 or Roush Industries, Dave Zajac 734-466-6348 email dave.zajac@roush.com. The air deflectors must be installed exactly as
specified in the instruction sheet supplied with the air deflector kit. The following hinged roof flaps are approved for use in competition:

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<th>Manufacturer</th>
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<td>51212</td>
</tr>
<tr>
<td>Five Star</td>
<td>14001-51881</td>
<td>51222</td>
</tr>
</tbody>
</table>

B. FRONT BUMPER / GRILLE / AIR DAM

Steel

i. All cars must have a front bumper reinforcement bar. The front bumper reinforcement bar is to be constructed of a minimum 1” outside diameter with a minimum wall thickness of .083 to a maximum 1-3/4” outside diameter with a maximum wall thickness of .090 magnetic steel tubing. The front bumper reinforcement bar is to remain uncapped and unrestricted from end to end. The front bumper reinforcement bar is to be attached to the front side of the front sub-frame crossmember by welding a maximum of 2 horizontal tubes of the same diameter or less. These tubes must also be magnetic steel as used for the front bumper reinforcement bar.

ii. Part number must remain visible on front bumper cover. No drilling or opening other than stock. All bumper cover openings must be covered by wire screen, mesh or metal.

iii. Maximum rake in front bumper cover is 2” when measured where the B3 template and the B2 templates intersect.

iv. Modifications to approved bumper cover will be permitted below the B3 template, limited to the forward facing section to inspectors’ discretion. Only approved alterations will be allowed in the deflectors for airflow or brake coolers. No bars may extend from the body or bumper cover. All cars are to have proper headlight decals corresponding to the year and model of car.

v. All cars must have stock appearing grille opening. Grille opening and headlight doors must fit template.
vi. A minimum of 72” and a maximum width of 76” will be permitted when measured across the front of the car at the front lower corner of the fender opening. Front air dam must be no lower than minimum clearance of 4” anytime air dam height is checked. Any extensions to front air dam must be single layer plastic mounted flush and not to exceed 3/16” in thickness and mount parallel to front air dam. The leading edge of the air dam must not extend any further forward of the bumper when measured anywhere between the B2 template to the B2 template 1-½”.

Composite

i. All cars must have a front bumper reinforcement bar. The front bumper reinforcement bar is to be constructed of a minimum 1” outside diameter with a minimum wall thickness of .083 to a maximum 1-3/4” outside diameter with a maximum wall thickness of .090 magnetic steel tubing. The front bumper reinforcement bar is to remain uncapped and unrestricted from end to end. The front bumper reinforcement bar is to be attached to the front side of the front sub-frame crossmember by welding a maximum of 2 horizontal tubes of the same diameter or less. These tubes must also be magnetic steel as used for the front bumper reinforcement bar. No bars may extend from the body or bumper.

ii. All bumper cover openings must be covered by wire screen, mesh or metal. Only approved alterations will be allowed for airflow or brake coolers.

iii. All front bumper covers must remain as supplied by manufacturer and fit templates.

iv. Any extensions to front air dam must be single layer plastic mounted flush and not to exceed 3/16” in thickness and mount parallel to front air dam. Extension must mount flush and maintain same angle as the leading edge of the splitter.
ARCA approved front bumper cover:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
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<tbody>
<tr>
<td>Chevrolet SS</td>
<td>14121-41011</td>
</tr>
<tr>
<td>Ford Fusion</td>
<td>14311-41011</td>
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<tr>
<td>Toyota Camry</td>
<td>14711-41011</td>
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</table>

ARCA approved grilles:

<table>
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<tr>
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<th>Part number</th>
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<tr>
<td>Chevrolet SS</td>
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<td>Ford Fusion</td>
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<td>Toyota Camry</td>
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Optional approved air dam wear strip:

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Nose ID graphics:

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<td>Ford Fusion</td>
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<tr>
<td>Toyota Camry</td>
<td>14711-444141</td>
</tr>
</tbody>
</table>

C. FRONT FENDER

Steel

i. The top of the fender line cannot be altered on front or rear. Outer edge of fenders must be contoured downward. Tires must stay inside fenders. Reasonable fender bubbling is permitted for the sole purpose of racing tire clearance (keeping tire inside fender). Non-stock appearance flares, fins or skirts are prohibited.

ii. Maximum inset behind front tire at any point will be 1”. Any inward facing flange not to exceed 1” in width.

Composite

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
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<tbody>
<tr>
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<td>14121-23011R</td>
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<td>Ford Fusion</td>
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<td></td>
<td>14311-23011R</td>
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<tr>
<td>Toyota Camry</td>
<td>14711-23011L</td>
</tr>
<tr>
<td></td>
<td>14711-23011R</td>
</tr>
</tbody>
</table>

D. **HOOD**

i. All hoods must be a stock factory produced hood for the make and model car being used. The hood line cannot be altered on front or rear. The inner support panel may be removed. A replacement inner support frame must be made using a minimum ½” tubing. The replacement support must be strong enough to prevent the hood from deflecting or sagging while the car is in competition.

ii. The hood must be held closed with 4 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order at the front of the hood. Must be evenly spaced.

iii. The hood must have two self-holding devices to hold the hood up when open. Must be made of metal.

iv. Overall maximum hinge size for hood is maximum 3-½” in length by 1-½” in height.

v. A fiber cable constructed from a continuous loop of ¼” diameter 12-strand cable (with a red tracer thread) woven from Vectran HS V-12 fiber must be used to retain the hood to the roll cage on both the left and right sides on the underside of the hood. The cable must attach to a steel plate 3” by 2” by 12 gauge thick on the underside of the hood sandwiching the hood with a 6” by 5” by 16 gauge thick steel plate bolted to the upper surface of the hood using a minimum of twelve #10 button head allen screws with locking nuts. Corners and edges of plates must be radiused and deburred. The cables must be attached to the hood plates using a double sheer configuration using minimum 5/16” diameter bolts and lock nuts. The cable
must wrap around the front roll cage bars (16a and 16b) forming a choke type hitch where one end passes through the loop after wrapping around the roll bar. Cables must be taut if the hood supports are removed and the hood is laid back against the top of the windshield. Body of cables must be free of tape.

vi. Minimum 3” x 10” hinged flaps, in acceptable working order, to be installed on both sides of cowl.

Composite

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

ii. The hood must be held closed with 4 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order at the front of the hood. Must be evenly spaced.

iii. The hood must have two self-holding devices to hold the hood up when open. Must be made of metal.

iv. A fiber cable constructed from a continuous loop of ¼” diameter 12-strand cable (with a red tracer thread) woven from Vectran HS V-12 fiber must be used to retain the hood to the roll cage on both the left and right sides on the underside of the hood. The cable must attach to the integral hood anchor molded into the underside of the hood using Harken part #2116 8 mm “D” high resistance shackle. The cable must wrap around the front roll cage bars (16a and 16b) forming a choke type hitch where one end passes through the loop after wrapping around the roll bar. Cables must be taut if the hood supports are removed and the hood is laid back against the top of the windshield. Body of cables must be free of tape.

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

ARCA approved hoods:

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<td>Ford Fusion</td>
<td>14311-33312</td>
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<tr>
<td>Toyota Camry</td>
<td>14711-33312</td>
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ARCA approved hood flaps:

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<tbody>
<tr>
<td>Chevrolet SS</td>
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<td>14121-34512R</td>
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<tr>
<td>Ford Fusion</td>
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Optional hood pin bracket mounting hardware:

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<th>Model</th>
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<tr>
<td>Chevrolet SS</td>
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<td></td>
<td>14121-3436 (3/16&quot;)</td>
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<td>Ford Fusion</td>
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<td>Toyota Camry</td>
<td>14711-3416 (1/2&quot;)</td>
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<tr>
<td></td>
<td>14711-3436 (3/16&quot;)</td>
</tr>
</tbody>
</table>

E. DOOR / ROCKER PANEL

Steel

i. Minimum lip at top of door is 2”. Maximum lip at top of door is 2-1/2”.

ii. Door in front of rear tire must remain flush to a straight edge both vertically and horizontally from the door template “M” to uppermost rear wheel opening down 1/8” maximum tolerance.

iii. The rocker panel must be a minimum of 24 gauge (0.025” thick) and a maximum of 22 gauge (0.031” thick) magnetic sheet steel.
Composite
i. Door panels must be used exactly as supplied by the manufacturer with no modifications or alterations.
ii. The door seams must remain visible (sealing, filling, concealing of seams prohibited).
iii. The rocker panel must be a minimum of 24 gauge (0.025" thick) and a maximum of 22 gauge (0.031" thick) magnetic sheet steel.
iv. The rocker panels on both left and right side must be evenly spaced from the longitudinal centerline of the chassis.

ARCA approved doors:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
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<tbody>
<tr>
<td>Chevrolet SS</td>
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<td>Toyota Camry</td>
<td>14711-21011L</td>
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<tr>
<td></td>
<td>14711-21011R</td>
</tr>
</tbody>
</table>

F. ROCKER PANEL EXTENSIONS

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

i. A rocker panel extension must be mounted with acceptable fasteners flush with outer body panels and must be in place on both left and right side of car. The lower portion of the extension must be constructed using a single layer of plastic type material. The plastic material may be replaced with metal at the tail pipe area on the right side of the car from the leading edge of the right rear wheel opening forward, a maximum length of 30”. ARCA approved stiffeners or supports will be permitted on the left side and right side rocker panel extensions. This strip, from rear of front tire to front of rear tire, must have ground clearance of 3” minimum on the left side and ground clearance of 4” minimum on the right side. Both ends of the extensions are to be cut so they are perpendicular to the ground. Extensions must not alter rocker panel width. The distance from outside the left-side rocker panel extension to outside the right-side rocker panel extension when measured at the front is 73” and the distance from the left-side rocker panel extension to the right-side rocker panel extension when measured at the rear is 75”. Both front and rear measurements will be taken at the top of the rocker panel extensions.

Optional approved rocker panel extensions:

<table>
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<tr>
<th>Model</th>
<th>Part number</th>
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</thead>
<tbody>
<tr>
<td>All</td>
<td>14001-55051 – x</td>
</tr>
</tbody>
</table>

(x=color)

G. QUARTER PANELS

Steel

i. The left side quarter panel height will be a minimum of 35” and a maximum of 36”.

ii. The right side quarter panel height will be a minimum of 36” and a maximum of 37”. This measurement will be taken on the rear quarter panel where rear spoiler rear quarter panel and edge of rear deck lid seam.
iii. The quarter panels behind rear tires from the axle centerline down must not exceed 1" inboard of the outer edge of tire.

iv. Acceptable bracing (see diagram #9) of the quarter panel in front of the right rear tire must be installed no further forward than 1/2" forward of wheel opening and not higher than 1-1/2" of rocker panel. Bracing for the left rear quarter panel in front of the left rear tire is optional.

v. Rear quarter panel in front of rear tire must remain flush to a straight edge both vertically and horizontally from the door template “M” to uppermost rear wheel opening down 1/8" maximum tolerance. The quarter panel area when measured from the lower most corner to the ground must be 11” plus or minus 1”. The lower edge of rear quarter panel to lower edge of rear bumper cover must remain straight from point to point.

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

ii. Acceptable bracing (see diagram #9) of the quarter panel in front of the right rear tire must be installed no further forward than ½” forward of wheel opening and not higher than 1-½” of rocker panel. Bracing for the left rear quarter panel in front of the left rear tire is optional.

iii. The distance from the lower edge of the left rear quarter panel behind tire to the lower edge of the right rear quarter panel behind tire must be 73”.

ARCA approved rear quarter panels:

<table>
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<tr>
<th>Model</th>
<th>Part number</th>
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<td>Ford Fusion</td>
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<td>Toyota Camry</td>
<td>14711-27411L</td>
</tr>
<tr>
<td></td>
<td>14711-27411R</td>
</tr>
</tbody>
</table>
H. DECK LID
Steel
i. Deck lid must retain the stock shape, contours and dimensions with stock inner panel in place. Stock inner panel on rear deck lid must be used. When closed, the deck lid must be sealed around the entire perimeter of the deck lid opening.

ii. The deck lid must be held closed with 2 positive, solid, magnetic steel pin fasteners equipped with clip cables in working order on back edge of deck lid and in a position not to interfere with the placement of the N-1 template.

iii. The deck lid must have a self-holding device made of metal to hold the lid up when opened.

iv. Overall maximum hinge size for deck lid is 3-½” in length by 1-½” in height.

v. A left side stationary air deflector (similar to the rear window deflector) must be installed on the rear deck lid. The rear deck lid air deflector must be 3-½” high (without any tapers) and must extend the entire length of the rear deck lid from the front edge of deck lid to the forward face of the rear spoiler. The rear deck lid air deflector must be made out of 0.90” aluminum or ¼” clear polycarbonate. If deflector is made out of polycarbonate material, the deflector must be attached using a double shear mounting flange. The 1” mounting flange of the rear deck lid air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear deck lid air deflector is to be aligned with the rear window air deflector and left side roof rail. No un-approved decals or markings are to be on the air deflector.

vi. On all tracks 2 fiber cables, each constructed from a continuous loop of 1/4” diameter 12 strand cable (with the red tracer thread) woven from Vectron HS V-12 fiber will be required to retain the deck lid to the trunk reinforcement bar (#14) of the roll cage using a choker hitch. The remaining end of the cable must attach
to a minimum 5/16” diameter bolt passing through the spoiler attachment plate with a large diameter heavy duty washers on each side. These bolts must be between 12” and 15” inboard of the deck lid on each side. One cable must be used on the left side and one on the right side of the deck lid. Body of cables must be free of tape.

**Composite**

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

ii. The deck lid must be held closed with 2 positive, solid, magnetic steel pin fasteners equipped with clip cables, 1 on each side. Fasteners must be located in a position not to interfere with the placement of the rear tail grid.

iii. The deck lid must be in operating condition. The deck lid must have a self-holding device made of metal to hold the lid up when opened. When closed, the deck lid and deck lid extension must be sealed around the entire perimeter of the opening.

iv. Overall maximum hinge size for deck lid is 3-1/2” in length by 1-1/2” in height.

v. A left side stationary air deflector (similar to the rear window deflector) must be installed on the rear deck lid. The rear deck lid air deflector must be 3-1/2” high (without any tapers) and must extend the entire length of the rear deck lid from the front edge of deck lid to the forward face of the rear spoiler. The rear deck lid air deflector must be made out of 1/4” clear polycarbonate. The deflector must be attached using a double shear mounting flange. The 1” mounting flange of the rear deck lid air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear deck lid air deflector is to be aligned with the rear window air deflector and left side roof rail. No un-approved decals or markings are to be on the air deflector.
vi. On all tracks 2 fiber cables, each constructed from a continuous loop of 1/4" diameter 12 strand cable (with the red tracer thread) woven from Vectron HS V-12 fiber will be required to retain the deck lid to the trunk reinforcement bar (#14) of the roll cage using a choker hitch. The remaining end of the cable must attach to a minimum 5/16" diameter bolt passing through the spoiler attachment plate with a large diameter heavy duty washers on each side. One cable must be used on the left side and one on the right side of the deck lid. Body of cables must be free of tape.

ARCA approved deck lids:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>Ford Fusion</td>
<td>14001-31011</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14001-31011</td>
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</tbody>
</table>

ARCA approved deck lid extensions:

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</thead>
<tbody>
<tr>
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<tr>
<td>Ford Fusion</td>
<td>14311-32211</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-32211</td>
</tr>
</tbody>
</table>

I. SPOILER
   Steel
   i. The rear spoiler width and height allowed must have the following dimensions: 57” x 5.5”. All spoilers will be non-adjustable and attached and centered to the rear deck lid.
   ii. Spoiler must be braced. The spoiler must be mounted in a way as not to flex or bend under pressure and must be fastened with a minimum of six (6) ¼” or larger bolts across the back of the deck lid. 3 braces evenly spaced on each spoiler half must be used to keep spoiler from bending or flexing under pressure. All braces are to be perpendicular.
   iii. The spoiler must be made of 3/16” (.187”) thickness metal stock.
iv. The spoiler blade must maintain the same thickness over the entire spoiler blade. Spoiler must maintain the same contour as a production deck lid and quarter panels as viewed from above and behind.

v. Spoiler must be slotted ¼” to accommodate long template.

vi. Minimum spoiler angle when inspected for all cars at all times will be 65 degrees. Spoiler may be checked using a pressure type device.

vii. For all makes the spoiler location positioned from the forward edge of the rear deck lid at the center as seen from above will be: 21-5/8”.

Composite

i. Spoiler must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations. An ARCA approved rear spoiler must be used at all times during competition. All spoilers will be non-adjustable.

ii. The spoiler blade must maintain the same thickness over the entire spoiler blade.

iii. The spoiler must be mounted using the mounting holes provided in the spoiler flange in all mounting holes designated.

iv. Minimum spoiler angle when inspected for all cars at all times will be 70 degrees.

v. Rear body height minimum 44” and maximum 44-½” left side and right side. Point of measurement will be on the top edge of rear spoiler, 23” left and right of the deck lid centerline.

ARCA approved rear spoiler:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
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</thead>
<tbody>
<tr>
<td>All</td>
<td>14001-67033</td>
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</tbody>
</table>

J. REAR BUMPER

Steel

i. Bumper cover must remain stock and in stock position. Part number must remain visible on rear bumper cover.
ii. At any time there will be no more than 2-½" difference in static height between
the left corner of rear bumper cover and right corner of rear bumper cover. Measurements will be taken at the K1
template.

iii. All cars must have a rear bumper
reinforcement bar. The rear bumper
reinforcement bar is to be constructed
of a minimum 1" outside diameter with
a minimum wall thickness of .083 to
a maximum 1-3/4" outside diameter
with a maximum wall thickness of .090
magnetic steel tubing. The rear bumper
reinforcement bar is to remain uncapped
and unrestricted from end to end. The
rear bumper reinforcement bar is to
be attached to the back side of the rear
sub-frame crossmember by welding a
maximum of 2 horizontal tubes of the
same diameter or less. These tubes must
also be magnetic steel as used for the rear
bumper reinforcement bar.

iv. All cars are to have proper taillight decals
corresponding to the year and model of
car.

Composite

i. Bumper cover must remain exactly as
supplied by the manufacturer for the ARCA
approved model car with no modifications
or alterations and in stock position.

ii. All cars must have a rear bumper
reinforcement bar. The rear bumper
reinforcement bar is to be constructed
of a minimum 1" outside diameter with
a minimum wall thickness of .083 to
a maximum 1-3/4" outside diameter
with a maximum wall thickness of .090
magnetic steel tubing. The rear bumper
reinforcement bar is to remain uncapped
and unrestricted from end to end. The
rear bumper reinforcement bar is to
be attached to the back side of the rear
sub-frame crossmember by welding a
maximum of 2 horizontal tubes of the
same diameter or less. These tubes must
also be magnetic steel as used for the rear
bumper reinforcement bar.
iii. All cars are to have proper taillight decals corresponding to the year and model of car.

ARCA approved rear bumper covers:

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<td>14311-45011</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-45011</td>
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</table>

Tail ID graphics:

<table>
<thead>
<tr>
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<th>Part number</th>
</tr>
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<tbody>
<tr>
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</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-44541</td>
</tr>
</tbody>
</table>

K. Windshield

Steel

i. Approved polycarbonate a minimum of ¼” thickness.

ii. Windshields should be mounted and sealed in the standard windshield opening. Windshield angle and size must correspond to stock dimension. Windshields should be in good condition and be free of cracks.

iii. The windshield must be secured flush across the roof and “A” posts and along the bottom of the windshield using ¼” diameter button head allen socket cap screws. All screws must be able to be removed using a 5/32” allen wrench. Also, five metal clips 2” long and 1” wide by .125 inches thick must be installed across the top of windshield. Two metal clips 2” long and 1” wide by .125 inches thick must be evenly spaced a minimum 12” apart on each windshield “A” post. All clips must be bolted to the top of the roof panel at the top of the windshield and the “A” posts using 1/4” diameter button head allen socket cap screws.

iv. Three interior support beams inside windshield are mandatory.

v. No unapproved markings allowed on windshield (this includes driver name, manufacturer identification, etc.). Windshield must fit all templates. Tinting must be approved by ARCA.
Composite

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

ii. The Safeguard Laminated polycarbonate windshield will be required for use in all flange fit composite body cars at all tracks.

iii. Windshields should be mounted and sealed in the standard windshield opening. Windshield angle and size must correspond to manufacturer dimension. Windshields should be in good condition. Windshield must fit all templates.

iv. All screws must be able to be removed using a 5/32" allen wrench.

v. Minimum of three interior support beams inside windshield are mandatory.

vi. No unapproved markings allowed on windshield (this includes driver name, manufacturer identification, etc.). Tinting must be approved by ARCA.

ARCA approved windshields:

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

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

Optional windshield braces:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet SS</td>
<td>14121-76333</td>
</tr>
<tr>
<td>Ford Fusion</td>
<td>14311-76333</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-76333</td>
</tr>
</tbody>
</table>

L. SIDE WINDOW

Steel

i. Front side window must maintain original dimensions within 1" of stock. Opening may be no smaller than 17" on driver’s side and 16” on passenger’s side window measured from the edge of the roof to the top of the door panel. See diagram #6 for window opening dimensions.

ii. On oval tracks 1-1/3 mile in length and over, all cars will be required to have installed a full one-piece window on the
right side of the car. The window must be inset 1-½” along the entire length of the roof top and “A” post. The bottom of the right side window must also be inset 1-½” at the “A” post and follow a straight line back and must end flush with the “B” post. Mounting track dimensions for the right side window maximum 1” in height and a maximum length of 18” across the door top. The window shall be mounted in such a way that the driver or the track crew can easily remove it. No tape will be permitted on the side window glass. Right side window must be made of polycarbonate and must be 1/4” thick.

iii. “A” post polycarbonate section in side windows not to exceed 9-½” horizontally x 11” vertically when measured from rearward edge of “A” post and ledge of door. “A” post polycarbonate section is to be mounted as far forward as possible. Rear edge of “A” post polycarbonate section must come up from doorsill at a 90 degree angle from doorsill. “A” post polycarbonate section must have screen if NACA duct is directed to driver. Any air entering a side window NACA duct must exhaust inside driver compartment. Must be fully functional, not have any restrictions and not connected to a fan. The “A” post polycarbonate section and hoses if NACA duct used, must be properly installed to ARCA inspector’s discretion, flush with the window and be used for air intake only. Suction ducts will not be permitted.

Composite

i. Front side windows must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position.

ii. On oval tracks 1-1/3 mile in length and over, all cars will be required to have installed a full one piece-window on the right side of the car. The window must be inset ¾” along the entire length of the roof top and “A” post. The bottom of the right side window must also be inset ¾” at the “A” post and follow a straight line back and must end
flush with the “B” post. The mounting track for the right side window maximum 1” in height and a minimum length of 27” across the door top and minimum length of 25” across the door sill. The window shall be mounted in such a way that the driver or the track crew can easily remove it. No tape will be permitted on the side window glass. Right side window must be made of polycarbonate and must be 1/4” thick.

iii. “A” post polycarbonate section in side windows not to exceed 10” horizontally x 10” vertically when measured from rearward edge of “A” post and ledge of door. “A” post polycarbonate section is to be mounted as far forward as possible. Rear edge of “A” post polycarbonate section must come up from door sill at a 90 degree angle from door sill. Vent must have screen if air vent is directed to driver. Any air entering a side window NACA duct must exhaust inside driver compartment. Must be fully functional, not have any restrictions and not connected to a fan. The “A” post polycarbonate section and hoses if NACA duct used, must be properly installed to ARCA inspector’s discretion, flush with the window and be used for air intake only. Suction ducts will not be permitted.

ARCA approved optional door window:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>14001-62342R</td>
</tr>
<tr>
<td>1/4’ mar-resistant, cut, bev, right</td>
<td></td>
</tr>
</tbody>
</table>

ARCA approved window track:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>14001-76212</td>
</tr>
</tbody>
</table>

M. QUARTER WINDOW

Steel

i. Quarter windows openings must maintain the same size, shape and be located in the stock position for the make and model car. Only flat, clear polycarbonate is to
be used in the quarter window openings. Quarter window must be 3/16". One standard 4" high by 7" long opening, 3" NACA duct must be installed in the left side quarter window as far forward and as low as possible. The duct must be mounted horizontal to door top and must remain open and unrestricted at all times. Flush-mount quick release fasteners only are to be used.

ii. All air vents and air ducts in the quarter windows must be clear and configured for air intake only. Suction ducts will not be permitted. Any hose connected to NACA duct (not used for cooling driver), must be connected to blower or cooler and must exhaust outside the driver compartment. Connections must be point to point. A maximum of 2 open ended hoses for cooling the driver may be used and must exhaust forward of the #7 bar. Fans will not be allowed in the hoses cooling the driver. Must be fully functional and not have any restrictions. The maximum NACA duct angle allowed is 45 degrees. Any open NACA duct must be sealed interior and exterior to ARCA's discretion.

iii. No unapproved markings on any glass.

**Composite**

i. Quarter window must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and in stock position. Only flat, clear polycarbonate is to be used in the quarter window openings. Quarter window must be 3/16". One standard 4" high by 7" long opening, 3" NACA duct must be installed in the left side quarter window as far forward and as low as possible. The duct must be mounted horizontal to door top and must remain open and unrestricted at all times. Flush mount quick release fasteners only are to be used.

ii. All air vents and air ducts in the quarter windows must be clear and configured for air intake only. Suction ducts will not be permitted. Any hose connected to NACA
duct (not used for cooling driver), must be connected to blower or cooler and must exhaust outside the driver compartment. Connections must be point to point. A maximum of 2 open ended hoses for cooling the driver may be used and must exhaust forward of the #7 bar. Fans will not be allowed in the hoses cooling the driver. Must be fully functional and not have any restrictions. The maximum NACA duct angle allowed is 45 degrees. Any open NACA duct must be sealed interior and exterior to ARCA's discretion.

iii. No unapproved markings on any glass.

ARCA approved optional rear quarter windows:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet SS</td>
<td>14121-65353L</td>
<td>14121-65353R</td>
<td></td>
</tr>
<tr>
<td>Ford Fusion</td>
<td>14311-65353L</td>
<td>14311-65353R</td>
<td></td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-65353L</td>
<td>14711-65353R</td>
<td></td>
</tr>
<tr>
<td>3/16’ mar-resistant, cut, bev, cs, black</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

N. REAR WINDOW

Steel

i. Rear window must be of original size, contour, dimension and angle and minimum thickness of 3/16”. Rear window must be installed flush and sealed in the standard window opening. Holes in the rear window to allow for adjustments on the rear jack bolts and panhard bar adjuster are not to exceed 1-½” diameter. Two rear window straps of 1/8” x 1” must secure window in place. Straps must be bolted to roof and trunk cover panel. No aluminum. Tinting must be approved by ARCA. Rear window to be made out of polycarbonate material.

ii. For use on all tracks a second stationary air deflector (similar to the current roof rails) must be installed on the rear window. The rear window air deflector must be 3-½” high (without any tapers) extending from the rearward edge of the left side roof flap down to the rear deck
lid with an allowable maximum radius on rear deck lid end of air deflector of ¾”. The rear window air deflector is to be made out of .090” aluminum or ¼” clear polycarbonate. If deflector is made out of polycarbonate material, the deflector must be attached using a double shear mounting flange. The mounting flange of the rear window air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear window air deflector is to be mounted parallel to the car centerline. When installed the stationary wind deflector must line up with the left side roof rail and extend the full length of the window.

Composite

i. Rear window must remain exactly as supplied by the manufacturer for the ARCA approved model car with no modifications or alterations and original size, contour, dimension and angle as manufactured. The minimum thickness of the rear window is 3/16”. Rear window must be installed flush and sealed in the standard window opening. Holes in the rear window to allow for adjustments on the rear jack bolts and panhard bar adjuster are not to exceed 1-¼” diameter. Tinting must be approved by ARCA. Rear window to be made out of polycarbonate.

ii. The rear window must have a minimum of 2 and a maximum of 5 non-adjustable 1” metal rear window braces installed. 1 non-adjustable rear window brace support per brace will be allowed. The rear window brace support must be a minimum 1/4” diameter and must attach to the rear window brace and attach near the intersection of the rear firewall and rear package tray. The rear window braces and supports must always keep the rear window rigid in all directions and all ARCA templates must fit properly. No bolts will be allowed through window other than mounting to greenhouse.
iii. For use on all tracks a second stationary air deflector (similar to the current roof rails) must be installed on the rear window. The rear window air deflector must be 3-½” high (without any tapers) extending from the rearward edge of the left side roof down to the rear deck lid with an allowable maximum radius on rear deck lid end of air deflector of ¾”. The rear window air deflector is to be made out of ¼” clear polycarbonate. The deflector must be attached using a double shear mounting flange. The mounting flange of the rear window air deflector must be located on the inboard side and attached solidly with button head bolts and the air deflector must easily be removed to allow for template inspection. The rear window air deflector is to be mounted parallel to the car centerline. When installed the stationary wind deflector must line up with the left side roof rail and extend the full length of the window.

ARCA approved rear windows:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet SS</td>
<td>14121-61353</td>
</tr>
<tr>
<td>Ford Fusion</td>
<td>14311-61353</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-61353</td>
</tr>
<tr>
<td>3/16’ mar-resistant, cut, bev, cs, black</td>
<td></td>
</tr>
</tbody>
</table>

Optional rear window braces:

<table>
<thead>
<tr>
<th>Model</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet SS</td>
<td>14121-76133</td>
</tr>
<tr>
<td>Ford Fusion</td>
<td>14311-76133</td>
</tr>
<tr>
<td>Toyota Camry</td>
<td>14711-76133</td>
</tr>
</tbody>
</table>

ARCA APPROVED (Flange Fit) COMPOSITE BODY MOUNTING INSTRUCTIONS

The following ARCA-Approved (Flange Fit) Composite Body mounting instructions are to be used with Diagrams (#8A & 8B). To use these instructions, the numbered paragraphs each relate to corresponding numbers shown in Diagrams (#8A & #8B). Each paragraph explains the requirements for the mounting of the ARCA-Approved (Flange Fit) Composite Body.
1. The body must be mounted on the chassis centerline from front to rear with no offset. The body must remain as manufactured with no modifications.

2. The body location when measured horizontally rearward from the center of the roof at the divot to the vertical centerline of the rear axle housing must be 49” plus or minus (+/-) ½” for all cars.

3. The greenhouse must be mounted to the roll cage using the mounting points provided in the greenhouse. The greenhouse must be mounted to the roll cage using 3/8” minimum diameter round or square magnetic steel tubing. The front cowl must be attached to the leading edge of the dash. The rear panel (package tray) must be attached to the interior sheet metal.

4. The body mounting points must incorporate the hood hinges and rear deck lid hinges. The body mounts must use a 1/8” minimum thick magnetic steel plate mounted underneath the body and connected to the front sub-frame bars (#16A & B) on the front and connected in the rear to support bars (#13A & B) with 3/8” minimum diameter round or square magnetic steel tubing using #10-32 inch minimum diameter flush mounting bolts.

5. The front bumper cover must be installed with a 3/8” minimum diameter round or square tubing brace that follows the shape of the front bumper cover where the leading edge of the hood meets the front bumper cover. The brace must be mounted underneath the upper edge of the front bumper cover using #10-32 inch minimum diameter flush mounting bolts or pop-riveted to the brace. The brace must be connected to the front sub-frame bars (#16A & B) and the front sub-frame or front bumper mounting bars with ¾” minimum diameter round or square tubing. The lower edge of the front bumper cover must be connected to the front bumper or lower bumper cover braces with either #10-32 inch minimum diameter flush mounting bolts or pop-riveted. The front bumper cover body braces mounted on both the right and left side of the front bumper cover must be non-adjustable braces.

6. The upper rear of the quarter panels must be installed using a minimum 1/8” thick magnetic steel plate mounted underneath the rear quarter panels. The outer edges of the mounting plate
must be connected to the rear quarter panels under the inner edge of the quarter panel using #10-32 inch minimum diameter flush mounting bolts or pop-riveted. The mounting plate must be connected to either the trunk reinforcement bar (#14) or to the rear crossmember using minimum 3/8" diameter round or square tubing. The rear bumper cover must be installed with a minimum 3/8" diameter round or square tubing brace that follows the shape of the rear bumper cover where the deck lid waterfall meets the rear bumper cover. The brace must be mounted underneath the upper edge of the rear bumper cover using ¼" diameter flush mounting bolts or pop riveted to the brace. The brace must be connected to either the trunk reinforcement bar (#14) or the rear crossmember with a minimum of two (2) supports using a minimum of ¼" solid round magnetic steel rod. The lower edge of the rear bumper cover must be connected to the rear bumper with either #10-32 inch minimum diameter flush mounting bolts or pop-riveted.

7. The flange fit front fenders, door panels and rear quarter panels must be connected to the chassis and greenhouse using only #10-32 inch minimum diameter flush mounting bolts, pop rivets will not be permitted. The body panel flanges must be connected using only #10-32 inch minimum diameter mounting bolts and ½" minimum outside diameter washers, pop rivets will not be permitted. The body mounting braces and locations must be acceptable to ARCA Officials.

8. The lower side of the body must be mounted to the rocker panel. The rocker panel must extend from the bottom of the main frame rail outward to the inside edge of the body and must have a 90 degree bend upward a minimum of 1-½" and bend inward a minimum of ½". The rocker panel must be installed the full length of the side from wheel opening to wheel opening. The rocker panel must be a minimum of 24 gauge (0.025" thick) and a maximum of 22 gauge (0.031" thick) magnetic sheet steel. The body must attach to the rocker panel using a minimum of eight (8) #10-32 inch minimum diameter flush mounting bolts evenly spaced from front to rear.

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

4. **ENGINES**

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

A. **LOCATION**

   **Steel**
   
   i. Center of #1 spark plug hole on engine must be in line or ahead of center line between upper ball joints or;
   
   ii. Engines must be located 14-¼” (plus or minus 1”) when measured from the center carburetor or throttle body air filter mounting stud to center of windshield 29-½” below front edge of roof as located by the ARCA “A” template (overall longitudinal). Also, when using this measurement, the rear
quarter panel length when measured from the center of the rear axle to the lower trailing edge of the rear bumper corner is to be 51-½” plus or minus ¼”.

iii. Engine to ground height must be a minimum 10” and a maximum of 12” from center of crank to ground to be used at all tracks.

iv. Minimum 3” ground clearance on oil pan.

**Composite**

i. Engine must be located 9-1/2” (plus or minus 1”) when measured from the center carburetor or throttle body air filter mounting stud to center of the bottom edge of the windshield.

ii. Engine to ground height must be a minimum 10” and a maximum of 12” from center of crank to ground to be used at all tracks.

iii. Minimum 3” ground clearance on oil pan.

**B. ENGINE MOUNT**

i. All engine mounts must be steel or aluminum. Front to rear adjustable engine mounts will not be permitted.

ii. Engine must be centered left to right.

**C. LUBRICATION**

i. Dry sump engine oiling system only.

ii. Engine lubrication reservoir tanks to be located in and accessible through driver compartment behind driver (completely encased with magnetic steel and properly sealed). Reservoir tank, fittings and lines can be no lower than frame rails.

iii. No oil lines can be run through the driver compartment.

iv. The ARCA/Ilmor 396 engine must use Valvoline Pro-V 0w-30 Synthetic Racing Oil as manufactured with no additives.

**D. CARBURETOR / THROTTLE BODY**

i. The only carburetor for the C3, D3, R5 and SB2 engines is the Holley 4150 series 830 CFM (casting number 6R-5533B or 6R-7880B) carburetor with a 1-9/16” venturi size in the main body. Carburetor bore in the main body cannot have any
steps, radiuses or compound angles. The main body of the carburetor must have a smooth transition from the venturi to the carburetor base plate.

ii. Carburetor must have a throttle bore of 1-11/16". The 4 throttle bores in the base plate must remain in stock location, with no altering of throttle bores. The carburetor base plate and main body must be Holley production parts.

iii. The throttle plates must remain in their stock location. Throttle plates must remain flat. Idle holes may be drilled in throttle plates. The throttle plates must open simultaneously as manufactured when actuated, and all four throttle plates must open equally. All mechanisms must work mechanically.

iv. The Holley casting numbers must remain legible on the top of the main body.

v. There will be nothing allowed to be added to the bottom of the carburetor to extend down into the intake.

vi. Cross vent air tubes must be removable.

vii. The boosters must remain stock appearing. The booster casting number must remain visible. The following are boosters approved for competition:

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

viii. The gauges in ARCA’s possession will be the only gauges used to check carburetors. Gauges may be viewed by contacting ARCA.

ix. Two carburetor return springs are mandatory.

x. All cable linkages must be approved by ARCA inspectors.
xi. At all non-restrictor plate tracks, ARCA will require all carbureted engines to be equipped with a 1” thick tapered spacer issued by ARCA. The tapered spacer will be installed between the carburetor and the manifold/spacer. All engines must compete with a tapered spacer with four (4) 1.150” holes. Tapered spacer can be acquired through Cometic Gaskets. Any attempts that result in inducting air from sources other than the normal approved method through the air filter and carburetor venturis will not be permitted. Any altering of the ARCA issued tapered spacer or gaskets will not be permitted. Tapered spacer subject to revision if competition proves necessary to change.

xii. The Holley throttle body part #112-601 is the only throttle body to be used on the ARCA/Illmor 396. The throttle body and part number must not be altered in any way. The throttle plates must open simultaneously as manufactured when actuated, and all four throttle plates must open equally. All mechanisms must work mechanically.

xiii. Two throttle body return springs are mandatory.

E. INTAKE

i. For carbureted engines, only aluminum intakes will be allowed for use in competition.

ii. Intake manifold ports must be completely sealed to the cylinder head ports at all times. Sealing must be done by using either O-ring seals or paper-type intake manifold gaskets. The maximum thickness of the intake manifold gaskets is .0125" on each side. There must be a minimum of ¼" material on all sides of intake manifold to seal to cylinder head. Metal shim type or metal impregnated intake manifold gaskets or seals will not be permitted. Intake manifold O-ring seals must be installed in a machined groove in either sealing surface (intake manifold or cylinder head). Intake manifold gaskets must be secured to either sealing surface
(cylinder head or intake manifold) with an approved adhesive. Spacers between the intake manifold and cylinder heads will not be allowed.

iii. Intakes must conform to the ARCA-approved gauges and templates.

iv. The plenum opening of the intake must not be smaller than 3-9/16" in length and 3-5/8" in width and have radiused corners that maintain the shape of the ARCA intake manifold gauge.

v. Minimum 1/2" wide gasket surface must be maintained on all sides for the carburetor mounting flange mating surface. The carburetor mounting flange and carburetor mounting studs must remain in the approved location. Solid studs must be used to mount carburetor or throttle body. All four studs must be drilled just above the mounting nut to allow for sealing.

vi. The entrance of the intake manifold plenum at the intersection of the roof of the intake manifold runner and the carburetor opening must conform to the ARCA intake manifold chimney gauge. The ARCA chimney gauge must align with the centerline of the intake manifold runner when properly installed in the intake manifold runner. The depth of the intake manifold plenum must conform to the ARCA intake manifold plenum gauge. Cutting or grinding into the plenum floor at the intake manifold runners will be allowed as long as the shape of the floor conforms to the ARCA intake manifold plenum gauge. The floor in the plenum area of the intake must maintain stock appearance and remain in stock location.

vii. For carbureted engines, a maximum 1” thick aluminum spacer acceptable to ARCA may be installed on the intake manifold. Spacer cannot be welded. The gasket surface of the spacer must conform to the shape of the carburetor base plate. No taper or bevel will be allowed on the spacer and spacer must be perpendicular to the carburetor. The spacer opening must not be smaller than 3-9/16" in length and
viii. For ARCA/IImor 396 engines, a maximum 1” thick aluminum spacer with four (4) 1.70” – 1.75” circular and straight holes acceptable to ARCA may be installed on the intake manifold. Spacer cannot be welded. The gasket surface of the spacer must conform to the shape of the throttle body base.

ix. One non-metallic gasket will be used at each part-to-part interface with a maximum thickness of 0.065”.

x. Addition of materials will not be permitted on the walls or floor of the plenum (plastics, epoxies, etc.).

xi. The maximum height from the floor of the plenum to the top of the manifold/spacer will be 6” (including the tapered spacer). No steps.

xii. The ARCA/IImor 396 intake must remain as supplied from engine builder.

F. AIR CLEANER

i. Only ARCA approved round air cleaner element, minimum 12”, maximum 17”, will be permitted. An ARCA approved complete dry type element, minimum 1-½”, maximum 4” high, must be used in the air cleaner at all times.

ii. All air shall be filtered through element. Top and bottom of air cleaner must be same diameter and must be solid.

iii. Two (2) ¼” drain holes may be drilled in the bottom of the air filter housing at the lowest point. No other holes will be allowed.

iv. A maximum 1” lip only will be permitted from the air cleaner element to the edge of the top and bottom of the air cleaner.

v. Air filter housing must be centered on the carburetor or throttle body. No offset air filter bolts allowed. A single vertical vane, centered in the housing, extending front to rear will be allowed. No tubes, funnels or any other devices that may control air flow will be allowed inside of the air filter or between the air cleaner housing and the carburetor.
G. COWL

i. Only cowl air induction (cold air box) is permitted. The cowl opening must be connected to the air filter housing by extending the cowl air deflector to the sides of the air filter housing by the straightest possible line to the outer circumference of the housing. The floor of the cowl air deflector shall attach to the bottom of the air filter housing in the same manner. Vanes, venturis, air deflectors or restrictions will not be allowed in this area. The front of the cowl must seal to the back of the hood when the hood closes. This will be done by putting a single flat piece of material on the front of the cowl with weather stripping across the top of the sheet metal. The center of the material may be altered as follows only: A minimum rectangular opening, 20" long by 2-½" (including radius) wide must be removed from the material at the center of the cowl.

ii. An air deflector using a radiused piece of sheet metal may be installed under the cowl opening.

iii. For steel bodied cars, the minimum distance when measured from the center of the carburetor air filter bolt to the front edge of the cowl opening, is 8".

H. IGNITION SYSTEM

i. For carbureted engines, the maximum RPM will be 8600 RPM. The ONLY approved ignition trays are the ACCEL adjustable ignition tray #61214 (dual box adjustable tray) or #61214-1 (single box adjustable tray). The trays are made up with ACCEL #61213 CD-Pro adjustable RPM ignition box(es), ACCEL #140051 Promaster single tower coil(s), ACCEL #29000B Promaster black coil selector (dual tray only), ACCEL #29069 #10 shock mount kit and #60616 coil wire tray assembly. The distributor lead wire must run through tube under dash through firewall.

ii. All ignition systems are to be mounted on the recessed area on the right side of dash. The ignition boxes are to be mounted on
a separate flat solid 12” x 12” aluminum plate .125” thick. Plate must be secured on right side of dash to ARCA’s discretion.

iii. Adjustable timing controls will not be allowed. Retard or ignition delay devices will not be allowed. Cars and drivers will not be permitted to carry onboard computers, recording devices, processors, microcontrollers, electronic memory chips, traction control devices, cell phones, watches, or digital readout gauges any time a car and driver is checked in for the scheduled event. Any team in violation during any ARCA Racing Series sanctioned competition will have all illegal parts confiscated and will be subject to immediate disqualification and/or suspension of the offending Car Owner, Driver and Crew Chief.

iv. The ARCA/Ilmor 396 must use the Holley #554-132 ECU. As part of postrace procedure, all teams utilizing the ARCA Ilmor 396 engine must remove the ECU used and present to the Ilmor technician at the Ilmor trailer for download within thirty minutes of race finish. ECUs will be downloaded on a first come first serve basis. Failure to follow this procedure will result in loss of points and prize money.

v. All ECU units are to be mounted on the recessed area on the right side of dash. The ECU unit is to be mounted on a separate flat solid 12” x 12” aluminum plate .125” thick. Plate must be secured on right side of dash to ARCA’s discretion.

I. IGNITION WIRING

i. For carbureted engines, all electrical wiring harnesses, connectors and switches must be acceptable to ARCA Officials. When switching from primary to secondary ignition system, individual components may not be switched.

ii. All wiring must be point to point, no adaptors. Each wiring connection must be easily traceable.

iii. For the ARCA/Ilmor 396, the Holley part #558-120 chassis harness must be used.
J. DISTRIBUTOR
  i. For carbureted engines, the distributor must mount in the stock location and maintain the same firing order as a factory produced engine for same make and model.
  ii. A maximum of two ignition pick-ups of the magnetic, optical or hall-effect type will be permitted in the distributor. No magnetos.

K. RADIATOR
  i. Any type radiator may be used, providing it does not alter any body parts or original mounting position.
  ii. Radiator overflow pipe may be relocated, and must run to catch container or surge tank and exit out of right rear of car or lower right corner of windshield.
  iii. The radiator air ductwork can be no wider than the radiator and must not extend behind the radiator. All air entering the radiator core must enter through the approved grille opening only.
  iv. One aerodynamic lower panel may be installed below the radiator duct work. The panel must be made out of a maximum 3/16” thick aluminum and must be flat. The lower panel must be centered on chassis center line. The lower panel including tubing, braces, straps, etc. can be no wider than 33” and must not extend behind the center of the sway bar tube.

L. FAN / FAN SHROUD
  i. Mechanical fan with a minimum of four (4) blades permitted. The minimum diameter of the mechanical fan to be no less than 14” and the fan blades to be a minimum of 3-1/2” wide. The pitch of the fan blades may be changed, however the fan blades must retain standard size, width and length. Flat fan may be used at any time, but must be of minimum measurements.
  ii. When a mechanical fan is used, the shroud must follow the entire circumference of the fan and cannot extend more than 1” rearward of the trailing edge of the fan blade.
iii. Mechanical fan may be removed and an electric fan may be used mounted parallel on back side of radiator only.

iv. When an electric fan is used, shrouds or panels rearward of the radiator are not permitted.

M. WATER PUMP

i. For carbureted engines, only O.E.M. stock type water pumps are permitted. Water pump impellers may be altered. Only standard production water pump drive-belts are permitted.

ii. The ARCA/Ilmor 396 water pump must remain as supplied by manufacturer.

N. FUEL PUMP

i. One mechanical, lever action, camshaft actuated fuel pump in the approved location will be permitted.

ii. An ARCA approved remote cable driven mechanical fuel pump will be allowed. The remote fuel pump may be driven off the rear of the engine oil pump or the rear of the camshaft. If used, the cable driven fuel pump must be mounted in the trunk area on the rear firewall forward of the fuel cell container near the center of the chassis. The fuel line fittings on the inlet side of the remote fuel pump may be a manufacturer certified crash-worthy break-away self-seating type. If used, the remote cable assembly must meet the SFI specification 8.1.

iii. The ARCA/Ilmor 396 must use the Holley dual fuel pump part #12-873 or part #12-868 and fuel pressure regulator part #12-872.

O. ALTERNATOR

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

P. STARTER

i. Starters must be in working order at all times. Starter motors must be able to work with power supplied from the car’s battery.

ii. The ARCA/Ilmor 396 engine must use Quarter Master part #114260 starter.
Q. BATTERY
i. Only ARCA approved batteries with a maximum nominal voltage of 12 volts will be permitted.
ii. Battery(s) must be in a battery box made of magnetic steel mounted on the left side frame rail behind driver’s seat.
iii. Master battery switch must be located on the dash panel in the center. “On” and “Off” switch must be clearly marked.

R. EXHAUST / HEADERS / MUFFLERS
i. Exhaust pipes must extend past driver and exit from under car out the right side in front of the rear wheel. Each exhaust pipe must be secured with a minimum of two (2) “U” shaped brackets each measuring 1/8” thick by 1” in width. Exhaust pipes must be fastened to the headers in manner acceptable to ARCA. Exhaust must not run through driver’s compartment.
ii. Heat shields to cover exhaust manifolds can be no more than 4” wide and no longer than the valve cover.
iii. Frames and rocker panels cannot be notched to accommodate exhaust pipes.
iv. Exhaust pipes must extend beyond rocker panel extension but must not exceed maximum of 1/4”.
v. Minimum 3” ground clearance on exhaust.
vi. The only approved headers for the ARCA/Ilmor 396; Headers must remain as supplied by manufacturer.

### Hooker part number Description
70101361-RHKR 304SS 4 into 2 primary stepped header (pair)
70101361LW-RHKR 304SS 4 into 2 primary stepped header, left
70101361RW-RHKR 304SS 4 into 2 primary stepped header, right

### Hooker part number Description
7104304LW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 round collector, left
7104304RW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 round collector, right
7104305LW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 oval collector 5.3” w outlet5.2’ L, left
7104305RW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 oval collector 5.3” w outlet5.2’ L, right
7104306LW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 oval collector 4.13” w outlet6’ L, left
7104306RW-RHKR Y-pipe, 304SS 2-1/4” 2 into 1 oval collector 4.13” w outlet6’ L, right
viii. All cars must be equipped with working mufflers and maintain a noise level below 100 decibels at all times, including post-race inspection, on all tracks less than ¾ mile in length. This will also apply to other tracks as indicated on entry blanks. Removal of mufflers after inspection is subject to fine, disqualification and/or suspension. Noise level will be strictly enforced.

S. BELL HOUSING/CLUTCH/TRANSMISSION
i. ARCA approved bell housing and/or scattershield must be used.

ii. Minimum clutch disc diameter is 5-½". Solid magnetic steel clutches and pressure plates only.

iii. Clutches must be a positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches.

iv. Any type of transmission may be used providing it is standard production design. Transmission must be from an approved manufacturer and approved by ARCA. Only 4-speed transmissions allowed. NO AUTOMATIC TRANSMISSIONS. All forward and reverse gears must be in working order.

v. Fourth gear must be the primary gear engaged. Fourth gear ratio must be 1.00:1 (direct). Transmission gear ratios between 1.00:1 and 1.28:1 will not be permitted for the remaining forward gears except for road courses.

vi. The Quarter Master bell housing part #110100R must be used with the ARCA/Ilmor 396 engine.

vii. The Quarter Master clutch unit part #397050 must be used with the ARCA/Ilmor 396 engine.

T. DRIVE SHAFT
i. Magnetic steel drive shafts only. All drive shafts must be painted white.

ii. Two (2) oval (360) degree shape brackets, no less than 2" wide and ¼" thick steel, must be placed around the driveshaft and fastened in ARCA-approved manner.
5. INTERIOR

All interior floor pans, front and rear firewalls must be magnetic steel and welded in place. Any opening that allows air to pass from the interior to the trunk of the car is not permitted. Any opening that allows air to pass from the interior of the car to the outside of the car is not permitted. All interior to exterior seems must be sealed.

A. FRONT FIREWALL
   i. Must be single panel magnetic steel and stock in appearance and free of holes. Must retain stock position to ARCA's discretion.
   ii. Block off plates or covers must be magnetic steel.
   iii. All seams must be sealed.

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

C. REAR FIREWALL
   i. Must be single panel magnetic steel and stock in appearance and free of holes.
   ii. Block off plates or covers must be magnetic steel.
   iii. All seams must be sealed.

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

iii. The right side of the dash panel must be fully enclosed and recessed from the center windshield bar (#4A) to the right side front roll bar leg (#2B). The panel is to be made of steel welded to the top of the dash panel bar (#8) and the front firewall or composite material which meets the SFI 56.1 specification permanently affixed to the top of the dash panel bar (#8) and the front firewall. This area will be for mounting the ignition system or ECU.

iv. Dashboard length measured from center of windshield will be no longer than 22” and no shorter than 18”.

v. If dial type gauges are used, all gauge feed lines must be of steel braided type. No rubber or plastic lines.

vi. A digital dash may be used. The Holley EFI Pro Dash 12.3 Digital Dash, part #553-111 will be the only digital dash permitted for use during an event. Part #558-449 Holley wiring harness must be used.

vii. Only one digital dash will be permitted in the vehicle at any time and must be used exactly as supplied from the manufacturer. Internal and/or external modifications to the digital dash will not be permitted.

viii. The digital dash must be securely mounted using positive-threaded, magnetic steel fasteners. Vibration mounts are recommended.

ix. The digital dash must only receive data through the approved wiring harness.

x. Screen covers or privacy filters that hinder in-car camera broadcasting of the digital dash screen will not be permitted.

xi. Any modifications or attempts to modify the functionality of the digital dash software or to compromise the manufacturer’s intended functionality will not be permitted.

xii. During Competition, the digital dash will be set for “Race Mode”, which will be verified by ARCA inspection equipment.
E. RACE SAFE SYSTEM
i. Each car in competition must be equipped with an approved Race Safe System (serviced by Racing Electronics) dashboard-mounted safety light and/or the Holley Pro Dash 12.3 Digital Dash part #553-111 equipped with a functioning Race Safe safety light.

ii. The LED light is to be mounted facing the driver on top or front of the dash from the steering column over to the left side “A” post.

iii. The battery is to be mounted in such a manner to diagonal bar #7A so the system can be checked from outside of car.

E. MIRROR
i. Rear view mirror is mandatory.

ii. Side view mirror may not extend beyond body shell.

F. CLUTCH / BRAKE PEDALS
i. Must be within 10” of front firewall.

G. SHIFTER
i. Shifter mechanism must be made of metal.

ii. Must have boot cover which meets SFI specification 48.1. Must be bolted to ARCA’s discretion. Must be sealed tight to floorboard. Top of boot is to be safety wired.

H. SEAT / HEAD SURROUND
THE RESPONSIBILITY OF THE DRIVER IS TO ENSURE THAT ALL SAFETY EQUIPMENT THAT IS WORN AND ALL SAFETY EQUIPMENT INSTALLED IN THE CAR IS INSTALLED TO MANUFACTURERS RECOMMENDATIONS.

i. ARCA approved seat installed per manufacturers guidelines and must meet SFI standard 39.1. Seat and head surround/headrest must display valid SFI sticker. Seats and head surround/headrest must be recertified every two (2) years after the date of original certification or two (2) years from date on conformance label. Seat must be equipped with full length leg extensions.
ii. Headrest/head surround must be installed per manufacturer’s guidelines and must meet SFI standard 39.1. Headrest/ head surround and its installation must be acceptable to ARCA. Headrest/head surround padded with material which meets SFI specification 45.2.

iii. The seat bottom must be secured to the car’s frame/roll cage with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16” minimum diameter, magnetic steel, hex head bolts per side. Rear seat bracket mandatory.

iv. Seat mounting brackets welded to frame, frame crossmembers, roll bars or removable seat mounting frame assemblies must be minimum ¼” magnetic steel. Seat mount brackets or slotted mounting systems welded to the seat frame must be minimum ¼” thick. To prevent sliding an additional bolt must be used if a slotted mount is used to mount the seat to the seat frame. All seat bolts minimum 3/8” or larger with minimum 1” washer.

I. BELTS

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

i. All cars must have minimum quick-release belt system which meets SFI specification 16.5 or 16.6. Belts may not be any older than 2 years from original certification date.

ii. Seat belts, shoulder harness and sub strap must be anchored to main roll cage, seat frame or frame, subject to ARCA's approval. If self-containment seat is used, the SFI specification 16.6 belts can be mounted per the manufacturers recommendation.

iii. Shoulder harness must run through welded loop behind seat (bar #7B).
J. WINDOW NET
i. A nylon mesh net compliant with SFI specification 27.1 (must have tag affixed) must be installed in driver’s side window opening. Window net not to be any older than 2 years (manufacturer’s date). Net size must be at least 16” x 18”. Net must be installed so it is tight.

ii. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top, with a minimum of one quick-release to attach at front and option of rod mount or quick-release to attach at rear. Wide mesh nets only, minimum ½” ribbon or larger. Window net must have and maintain minimum 1” opening between ribs.

iii. Cage net on both sides of driver’s head is acceptable. Must be equipped with a quick release fastener accessible by driver.

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

ii. Also, each car is to have a heat activated minimum 10-pound fire extinguisher which meets SFI specification 17.1 securely mounted in driver compartment behind the driver’s seat or beyond the right side of the drivers’ seat and not beyond the right side frame rail with thermally activated nozzle located in the trunk area. As an option, if a T-type fitting with the thermally activated nozzle is directed to the underhood area and with thermally activated nozzle in the trunk area, fire extinguisher must also be a 10-pound fire extinguisher.
which meets SFI specification 17.1. This fire extinguisher must also be securely mounted behind the driver’s seat or beyond the right side of the drivers’ seat and not beyond the right-side frame rail.

iii. All units must have working gauges. If gauge is broken, unit will be confiscated. Gauge must be mounted in such a manner so that the gauge can be read from topside of car.

iv. The extinguishers must be certified only by the manufacturer every two years. The manufacturers label must be clearly marked and mounted in such a manner so that the label/certification can be read from topside of car.

v. All extinguisher safety pins in the activation head must be pulled any time car is on track.

vi. All competitors must have minimum 10 lb. ABC fire extinguisher in pit area.

6. TRUNK
i. Trunk floor must be complete from rear bumper to rear firewall, including wheel wells and outside frame rails. Single panels only.

ii. The trunk compartment floor pan must be made of magnetic steel, welded and remain flat and level with the top of the frame rails.

iii. Sheet steel must extend to within 8” of quarter panels on the side. A metal crush panel must be used to enclose the inner wheel well and quarter panel.

iv. The entire trunk area is to be completely sealed.

v. Block off plates or covers must be magnetic steel.

7. FUEL CELL / FUEL LINES
A. FUEL CELL
i. Fuel cells mandatory. Fuel cell must be encased in an ARCA approved container of no less than 20 gauge (0.032”) steel. Violation of this specification may result in immediate disqualification of car, plus a fine, and confiscation of illegal parts.
ii. The following are the only ARCA approved 22 and 18 gallon capacity fuel cell container sizes: 33” x 17” x 9-1/4” or 33” x 17” x 8”.

iii. Maximum age for use of bladder is 5 years from date of manufacture.

iv. No materials other than standard foam as provided by the fuel cell manufacturer are permitted. Modifications to the foam will be limited to the minimal removal of the foam directly underneath the check valve assembly and the fuel pump/pick up reservoir tank to ARCA’s discretion.

v. Fuel cell and container must be installed in a recessed well. Fuel cell must be installed as far forward as possible, no lower than top of rear frame rails, no higher than bottom of rear frame rails and equal distance between frame rails. Filler materials or spacers used to secure fuel cell in recessed well must be full size and solid (no holes) to ARCA’s discretion.

vi. Fuel cell, installed in recessed well must be secured with steel tubing, two (2) lengthwise and two (2) crosswise. Tubing must be made of 1” x 1” square magnetic steel tubing bolted with no removable spacers. Fuel cell top rack must not be located more than 9-¼” above the floor of the recessed well for 22 gallon and 8” for 18 gallon. Fuel cell must be supported by three tubes made of 1” by 1” square magnetic steel tubing extending front to rear, secured to frame equal distance from each end.

vii. When mounting fuel cell through trunk floor, a recessed well of minimum 20 gauge (0.032”) steel must be welded solid to floor of trunk for installation of fuel cell. The maximum distance from the bottom of the rear frame rail to the bottom of the recessed fuel cell well is 6-½” measured any place across the recessed well. The minimum ground clearance from the bottom of the recessed fuel cell well to the ground when measured at any point is to be no lower than 9”.

viii. The floor of the recessed well for the fuel cell must remain horizontal to the ground within ¼” when compared front to rear at
any point across the floor of the recessed well. All corners of the fuel cell recessed well, whether vertical or horizontal, must be 90 degrees with a maximum 1/8” radius. A vent with self-closing flap-type valve is to be installed at the left rear taillight of car. Maximum inside diameter of vent tube is 1-¼”. Vent tube cannot extend outside of bodywork more than 2”. The fuel cell vent hose neck not to exceed 3” in length with a maximum inside diameter of 1-¼”. The fuel cell vent hose neck is to have a bead around the outside circumference to help hold vent hose on. Flexible vent hose used to connect the fuel cell vent to the overflow valve not to exceed maximum 1-½” inside diameter. The overall length measuring from the top of the fuel cell fill plate to the outside end of the fuel vent pipe not to exceed 40”. Check valve filler neck inside diameter maximum 2-1/8”, outside diameter 2-¼” maximum. Maximum depth of check valve carriages is 8-½” for 22 gallon. A minimum of 6” of flex hose must be located between end of filler spout and fuel cell neck. Maximum filler spout size 4” x 8” x 18”. ARCA inspectors will reject any previously approved fuel cells, containers or check valves which are damaged, defective or do not function properly. Check valves and fuel cell must be approved by ARCA.

ARCA approved dry coupling systems are mandatory. Dry couplings must be mounted at an angle in the left rear quarter panel. Mounting must be as near to the top of the panel and as far back as possible. An ARCA approved single point, closed loop, fueling system consisting of a fuel filler car adapter, fuel filler can coupler and fuel filler can vapor pressure relief valve may be used in competition only as follows: The fuel filler car adapter is to be installed as far back and as near the top of the left rear quarter panel as possible. A straight 2-½” maximum inside diameter and a minimum of 6” in length flex hose must be used to connect the fuel filler car adapter to the fuel cell neck. The fuel
cell vent flex hose not to exceed 1-½’
maximum inside diameter and a maximum
length of 40” when measured from the top
of the fuel cell filler plate to the outside end
of the fuel filler adapter vent pipe. A refilling
adapter may be used during practice and
must be changed prior to qualifying.

xi. When the ARCA-approved flange fit
composite body is used, there must be
a ground cable installed from the metal
mounting flange of the dry coupling
receptacle to the fuel cell filler plate.

xii. ARCA approved dual, right or left side
pickup or ARCA approved Holley hydramat
fuel blanket in fuel cell may be used.

xiii. Transponder mounting bracket is to be
installed on right hand side of the fuel cell
container.

B. FUEL LINES

i. Fuel lines from cell to carburetor or
throttle body must run through the driver’s
compartment and must be enclosed in
one 1-¼” outside diameter metal tube,
not to be mounted higher than 6” above
floor plan and run to the right of the
transmission tunnel and inside of the right
side frame rail. The tube running through
the driver’s compartment must be red in
color and labeled “FUEL LINE”. Fuel lines
and location must be approved by ARCA.

ii. For carbureted engines, the maximum
length of fuel line when measured from
the fuel cell to the rear firewall in the trunk
area is 55”. This total length will include
the fittings and maximum of one (1) fuel
filter.

iii. For EFI engines, the maximum length of
fuel line when measured from the fuel cell
to the rear firewall in the trunk area is 90”.
This total length will include the fittings,
pump and fuel filter(s). Maximum of two
fuel filters.
8. ROLL CAGE / CHASSIS

A. ROLL CAGE

i. Round steel 1-3/4” x .090” minimum seamless roll-over bars are compulsory for the basic roll cage, and must be ARCA approved. Aluminum and/or other soft metals not permitted. Roll bars must be welded. All cars are required to have the basic roll cage configured as shown in Diagram #5. The main roll bar (#1 in Diagram #5) must be welded vertical on the top of both right and left frame rails, then come upward above the driver’s head and across the inside roof panel. The main roll bar (#1) must also be braced with 1 diagonal bar (#5) and 2 horizontal bars (#6) and (#7). The diagonal bar must begin at the upper left behind the driver’s head and end at the lower right of the main roll bar. The horizontal bars (#6 and #7) must be welded inside the main roll bar (#1) with the upper bar (#7) at the seat height and the lower bar (#6) just above the drive shaft tunnel. The diagonal bar (#7A) must be welded near the center of the horizontal shoulder bar (#7). The diagonal bar (#7A) then extends forward to a junction with the roof support bar (#12) and continues through the firewall and welded to the right front sub-frame rearward of spring bucket. The shoulder belt bar (#7B) must be welded to the main roll bar (#1) and the main diagonal roll bar (#5). Extending forward at the outer edges of the roof panel, from the main cage is the roof bar (#3). The roof bar must follow the contour of the windshield across the front and be within 4” of the top of the windshield. The roof bar must also have a bar (#4) welded from the main roll bar to the roof bar on the car’s centerline. The center windshield bar (#4A) must extend forward from the roof bar (#3) near the car’s centerline and bend downward following the back of the windshield with minimum clearance. The center windshield bar (#4A) must pass through the top of the dash panel and attach to a support bar under the dash panel at the firewall. The front roll bar legs
(#2 A & B) must be welded to the roof bar near the upper corners of the windshield, then extend down along the “A” posts to the cowl, then straight down to the top of the frame side rails. An additional dash bar (#8) must be welded beneath the dash, across the 2 front roll bar legs (#2 A & B). Rear support bars (#13 A & B) must be welded to the main roll bar (#1) at the top and extend to the rear of the frame in the trunk compartment. The rear support bars (#13 A & B) must be connected with a bar (#14) that adds extra protection to the trunk area in addition to being welded to the rear support bars (#13 A & B). Bar (#14) must have a minimum of 3 vertical supports of 1-¼” x .083” minimum seamless round tubing (#15 in diagram #5) connecting it to the rear crossmember. The main roll cage bar (#1) and the front roll bar legs (#2 A & B) must be connected with 4 horizontal door bars (#9 A & B) on both left and right sides. A 13 gauge (.0897” thick) anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate must fill the area between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2a). The plate(s) must be formed to match the curvature of the door bars. Individual plates welded in the openings between each door bar will not be permitted to be inset more than ¼” from the tangent or outside surface of the door bar. Plates welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with 1” of weld followed by a maximum of 3” of surface not welded and again followed by a minimum 1” weld. To facilitate emergency removal of the left side door bars, the anti-intrusion plate must have 6, (8 on cars using 5 door bars), 2-½” diameter holes cut in the anti-intrusion plate, with 3 holes near each end of the plate in the following locations: The upper 2 holes must be centered vertically
between the left side door (bars, at an on-center distance of 3" from the center of the left front roll bar leg (#2a) and main roll bar (#1). The middle two holes (or 4 on cars using 5 door bars) must be centered vertically between the left side door bar, at an on-center distance of 3" from the center of the left front roll bar leg (#2a) and main roll bar (#1). The lower two holes must be centered vertically between the left side door bars, at an on-center distance of 5" from the center of the left front roll bar leg (#2a) and main roll bar (#1). NOTE: On cars using the optional fifth left side door bar, the intrusion plate and the access hole installation must match the upper and middle sections described above. (See diagram #7). 2 foot bars highly recommended. The top door bar on each side must have a vertical vent window bar (#10 A & B) welded upward and connecting to the front roll bar legs (#2 A & B). The door bars must be convex in shape and spaced from top to bottom as equal as space permits. The door bars must be the same length and have an equal amount of convex in both the right and left sides. The door bars must have 6 vertical support bars per side of 1-¾" x .083" minimum seamless round tubing not numbered but shown in the left side view diagram (#3) equally spaced. 2 angular support bars (#11 A & B) must be attached from next to the bottom door bar to the frame rail. A roof support bar (#12) must also extend from the right front corner of the roof bar down to the transmission crossmember. All joints and connections must have gusset plates for reinforcement.

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

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

B. FRAME
i. No offset chassis is permitted. All frame rails must be parallel. The minimum distance between the frame side rails measured inside to inside of 50” with a maximum outside to outside frame rail width of 60”.

ii. Side rails must be inserted in standard rocker panels and must be steel box tubing minimum 3” in width by 4” in height and have a minimum wall thickness of not less than .120” and a minimum length of 65”.

iii. Front sub-frame and rear sub-frame rails must be a minimum 2” in width by 3” in height with a minimum wall thickness of .083”.

iv. Minimum 4” ground clearance on frame.

C. FRONT SUSPENSION
i. The maximum sway bar end diameter is 2”. The diameter of the sway bar body is not to be more than 2-3/8”. Sway bar must be connected when going through tech and scale inspection.

ii. The front sway bar arms may not be drilled for weight reducing purposes.

iii. Chassis may not be adjustable from the cockpit. NO electric, pneumatic or hydraulic adjusting devices.

iv. A-frames must have a stock type appearance. A-frames must be made of magnetic steel.

v. The upper and lower coil spring mounts must support the front coil springs for a minimum of 270 degrees of each coil spring mount.

vi. Center of the spring in the lower control arm to the center of the lower ball joint will be a maximum of 6”.

vii. Helix must be securely bolted in lower A-frame.
viii. Lower left A-frame and lower right A-frame must measure within ½” of each other, and mount in approved position (i.e. left and right must agree, offset will not be permitted).

ix. Absolutely no heim joints permitted on upper or lower A-frames.

x. Front springs must be stock appearing. Springs must be made of magnetic steel. Progressive or digressive rate springs will not be permitted. All coil springs must be at least 5” in diameter and mounted in stock location (outer A-frame unacceptable). Front coil springs must maintain a minimum free height of 7-1/2” and no greater than 10-1/2”.

xi. All weight jacking bolts must be made of magnetic steel. Bevels, monoball(s), excessive tapers or other devices will not be allowed on the ends of jacking bolts.

D. STEERING / STEERING WHEEL
   i. Steering box only. Steering box must be made of magnetic steel.
   ii. Steering shaft forward of the firewall, must have a minimum of two (2) universal joints or a collapsible steering shaft.
   iii. Only magnetic steel solid spoke steering wheel will be permitted.
   iv. Steering wheel quick disconnect which meets the SFI specification 42.1 required.
   v. Steering wheel with center post pad mandatory.

E. HUBS & SPINDLES
   i. ARCA approved steel hubs and spindles only.
   ii. No hollow spindles.
   iii. At least the first thread on all lug bolts must be visible from the front of lug nut when the lug nut is installed. Magnetic steel lug nuts only and must be 1” hex by 5/8” fully threaded.
   iv. A fiber cable constructed from a continuous loop of ¼” diameter 12 strand cable (with the red tracer thread) woven from Vectran HS V-12 fiber must be used to link the front spindles to the frame. One eye must loop over a solid, magnetic steel jacking bolt.
and be securely retained with a locking nut and 2” metal washer and the other eye must loop between the caliper brackets. Body of cables must be free of tape.

F. TREAD WIDTH

i. When measuring front tread width (center of front tire to center of front tire), minimum front tread width 60” and maximum front tread width 60-½” permitted.

ii. When measuring rear tread width (center of rear tire to center of rear tire), minimum rear tread width 59-¾” and maximum rear tread width 60-½” will be permitted.

iii. In the front a minimum of 70” and maximum of 70-½” must be maintained when measuring from the left outside wheel bead surface to the right outside bead surface at spindle height.

iv. In the rear a minimum of 69-¾” and a maximum of 70-½” must be maintained when measuring from the left outside wheel bead surface to the right outside bead surface at spindle height.

G. REAR SUSPENSION

i. Coil springs only. Minimum outside diameter allowed is 4-3/4”

ii. All springs must be stock appearing. Springs must be made of magnetic steel. Progressive or digressive rate springs will not be permitted.

iii. All weight jacking bolts must be made of magnetic steel. Bevels, monoball(s), excessive tapers or other devices will not be allowed on the ends of jacking bolts.

iv. Rear spring pocket diameter 5-1/4”

v. Rear coil springs will be mounted on trailing arms in front of rear axle.

vi. Center of rear spring to center of axle maximum 9”.

vii. The rear coil spring lower mounts must be centered on the trailing arm.

viii. Only a 2 link I-beam type trailing arm type suspension will be permitted. All trailing arms are to be constructed from magnetic steel with a minimum wall thickness of 1/8” using two C-channels, minimum 3” in height and a 90-degree bend to form a 1” lip top
and bottom and must be stitch welded top and bottom every 8" at minimum. The trailing arm may be vertically reinforced from the rear of the lower coil spring mounting pad rearward. The height of the front of the trailing arm may be tapered from the trailing arm bushing back not to exceed 6". The minimum thickness of truck trailing arm material acceptable to ARCA is 0.117".

ix. Trailing arm on one side must be 51” in length. The opposite side must be no less than 45” and no more than 51”.
x. Trailing arm mounting points on the axle housing must be evenly spaced, plus or minus ½” welded to the axle housing to prevent movement.

xi. Any spacers used between the rear axle housing and the trailing arms must be made of a solid metal block which must be flat on the side that contacts the axle tube and the side that contacts with the trailing arm.

xii. Any device that would allow abnormal rotation of the housing will not be allowed.
xiii. Absolutely no trailing arms using heim joints will be permitted.
xiv. Standard type rubber bushings or monoball must be used.
xv. Bump stops of any kind will not be permitted.
xvi. A single panhard bar must be used to hold rear axle housing in the center of the car. The panhard bar must be straight, round, tubular magnetic steel with an outside diameter of 1-1/4” for the entire length. The panhard bar must be connected to the rear end of the left side trailing arm and to a bracket welded to the frame rail on the right side of the car. The trailing arm side of the panhard bar, panhard bar brackets and/or components must not be lower than the lowest edge of the respective rear wheel. The frame mounted side of the panhard bar, panhard bar brackets and/or components must not be lower than 5-1/2” when measured from the ground to the lowest part of any component. The
measurement will be taken with tires set at the tire manufacturers recommended inflation pressures. Mounting points on the axle housing must be evenly spaced. Minimum panhard bar length is 40”.

xvii. Rear sway bars will not be allowed for use in competition.

H. SHOCKS
i. Shock absorbers and their installation subject to approval by ARCA.
ii. Maximum of one shock absorber per wheel.
iii. No coil-over shocks. No canister shocks. No remote reservoir shocks. External or internal shock bump stops will not be allowed. Violation will result in fine and loss of championship points.
iv. Front shock mounts cannot be adjustable.
v. Rear shock upper mounts must be located inside the frame rail. All rear shock absorbers must be mounted behind rear axle housing a maximum distance of 2” when measured from the rear axle tube to the shock absorber shaft. The angle of the rear shocks cannot exceed 30 degrees when rear shocks angle inboard towards the center of the car.

I. REAR END
i. Detroit locker-type differentials made of magnetic steel only. When jacked up and transmission engaged, the locker-type differential must permit either wheel to turn freely by hand one full turn while the opposite wheel remains stationary.
ii. All rear axle components, including differential carrier, housing, axle tubes, axle shafts and hubs must share a common centerline.
iii. If used, the rear end differential oil cooler must be mounted outside of the driver compartment.
iv. Any cooling hose that breaches any interior sheet metal must come from a quarter window NACA duct and must exit to the exterior of the car. All interior and exterior seams must be sealed.
J. AXLE
i. Magnetic steel full floating double splined rear axles must be used.
ii. Drilled or hollow rear axles will not be permitted.

K. BRAKES
i. Four wheel disc brakes must be in good working order and are subject to inspection by ARCA.
ii. Brake rotors must be magnetic steel.
iii. Minimum front brake rotor thickness is 1”.
iv. Minimum rear brake rotor thickness is 5/8”.
v. No carbon fiber brake components.
vi. A maximum of 3 (three) 4 (four) inch maximum diameter hoses with a maximum of 1 fan per hose will be allowed for brake cooling for each front brake, must be functional, attached and exhaust to within 3” of the brake assembly. All air entering the brake cooling hose must enter through the front of the air dam below the front bumper line. The brake cooling air inlets must not run through radiator air box.
vii. Brake cooling duct inlets must be sealed to prevent air entrance except as noted above.

9. WHEELS
i. All wheels must be ARCA-approved or approved by tire manufacturer.
ii. 9-½” rim width, 4-1/2” offset wheels with 5 x 5 bolt pattern only.
iii. Minimum weight of wheel is 27 pounds.
iv. Any chrome wheel must be sandblasted on outer lip where wheel weight attaches and on inner lip where tire seals.
v. Car number must appear next to valve stem.
vi. No bleeder valves.

10. TIRES
i. General Tire Company is the exclusive tire supplier of the ARCA Racing Series. Only ARCA approved tires are permitted.
ii. No altering or defacing of tires unless approved by ARCA.
iii. ARCA will mandate the maximum number of tires allowed to be used during race. There will be no restrictions regarding how many pit stops teams make, how many tires are changed per pit stop or how many times a team changes tires.

iv. No adding or swapping tires in pit box once race has started.

v. Teams may not use tires other than those mounted on their wheels identified per Rulebook.

vi. ARCA reserves the right to mandate use of specific tire numbers within manufacturer’s line. Use of the approved tire numbers for that brand at that event would be mandatory. The approved tire numbers will be provided in writing by General for each event and track.

vii. ARCA may require any or all competitors to start race on tires used for qualifying.

viii. Tires are to be used in the condition as supplied by General. Altering tires or applying any unauthorized or foreign substance of any kind (softeners, cleaners, shines, etc.) is not permitted. Laboratory results of tire(s) sent in for samples will be final determination of tire baseline and are not appealable. Violation of this section may result in fine, suspension and/or loss of points.

ix. On all designated tracks under 1 mile, tires that are used for qualifying must be purchased at race track from General and remain in ARCA impound area until car is ready to go through technical inspection for qualifying attempt. Teams receiving permission to qualify on approved non-impound tires will be limited to eligibility for a starting position. All minimum requirements must be met. (EIRI)

x. 1 tire cooler fan and hose assembly with a maximum hose diameter of 3” may be used for each front tire. Fan must be mounted behind nose and a minimum distance of 4” above the bottom of the nose (not valance). Fan and hose assembly cannot draw air through the radiator air box. The center of the hose outlet must not be mounted any further
outward than the center of the tire. Blower must not include any mounting panels or bell shaped inlets. Mounting workmanship must be acceptable to ARCA.

11. WEIGHT
  i. Weight must be encased within a frame rail or weight container no lower than frame rails, in block form no less than 5 lb. pieces in ARCA approved manner.
  ii. All weight containers must be welded in a manner approved by ARCA.
  iii. A ballast container 2” wide by 3” high magnetic steel box tubing with a minimum wall thickness of 0.075” may be mounted to the front of the sway bar mounting tube. The container must be mounted flush with the outside edge of the right-hand sub-frame side rail and may extend a maximum of 1” past the left-hand sub-frame side rail. The ballast container must be completely welded to the bottom surface of both left and right sub-frame side rails. Also, 2 evenly spaced tabs top and bottom must be welded to sway bar tube and ballast container. Tabs must be at minimum 1” x 2” with a minimum thickness of .090. Minimum 7/16” magnetic steel retention through bolt must be used. The container must not be lower than the bottom edge of front bumper cover.
  iv. Any weight containers that are welded to the rear subframe side rails or rear crossmember will not be allowed to extend below the bottom of rear sub-frame side rails or rear crossmember.
  v. The front end of all weight containers and the right end of the front sway bar mounting tube ballast container (if used) must be capped and welded with same material as container. A 1” hole will be allowed in the end cap to allow access to added weight.
  vi. All ballast weight must be painted white and have the proper car number or team ID painted on 3 sides of each piece. At any event, there may be a random check of ballast weight.
vii. Any ballast weight found not to be in compliance or secured will be confiscated and a minimum fine of $500 will be levied. If ballast weight is lost from a car during competition, the car that lost the weight will be black flagged and not allowed to continue in the event and a fine of up to $1,000 will be levied. Any ballast weight found with improper car number or team ID will be confiscated and a minimum fine of $1,000 will be levied.

viii. All cars will be weighed without driver in car.

ix. Minimum car weights:

<table>
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<tr>
<th>Body Type</th>
<th>Overall</th>
<th>Right Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel</td>
<td>3400 lbs.</td>
<td>1530 lbs.</td>
</tr>
<tr>
<td>Composite</td>
<td>3300 lbs.</td>
<td>1485 lbs.</td>
</tr>
</tbody>
</table>

12. FUEL

i. Unleaded gasoline only as fuel. The fuel must comply with ASTM D4814 entitled “Standard Specification for Automotive Spark Ignition Engine Fuel”, except limited to liquid hydrocarbons only. Fuel is not required to meet volatility or seasonal limitations. Non-approved additives such as ethers, alcohols, or other oxygenates are prohibited. In addition, nitro compounds or other nitrogen containing compounds, aniline or its derivatives will also be prohibited in mixing in the fuel.

ii. ARCA reserves the right to have all cars use the same brand of gasoline. This will be noted on the Official Entry Blank for the specific event and specify the brand of fuel that will be the “Official Fuel”. All fuel used for practice, qualifying and for the race will be supplied at the track by the “Official Fuel” supplier.

iii. ARCA will use a sample of the actual “Official Fuel” provided at the track to determine if the fuel used by competitor conforms to standards as described above.

iv. No icing or cooling of fuel system.
13. **FUEL FILLER CANS**
   
i. Maximum of three (3) approved 12 gallon maximum fuel cans permitted in pits for refueling. **All fueling cans for any use in the garage area and pit road must be ARCA approved and made out of metal.**
   
ii. All filler cans must be transported using an approved fuel cart. Team members transporting fuel for the race must wear a firesuit.
   
iii. For teams using the closed loop fueling system, the fuel filler can is to be equipped with a vapor pressure relief valve installed in a clear 1-½” inside diameter vent tube hose connecting the fuel filler coupler to the fuel can vent tube. The vapor pressure relief valve mounted in the center of a 4” length, 1-½” inside diameter metal tube is to be mounted 8-½” on center above the bottom of the fuel level opening. The clear hose is to be mounted as straight as possible between the fuel filler coupler of the fuel can and the vapor pressure relief valve tube.
   
iv. Power tools must not be used when removing or installing couplers on fuel cans. A nonconductive nut driver is recommended for use.

14. **APPEARANCE**
   
i. Workmanship will be the determining factor in all inspections.
   
ii. All paint must be approved by ARCA.
   
iii. Officially issued numbers must be properly positioned on both doors (minimum 18”, maximum 22” high) and on roof (30” to be read from drivers’ side of the car). Car numbers must be neatly attached or painted (no tape) to ARCA’s discretion. If car number does not correspond to number issued, points may not be awarded.
   
iv. Car number must be visible on/or under right front headlight and right rear taillight of car. Number must be as large as possible and must be contrasting in color.
   
v. ARCA decal will be placed on front of doors, in front of number.
vi. ARCA reserves the right to assign or restrict display of decals on front fender for participating, or nonparticipating manufacturers.

vii. Front fender and door (ARCA area) reserved for participating companies. Decals on nose, front fenders and doors (ARCA area) subject to ARCA approval. Layout and size restricted to ARCA approval.

viii. All mandatory contingency decals must be in place prior to car going on track. All remaining contingency decals must be in place prior to qualifying.

ix. Contingency decals must be used as supplied by ARCA or sponsor and may not be altered regarding size, shape or colors.

x. All cars to have proper headlight and taillight decals corresponding to the year and model of car.

xi. The driver’s last name must be displayed across the top of the rear window. The letter size must be 3-1/2” in height using Berthold Akzidenz Grotesk Extra Bold Condensed Italic style font in white vinyl centered on 5” black perforate vinyl and extended the full width of the rear window.

xii. Approved team/logo or sponsor name/logo will be allowed on rooftop behind roof numbers. The maximum size allowed is 9” in height. Team/sponsor name or logo cannot extend beyond the roof rails.

15. PERSONAL SAFETY EQUIPMENT

A. DRIVER

i. Full face drivers’ helmets which meet Snell SA 2010 or Snell SA 2015, or SFI specification 41.1 mandatory.

ii. Driver suits are required to meet, at minimum, SFI specification 3.2A/5 and must effectively cover the body from neck to ankles and wrists.

iii. For an additional layer of protection, full coverage fire resistant underwear which meet SFI specification 3.3 is optional.

iv. Full coverage fire resistant gloves and shoes which meet minimum SFI specification 3.3/5 are required.
v. ARCA approved head and neck restraint system which meets SFI specification 38.1 mandatory. All head and neck restraint devices must be recertified every 5 years after the date of original certification or 5 years from date on conformance label. Head and neck restraint devices must be returned to original manufacturer for inspection and recertification. The manufacturer will affix a new SFI 38.1 conformance label marked with the inspection date.

B. OVER THE WALL CREW MEMBERS
i. Crew members must be ARCA licensed and must be properly attired when servicing car during pit stops. Suits which meet a minimum SFI specification 3.2A/1.
ii. Gloves which meet minimum SFI specification 3.3/1 (example G-Force part #4100)
iii. Balaclava (head sock) which meet minimum SFI specification 3.3 (example G-Force part #4112) for all over the wall crew members are required.
iv. Helmets must also be worn by any over the wall crew members.

C. FUEL HANDLERS
i. Crew members involved in fueling the car are required to wear suits which meet minimum SFI specification 3.2A/5.
ii. Gloves which meet minimum SFI specification 3.3/1 (example G-Force part #4100).
iii. Balaclava (head sock) which meet minimum SFI specification 3.3, (example G-Force part #4112).
iv. Fueler apron which meets minimim SFI specification 52.1.
v. Full face helmet must be worn by any fuel handler.
vi. Shoes which meet minimum SFI specification 3.3/5.
vii. All gas filler and catch can crew members should wear fire resistant underwear and socks which meet SFI specification 3.3.
ARCA reserves the right to impound any car for inspection. Refusal to comply with request may result in fine, penalty and/or suspension of driver, crew chief and/or owner. All decisions by Official in charge or ARCA executive committee members will be final. All rules subject to interpretation by ARCA Officials. Rule Books will be made available to members. All equipment not governed by the aforementioned rules are to be submitted to ARCA, not less than 30 days prior to the date of intended usage. No equipment will be considered approved by reason of having passed through inspection un-observed.
DIAGRAM #1 - TYPICAL ARCA FRAME (PLAN VIEW)

TYPICAL SIDE RAIL 3"X4"X.120 WALL RECTANGULAR CARBON STEEL MECHANICAL TUBING

REAR SPRING MOUNTS EQUAL DISTANCE FROM CENTERLINE

SIDE RAILS EQUAL DISTANCE FROM CENTERLINE

REAR SUSPENSION CROSSMEMBER 2"X2"X.120WALL

EQUAL DISTANCE FROM CENTERLINE

60" MAX OUTSIDE FRAME DIMENSION

FRONT SPRING MOUNTS EQUAL DISTANCE FROM CENTERLINE

FUEL CELL MOUNTED ON CENTERLINE SUPPORTED BY 3 EQUALLY SPACED 1"X1"X.065 SQ. TUBING
DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)
Measurement from bottom of window opening across car to bottom of window opening 66” at “A” post and 64 1/2” at “B” post.

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<td>D-27.625”</td>
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DIAGRAM #8A - (FLANGE FIT) COMPOSITE BODY MOUNTING INSTRUCTIONS
DIAGRAM #9 - QP REINFORCEMENT

MATERIAL:
MIN 0.090"
thick aluminum

3"

1-1/2"
MAX

1-1/2"
MAX

7"

Modifications to these dimensions will not be permitted.
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