

# Chapman's Can Am Motorsports Park

## 2014 Pro Late Model Division Rules

01/03/14 (this version replaces all previous dated versions)  
Tech 315-767-0302 karmageddon70@yahoo.com

*This document is \*copyright protected under Larmon. Any reproducing and or usage is prohibited without prior consent.  
Prior consent is given to allow printing for usage as remote awareness only of this document.  
At the precise time this original document is remove from this website all prior consent to use is withdrawn*

### Cam Am Procedure Info:

Any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Everything on car including driver must pass safety, as well as competition rules inspection. In the event that any car and or driver has been competing with a rule infraction in the past, regardless of the infraction or the length of time will have no involvement with the tech decision if found not in compliance to these rules concerning any tech inspection or protest situation. Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or over qualified to compete in this division. If an issue arises that is not addressed within these rules the Officials will render the deciding factor.

Any and all measurements may have a ½ inch tolerance, this will be decided by tech.

The legality of any material added or removed from car in the interest of safety will be decided by Chief Tech Inspector.

**SAFETY NOTE:** All rules regarding safety are with the intentions to assist in the defense of injury and in no way offer any assurance of absolute protection. It is the responsibility of driver, crew member(s), car owner(s) and or anyone in the presents of hazardous conditions to maintain their personal safety.

**SAFETY EQUIPMENT:** Rules apply at all times. One way Radio required at all times when on track, Frequency 454.000. Snell-rated SA2000 or newer full faced helmet designed specifically for auto racing, SFI-approved full fire suit, fire retardant neck brace, gloves and shoes mandatory. Recommended: Fire retardant head sock and underwear. Roll bar padding mandatory in driver compartment (Fire retardant recommended).

**CAR ELIGIBILITY:** Late model style cars only. No mirrors. Lift chain, cable or strap front and rear mandatory.

**CAR SAFETY REQUIREMENT:** Minimum three inch wide SFI-approved five point safety belt assembly within 3 years from date of manufacture required (Y-type shoulder harness not allowed), must be mounted securely to roll cage. Ignition "kill" switch, fuel main shut off and battery main shut off all required within easy reach of driver and all must be clearly marked "OFF" and "ON". Seat must be high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column. Right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms. All areas surrounding the head must have padding. All cars must have the hood in place and securely fastened when starting their 1<sup>st</sup> lap of the race. Any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not. All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing. Side roll bars and/or door bars must extend into the door panels. Minimum of thee 3 bars must be utilized on the left side of the car in the door area. Any bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

**CONFISCATE ENGINE:** Chapman's Can Am Speedway and Motorsports Park reserves the right to confiscate for the purpose of an in depth inspection any GM 602 engine at any time track officials deem it necessary. No replacement 602 or 604 engine will be offered. No assurance the engine would be returned in time for any future race(s).

**ALLOWED ENGINES:** GM Performance Parts 602 crate engine and GM Performance Parts 604 crate engine are the only allowed engines.

Engine and all parts/components provided and installed at time of 602 or 604 engine purchase by GM factory must remain unaltered, as supplied by GM factory. No modification(s) of any kind is allowed unless otherwise mentioned in these Can Am Pro Late Model Division rules. Can Am does NOT require the GM Performance Parts 602 and 604 Crate engine to have non-tamper seals in place. This includes original GM, and or any and all other non-tamper seals. NOTE-any engine, with or without non tamper seals, will be subject to thorough inspections, including disassembly if deemed necessary by tech officials.

Repairing, rebuilding, freshening, including repair and or replacement of any sealed component(s): is allowed, any and all work may be done by racers choice. No rebuilding any part/component to alter performance characteristics. No overboring. No Can Am official required at time of reassembly. All replaced/repaired parts/components must be original GM listed for the engine being used, 602 or 604, this includes all gaskets. Can Am is not authorized by any sanctioning organization or track to reseal the GM 602 or 604 Crate Engine. Keep in mind the engine would not be legal to participate at any other track requiring non-tamper seals to be in place.

602 Engine Ignition-Aftermarket exact replacement direct fit distributor cap, coil, and module allowed-other than these three components the distributor and all GM supplied parts/components must remain as supplied by GM at time of 602 purchase. No rebuilding any part/component to alter performance characteristics.

604 engine distributor-Electronic type ignition and MSD type ignition allowed. No magnetos. No crank triggers or devices that allow external timing adjustment with 602 or 604 engine.

Valve Springs-602 Engine: In speaking with General Motors representative I was told there is an issue with the valve spring installed height. Can Am is allowing the springs to be shimmed to address this.

The following are the GM specs for the 602. They should be published in a future 602 Manual. n/a Diameter (+/- .010") (A) 1.250" Free Height (+/- .015") (B) 2.021" Installed Height (Ok to shim to proper height) (C) 1.70" Pressure @ Installed Height (+/- 5 lbs) (D) 80 lbs. Open Height (E) 1.270" Open Pressure (+/- 10 lbs) (F) 195 lbs Coil Bind (G) 1.20" Wire Diameter .177"

CARBURETOR: Maximum 750 CFM. Maximum 1.688 throttle plate bore. Any other modifications allowed. Two throttle return springs mandatory. Aerosol carbs are not legal.

REV LIMITER SYSTEM: Not required.

CARBURETOR SPACER PLATE: Billet base plates may be used (.780 maximum)

604 1 Inch carb spacer maximum

602 2 Inch carb spacer maximum

Spacer may not protrude into carb or intake at any point. One only .070 maximum gasket per surface.

FUEL/SYSTEM: Gasoline only. No fuel injection, nitrous oxide or other type systems allowed.

Methanol and/or alcohol not allowed. E-85 Ethanol allowed. No electric fuel pumps or pressurized tank fuel systems. Mechanical OEM style fuel pump only. Fuel cell mandatory, 25 gallon maximum capacity that meet or exceed FT3 specifications, securely mounted in trunk area between frame rails, a minimum of 4"-inches ahead of the rear bumper with a minimum two .125" thick steel straps. Cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum. The entire container must be visible for ease of inspection. Fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. Vent must have a check valve.

LUBRICATION: Wet sump oiling system only. One only oil cooler, remote oil filter and lines allowed.

EXHAUST SYSTEM: 1 5/8" maximum header primary tubes. No Tri Y or merge collector headers. No evac systems of any type. Exhaust beyond headers is not a tech item. Exhaust must pass any safety inspection, must remain under car, securely fastened and extend minimum of 12" behind driver. Any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

**COOLING SYSTEM:** One only radiator OEM location only. Add on electric fan allowed for additional cooling ability-but must maintain operating OEM type mechanical fan at all times. Water pump not a tech item but must maintain OEM location. Aluminum engine pulleys allowed.

**AIR CLEANER:** Not a tech item-must pass any safety inspection.

**STARTER:** All cars must be equipped with an operational electrical starter. Car must start and move under own power.

**ENGINE LOCATION:** Engine setback 25 1/2 inches. Measured from center of ball joint to front of engine plate.

**TRACTION CONTROL DEVICES-**of any kind not allowed. As determined by tech.

**TRANSMISSION:** OEM automatic or manual, BERT/Falcon type allowed. No in/out type box. Must have working clutch with forward and reverse gear. Manual trans with OEM type clutch must have a steel scatter shield or steel scatter proof bell housing. Automatic trans with OEM type converter, a steel scatter shield is recommended. No air shifting systems.

**CLUTCH/CONVERTER SYSTEM (OEM type transmission):** Any style clutch, pressure plate, torque converter.

**REAR END:** Quick change only. No open type (sprint car). No titanium moving parts within rear end including wheel studs.

**DRIVE SHAFT:** Carbon fiber, aluminum or steel. Must be painted white with car number. Drive shaft loop within 12" of front yoke mandatory.

**BATTERY:** One only 16 volt maximum measured anywhere in system. Location must pass any safety inspection.

**BRAKES:** All four tires must lock up upon inspection. Electronic or manual brake cut off allowed right front position only. No carbon fiber, titanium or other exotic materials. Rotors must be magnetic.

**WHEELS:** 14 inch maximum steel or aluminum. Bead locks allowed all positions. No carbon fiber or titanium. Plugs, covers, wheel spacers, allowed any wheel position. Lug nuts must thread on at least flush with end of studs in all wheel positions.

**TIRES:** Hoosier and American Racer only. Mixing allowed. Grooving, siping, buffing allowed.

Hoosier:

LM40 any location.

FT200/FT400/FT600 any location.

American Racer:

38/44/48 any location.

**MINIMUM WEIGHT:** 2250 lb 602 powered car with driver  
2400 lb 604 powered car with driver:

Minimum weights are subject to adjustment.

Added weight must be painted white with car number on it.

**CHASSIS/FRAME:** No part of frame may be aluminum, titanium or other exotic material. Frame must be a minimum of 2 inches square or rectangular with minimum of .083 wall thickness. Round tube frames must be a

minimum of 1 3/4 inches and a minimum wall thickness of .083. 4130 chrome moly only. Jig chassis and clip type chassis allowed. Wheelbase 102.0 minimum. Rear tire to tire width from side to side 88" maximum. Measured from outside to outside of rear tires. No wings or tunnels of any kind allowed on/under chassis. No electronic devices allowed that could enhance adjustment of handling characteristics, as determined by tech.

**SHOCKS:** No electronic controlled shocks.

**SEAT:** Designed for racing only bolted to frame not floor. Right side head rest mandatory, left side suggested. Hans, Hutchens, and/or similar safety restraint not mandatory, but strongly recommended. (25 lb weight break if used)

**STEERING:** Quick release steering wheel mandatory.

**BODY:** Ford, GM, Dodge, bodies allowed.

All measurements are with driver in car race ready. No wings or tunnels of any kind allowed on/under body. Deflectors/shields are allowed, fabricated of aluminum or steel maximum, 18" height, 24" length. Must be attached securely to the chassis. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. Full metal firewall front and rear mandatory.

No lips allowed on sides that may act as spoiler purposes. (Inside or outside)

All upper and side panels must run parallel to chassis. Front fenders and hood must be level and flat from left side to right side of car and at least as far back as engine plate.

No part of fenders or hood may be below outside body line nor angle inward or outward.

A single strip of plastic material along the bottom of doors allowed.

No part of body may "V in" from outside to middle of car or middle of that part.

No wheel skirts.

Interior body work may be dropped a maximum of 4" below the door. Drop interior must be enclosed at firewall in. Flat interior must maintain a minimum of 11" from roll cage.

**WIDTH:**

78 inches at the top of the doors maximum side to side (width). Checked at firewall and behind driver seat.

72 inches maximum rear width measured at spoiler.

78 inches maximum rear body width measured 12 inches below spoiler.

Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.

**ROOF:**

Sheet metal, fiberglass or plastic. Carbon fiber edges permitted.

No odd shaped or partial tilted roofs. Must be parallel to body.

No lips allowed on roof that may act as spoiler purposes. (Inside or outside). Front and rear of roof must roll, as to not create a spoiler effect.

Must have roof supports and posts. Bottom of front post Maximum 12 inches. Post must run in straight line and maximum 4 inches total of both sides. May taper at bottom into post.

No V shape of roof measured from outside to middle.

Roof Length Minimum 44 - Maximum 54

Roof Width Minimum 48 - Maximum 52

**REAR WING WINDOWS:** Quarter windows must be either, both sealed or both open. If open, cannot be offset and must be the same size.

**DOOR MEASUREMENTS:**

37 inches from top of door to ground maximum.

## REAR QUARTER PANELS:

Center of rear hub to end of quarter panel cannot exceed 50". Measured in a horizontal line.

SAIL PANEL: maximum 43 1/2 inches.

Sail Panel(s) cannot be offset. Must meet edge of body. Maximum 3 inch arch measured on front side.

Sail Panel(s) must be same as body (Ford, Dodge, Chevy).

Sail Panel must taper down at rear corner of roof.

## REAR SPOILER:

Metal or lexan permitted. No plexiglas.

Adjustable spoiler permitted up and down only. No side to side adjustments or adjustments that can be made during race.

Maximum measurement 8" tall 72" inches wide. Measured total of all material including any turns of and including support brace.

2 piece spoiler allowed, but must be bolted together at joint and attached to single blade at that joint. If bolted together, both pieces must be exact same angle.

Spoiler may not extend over side or rear of car.

3 blades allowed. Rear of blade must be even with rear of deck.

Supports or blades maximum length of 18 1/2" where it attaches to the car. Includes middle blade.

Blade must have a minimum of 1 1/2" clearance between front of blade and sail panel.

Blade at front edge must be a maximum height of 4".

If angle material is used to support rear of spoiler, it must be mounted at least 1/2" below top edge of spoiler

\*602 powered cars allowed 12" side blades. Middle blade if used must remain 8". Both side blades must be the same size. 12" side blades. Use same pattern as 8" blade in diagram. 4" front maximum, tapering in a straight line to the rear of blade.

REAR DECK: No part of rear deck may extend past quarter panels.

Deck height measured from ground 38 inches maximum with driver in car.

WINDSHIELD SUN VISOR: 4 inch maximum width allowed.

HOOD: All cars must have the hood in place and securely fastened when starting their 1<sup>st</sup> lap of the race. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver.

## NOSE PIECE

Any extensions must be of flexible material.

Maximum width of nose piece and extension is 92 inches

Must be mounted flat to top of fenders. Fenders may not "V" in.

Maximum measured from center of front hub is 54 inches at furthest point.

Nose must be same as body type (Ford, Dodge, Chevy).

No lips allowed on nose that may act as spoiler purposes. (Inside or outside)

Tech INSPECTION Policies and Procedures: An inspection can be demanded anytime once entered pit gate and or after any race event, any position including did not finish. DRIVER only can refuse a tech inspection and will forfeit the affected event money and points as well as all points accumulated at the affected track (loss of accumulated points applies only to refusing a tech inspection-does not apply to refusing a protest). Not being the driver's regular car has no relationship to the outcome regarding any tech inspection, driver or tech official's decision.

Tech AREA Policies and Procedures: Questions/input will be addressed as possible by the officials. Verbal or physical action directed toward officials or other racers will not be tolerated. Driver along with anyone else that has been allowed in tech area must remain with their designated car unless otherwise instructed by official(s).

TECH INSPECTION situation - Only driver/car will be allowed in tech area, driver must remain in car until otherwise instructed by official(s)-a designated number of crew members per car will be allowed by tech officials IF and WHEN need

PROTEST (all cars): In a protest situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other means, the protest will be terminated. Additionally, Tech, General Manager, and track owner, as a team may submit further action.

Tech has the authority to disallow any protest deemed inappropriate or has not properly followed protest procedures and this decision will be final concerning any issues. Driver only can refuse to be protested and will forfeit the money and points for the affected event only. There are two types of protest, visual or major. Not being the driver's regular car has no relationship to the outcome regarding any protest. Protest must be Only ONE specific part/component allowed per protest entry. Only ONE protest entry allowed per driver per feature event.

No engine dyno protest allowed.

Protest entered with feature event only.

All persons involved with both cars are expected to conduct themselves professionally. Any physical or verbal action against other racers or track officials will not be tolerated.

Protest entered with feature event only.

Enter a protest as follows-LEGIBLY hand written IN DETAIL, with EXACT amount CASH only US funds, submitted by driver to Tech Inspector within 10 minutes of end of feature. Once protest is entered, protest cannot be withdrawn unless approved by tech official.

PROTEST SITUATION (all cars):

Driver/car ENTERING protest:

Driver only can enter the protest

Driver must finish on the same lap as the winner in the current feature event. Driver only must also have finished on the same lap as the winner in the immediate previous scheduled feature event before the protest date at Can Am. Driver/car does not have to match in this previous event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final outcome. Only TWO representatives from car entering the protest will be allowed in tech area-additional representatives may be allowed per tech officials IF needed.

Can Am Officials will retain the protest amount until a decision has been made with the inspection results.

Driver/car BEING PROTESTED:

Driver only can refuse the protest.

Driver must take the green flag with start of current feature event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final outcome. Only driver, car, ONE crew members, from car being protested will be allowed in tech area-a designated additional number of crew members will be allowed by tech officials IF and WHEN needed.

Must begin work required for protest inspection within 15 minutes and be ready for inspection within 60 minutes of notification of protest, any justifiable circumstances may be considered. Failure to comply with tech official's evaluation will result in driver and car considered refusing the protest. In the event of this, driver and car will be assessed the refusing the protest penalties.

Refusing the protest will result in the following. Driver banned from driving in any division at Can Am for 30 days. Car banned from Can Am for 30 days. Further inspection may be required.

Protest Dollar Amount \$400.00 Any part/component of car, bumper to bumper-EXCEPT engine and any part/component supplied by GM at time of purchase from GM. Exception: distributor and all distributor parts/components, valve springs, push rods, rocker arms, vibration damper (balancer), valve covers, all may be protested in the \$400 category.

All protests: \$500.00 will be ADDED to protest amount for any protest requiring removal of engine, transmission, rear end housing, as determined by tech. If not sure the additional \$500 is needed, have it ready to immediately provide to tech official if required.

FOUND LEGAL: Car being protested receives protest money.

FOUND ILLEGAL: Protester is refunded protest money.