

# PRO STREET DIVISION

The following is simply a brief outline of this division. For in depth info see the division rules found within the TECH INFO tab on the HOME page.

Open to race teams that conform to Can Am requirements. Driver minimum 16 years old.

Chassis and body is 1955 to current Super Stock/Street Stock/Pro Stock (“full fendered”) style cars that conform to Can Am Pro Street Division Rules.

Engine type is rule controlled OPEN engine or GM 602 Crate engine.

This division is the type of car that started it all in the history of auto racing. Known as “full fendered” as differing from “open wheeled”, these type cars are what competed in the early days of racing. And are still going strong with NASCAR! The Can Am Pro Streets are a blend of dirt track Street Stocks and Pro Stocks, along with the asphalt Super Stocks.

The Can Am Pro Street Division is extremely fast on “the big, fast track of the Northeast”. These 3000 lb. plus cars work well on the long sweeping turns and long wide straightaways at Can am. Lots of room for them to turn loose.

On any given night they can be seen 4 or 5 cars wide out of turns and down the shut!

Not a lot of double up winners. In fact, one never quite knows who will be the first to the checkered till it’s over.

Among some of the best, most exciting racing of the night!

**For inquiries regarding this division contact  
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# Chapman's Can Am Motorsports Park

## 2016 Can Am Pro Street Division Rules

10/23/15 (this version replaces all previous dated versions)  
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### CAM AM PROCEDURE INFO:

**RULE AMENDMENTS**, Can Am maintains the authority to amend any section of these rules at any time.

**INTERPRETATION OF RULES**, all interpretations by the track officials are final. As a driver, crew member or owner you are responsible to know the track's position on all rules. Not knowing is no excuse! Can Am Speedway tech will be strictly enforcing these rules.

**NO PENALIZING**, if a car conforms to the rules that all are going by, passes any inspection by tech, I do not believe that any driver should be penalized for winning races. Therefore, there will be NO penalizing, such as, but not limited to, adding weight, to any rule legal car and or driver that gets around the track better than fellow competitors. But a bounty may be imposed on the driver.

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

**STOPPED ON TRACK**, at any time a car stops on the track or anywhere that may establish a dangerous condition (as determined by track officials) during any race event, whether involve in an accident, incident, breakdown, or any other reason. The driver must remain in the vehicle, with all safety equipment remaining in use until safety crew or track cleanup crew arrives on the scene. This of course unless there is a life threatening issue such as fire. Failure to adhere to this procedure rule may result in disqualification from the affected event along with denied racing privileges for the remainder of the effected event(s). Additional penalties may also be implied.

**INSPECTION**, any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Be prepared! 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.

**SAFETY INSPECTIONS**, are performed regularly regarding, but not limited to, all driver/car safety components must be up to date with no faults, all steering components must be firm with NO play any direction, no holes larger than 1' in firewalls or floor. Anything on car, bumper to bumper, deemed unsafe by tech officials will be final!

**JACKSTAND POLICY**, any car with one or more wheels jacked off the ground must have a jackstand substantially in place whenever being worked on.

**DISALLOW ANY DRIVER/CREW/CAR**, Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or under/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.

**MEASUREMENTS**, any and all measurements may have a ½ inch tolerance, this will be decided by tech at time of being measured.

**ADDED OR REMOVED MATERIAL**, the legality of any material added or removed from car in the interest of safety will be decided by Chief Tech Inspector.

**MAINTAIN A SAFE, ORGANIZED ATMOSPHERE**, driver/crew, must maintain a safe, organized atmosphere at all times to preserve their safety as well as those around them.

**SAFETY NOTE**: All rules, policies, and procedures 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.

### DRIVER ELIGIBILITY

Must be 16 years old by any time throughout the Jan thru Dec calendar year of the current racing season. With parent or legal guardian signature if under 21 years old.

### CAR ELIGIBILITY

1955 to current. Open to Super Stock/Street Stock/Pro Stock style cars that conform to these rules. No strut or torque arm type cars allowed. No convertibles, four wheel drives, sports cars (as determined by tech). Rear wheel drive only. No independent rear suspension.

*Home track rules* may apply, one time only, with any visiting car, calling ahead is recommended, we will work with you as feasible. Driver should be prepared to present a copy of current season home track rules to tech.

### CAR SAFETY REQUIREMENT

All cars must meet the following requirements!

*CAGE* mandatory, with the following minimum specifications.

All welds must be completed in a safe and professional style. Absolutely no material burn thru will be allowed. All welds must be completely around and or throughout the entire mounting area. All junctions of two or more tubes must be joined with minimum 1/8" magnetic steel gussets. No threaded pipe, pipe fittings, lap welds. No flush grinding of welds.

Everything in the cage system must pass all safety inspections, any failure to pass, the car will not be allowed on the track.

Damaged and or rusted frame or unibody cars must be safely and professionally repaired/reinforced as determined by track officials. In the event of this, the entire project must be inspected and approved by track officials.

6 point cage surrounding the driver.

All material fabricated from seamless magnetic steel tubing, with a minimum of 1 1/2" outside diameter with .065" wall thickness.

Four uprights will be as follows, one upright in front and one upright behind the driver on both sides of car. The front uprights must be maximum 2" to the rear of windshield/dash area. The rear uprights must be maximum 24" to the rear of driver seat. Mounting to frame/unibody will be as follows.

*Full frame cars*, each upright must be securely welded to the frame.

*Unibody cars*, each upright must be securely welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

Additionally, with unibody cars, two pipes, one on each side of car must be securely welded to bottom of each upright as follows. Pipes must be mounted on outside of uprights and extend from front upright to rear upright each side of car. Pipes must mounted flush to floorboard/unibody to allow welding pipe to floorboard/unibody. If mounting flush is not accessible. A minimum 1/4" thick magnetic steel plate must be securely welded to pipe and floorboard/unibody as to form pipe, cage and floorboard/unibody as all one connection.

Four bars must horizontally join the four uprights flush with the top of uprights. Pipes and tops of uprights must be a minimum of 2" above the helmet of race ready driver.

There must be a minimum of three horizontal bars on *driver* side connecting front and rear uprights. Spacing must be, *top* bar maximum 4" down from bottom of window opening, *bottom* bar maximum 6" up from unibody/frame/floorboard, *center* bar centered between top and bottom bars. Bars may be mounted flush between uprights or across outside of uprights. All three bars must be securely welded to cage uprights.

A minimum 1/8" thick magnetic steel plate with no seems, mounted inside of car, horizontally upright to upright and vertically bottom of window opening down to unibody/frame/floorboard. Plate must be mounted on outside of the three horizontal bars, securely welded to the three horizontal bars and or cage uprights and unibody/frame/floorboard.

There must be a minimum of two horizontal bars on *passenger* side connecting front and rear uprights. Spacing must be, *bottom* bar maximum 6" up from unibody/frame/floorboard, *top* bar minimum 4" maximum 6" up from bottom bar.

Two bars, each mounted flush with the top of each rear upright, and continuing rearward diagonally down to maximum 36" from rear furthest end of unibody or frame. Mounting to frame/unibody will be as follows.

*Full frame cars*: These two bars must be securely welded to the frame.

*Unibody* cars: These two bars must be welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

The above roll cage specifications are the minimum requirements. Additional bars and reinforcement, if done in a safe professional style is allowed, but must be inspected and approved by officials prior to going on the track. Any previously built cage system must add any of the above missing specifications that can be added with cage already built and installed in car. All cage systems, whether or not conforming to the above specifications, new or previously built must be inspected and approved by officials prior to going on the track.

*SIDE BARS/RUB RAILS*, recommended. If used must be at least on driver side. Must be fabricated from minimum 1 1/2" OD, .095" thick magnetic hollow round steel tubing. Located outside of body at center of front bumper height minimum to 4" above front bumper height maximum. Horizontally parallel with bottom of body, fender well to fender well, flush to body.

*BUMPERS*, heavy duty bumpers, front & rear mandatory. Minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing. Must be capable of withstanding high speed impact.

*FIREWALLS/FLOOR PAN*, a full firewall between engine compartment and driver compartment and a full firewall between trunk compartment and driver compartment, a full floor pan firewall to firewall/side to side are all mandatory. No opening larger than 1" in either firewall or floor pan.

*FRAME REINFORCEMENT*, any rusted or otherwise damaged frame/unibody areas must be securely and safely reinforced. Fabricated from minimum 2"x3" rectangular seamless magnetic steel, minimum .065" thick. Must be inspected & approved by tech officials.

*ADDED OR REMOVED MATERIAL*, any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not.

*BELTS (SAFETY)*, 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.

*SEAT*, must be designed for racing, high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column.

*WINDOW NET*-on driver side mandatory. Must be securely fastened and equipped with quick release mechanisms.

*SEAT*-must be designed for racing, high back aluminum, with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind centered in the frame steering column. The bottom rear of the seat must be a maximum of 16" from the centerline of the rear axle. Right side head restraint net and or support are required. All head restraint nets must be equipped with quick release mechanisms.

*HANS, HUTCHENS, and/or FACT SIMILARITY SAFETY RESTRAINT*-recommended. *NOTE*: 25 lb. weight break with in use when in competition. Must be in place when crossing scales.

*STEERING*-must be hiem joints type linkage. ALL components must be firm with NO play any direction. All workings must pass any safety inspection. Quick release steering wheel mandatory. (refer to steering under misc section).

*WINDSHIELD*, mandatory, must be of wire mesh, reinforced with one safety bar and at least two safety straps made of at least 1.0" (inch) wide steel. Straps must be equally spaced on the inside.

*VISOR/SUN BLOCK*-at top of windshield allowed, must not obstruct driver's vision in any direction.

*DRIVER COMPARTMENT*-all areas within reach of race ready driver must be sufficiently padded with SFI-Rated fire retardant padding. Absolutely no sharp areas in driver area.

*FUEL CELL*-mandatory. Refer to fuel/system section.

*FUEL LINES/HOSES*-all lines/hoses, such as, but not limited to, fuel line, running through driver compartment must be an approved high impact resistant braided type.

*THROTTLE PEDAL LOOP*-must have a steel toe loop security mounted on pedal.

*THROTTLE RETURN SPRINGS*-two throttle return springs mandatory, must be anchored in separate areas.

*SHUTOFF SWITCHES*-ignition" kill" switch, fuel main shut off and battery main shut off are all required within easy reach of driver and all must be clearly marked "OFF" and "ON".

*BELL HOUSING*-scatter proof bell housing mandatory.

*DRIVE SHAFT*-drive shaft tunnel and two hoops are mandatory, (refer to drive shaft under driveline section).

*BRAKES*-must operate properly upon inspection.

*LUG NUTS/STUDS/HUBS*-5/8" studs. All wheel studs must have lug nuts on and tight and at least flush with end of stud. No knock off style hubs.

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

*TIRES*-all tires on car must pass safety inspection.

*BALLAST (added) WEIGHT*-75 lbs. maximum per bolt on (refer to minimum weight under misc section).

*EXHAUST NOISE*-any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

*GROUND CLEARANCE*-must be adequate ground clearance between lowest part of chassis and track.

*RADIO*-one way only radio (frequency 454.000) required. No system allowed of anyone other than track official communicating with driver during race event.

*TRANSPONDER POLICY*-required. Transponder required location-must be mounted on right side of car, 24" to the rear of axle housing (measured from center of axle housing to front edge of transponder).

## ENGINE

*ALLOWED ENGINES*: GM Performance Parts 602 crate engine and rule controlled Open engines are the only allowed engines. Refer to the related section. ENGINE-602 CRATE

ENGINE-OPEN ALL ENGINES (MISC) (Relates to both engines)

### ENGINE 602 CRATE

#### ENGINE and COMPONENTS

*ENGINE*: GM Performance Products 602 Crate engine, part number #88958602/19258602 Engine and all parts/components provided and installed at time of 602 engine purchase by GM factory must remain as supplied by GM factory. No modification(s) of any kind is allowed unless otherwise mentioned in these Can Am Pro Street rules

*ANTI TAMPER SEALS*, not required, but engine and all parts/components provided and installed at time of 602 engine purchase by GM factory must remain as supplied by GM factory.

*REPAIRING, REBUILDING, FRESHENING*, including repair and or replacement of any sealed component(s) is allowed. All replaced parts/components must be OEM specifically for the 602, except gaskets and oil seals. Exact replacement, direct fit aftermarket gaskets and oil seals allowed, must be within OEM 602 engine specs. No performance enhancing gaskets or oil seals. All work may be done by racers choice. No Fastrak engines. No "Blue Printing" or rebuilding any part/component to alter performance characteristics. No overboring. No Can Am official required to be present at time of reassembly.

*IGNITION*: Aftermarket exact replacement direct fit distributor cap, coil, and module allowed, other than these three components the distributor along with all GM supplied parts/components must remain as supplied by GM at time of 602 purchase. No "Blue Printing" or rebuilding any part/component to alter performance characteristics.

*CARBURETOR*: One only, any readily available, in stock type (no special order), North American manufactured 2 or 4 barrel. Maximum throttle plate bore 1-11/16" (1.688) with any carburetor, no tolerance. Any safe modifications allowed. Two throttle return springs mandatory.

### ENGINE-OPEN

#### ENGINE and COMPONENTS

*ENGINE*: Any North American manufacture 8 cylinder only, V8 style, Small Block design only. Any bore/stroke combination, 415 CI maximum.

*BLOCK*: Any cast iron OEM or aftermarket, North American manufacture V8 type. Any machine work allowed, engine mounts location must maintain original OEM location.

*PISTON OR PISTON/RINGS KIT*: Any flat top or dished, readily available, in stock type. No special order. Any machine work allowed.

*RINGS*: Any type/material, readily available, in stock type. No special order. Any machine work allowed.

*CONNECTING ROD*: Any type/material, readily available, in stock type. No special order. Any machine work allowed.

**CRANKSHAFT:** Any cast iron or steel readily available in stock type, as decided by tech official. No special order! Any machine work allowed.

**ENGINE REBUILD KIT/ROTATING ASSEMBLY/SHORT BLOCK/LONG BLOCK/COMPLETE ENGINE:** Must conform to all individual parts/components rule sections.

**VALVE TRAIN:** Any direct fit flat tappet, hydraulic or solid camshaft, must maintain OEM in block location. Any push rod, valve spring and lifter. Any style/material rocker arms. Shaft mounted rocker arms allowed. Stud girdle, lifter galley plate allowed. Any chain type valve timing system allowed. All valve train components must be readily available in stock type, as decided by tech official. No special order! Except camshaft may be special ordered.

**CYLINDER HEAD:** Any cast iron only, OEM or aftermarket, readily available in stock type, as decided by tech official. No special order! OEM head to OEM block manufacture must match. Casting/ID #s must be unaltered and legible. Any machine work allowed. No compression ratio rule.

**INTAKE MANIFOLD:** Any direct fit cast iron or aluminum, single mount two or four-barrel capability only, readily available in stock type, as decided by tech official. No multi carburetor manifolds. Any machine work allowed.

**IGNITION:** Any mechanically driven only, electronic or points, direct fit OEM or aftermarket distributor type system. Must be readily available in stock type, as decided by tech official. Direct fit performance parts allowed. One coil and one module only. No magneto systems. Must maintain OEM firing order. Rev limiter system not required, but is permitted.

**CARBURETOR:** One only OEM 2 barrel or Holley 2 barrel 4412. Maximum throttle plate bore 1-11/16" (1.688) with any carburetor, no tolerance. Any other modifications allowed. Must pass any safety inspection. Two throttle return springs mandatory.

**STARTER:** All cars must be equipped with an operational electrical starter allowing car to start on its own.

#### ALL ENGINES (MISC)

This section relates to both engines (602 & Open).

**ENGINE TO CHASSIS/BODY:** Engine, chassis, and body do not have to match.

**CARBURETOR:** All carburetor rules are subject to adjustment.

**INTAKE SYSTEM:** Carbureted only, no fuel injection. Naturally aspirated only. No turbo/supercharger systems. No fuel or air may enter by any means other than OEM operation of carburetor and the suction process of engine.

**CARBURETOR SPACER PLATE:** Any readily available, in stock type (no special order), commercially manufactured, or self-fabricated. Must pass all safety inspections.

**LUBRICATION:** One oil cooler securely & safely mounted under the hood allowed.

**EXHAUST SYSTEM:** Any readily available, in stock type (no special order) or self-fabricated headers. EVAC system allowed. Any type of exhaust beyond headers, but must conform to the following. Must pass any safety inspection and must remain under car, securely fastened and extend minimum of 12" behind driver. Mufflers optional. 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:** Any readily available, in stock type (no special order) commercially manufactured, or self-fabricated. Must pass all safety inspections.

**AIR DIFFUSER:** any type commercially manufactured or self-fabricated allowed. Must pass safety inspections.

**STARTER:** All cars must be equipped with an operational electrical starter.

**ENGINE LOCATION:** Front sparkplug on either side cannot be further back than the relevant side upper ball joint. If further substantial evidence of excessive engine setback is determined by tech inspector, this will take priority over the sparkplug to ball joint method and will be dealt with.

**REV LIMITER SYSTEM:** No rev limiting system required, but allowed.

#### DRIVELINE

**TRANSMISSION:** OEM automatic or manual, or BERT/Falcon type. Transmission can be modified, but must begin with OEM housing. Transmission and driveshaft must be the only components between engine and rear end center section. Manual Transmission with in bellhousing clutch system must have a scatter shield or steel scatter proof bellhousing. Automatic transmission utilizing a torque converter must have a steel scatter shield.

**CLUTCH/CONVERTER SYSTEM:** Any type clutch or converter, including non-clutch type coupler manual and shaft driven automatic transmissions.

**REAR END:** Any North American manufacture OEM or quick change. Floater-type allowed. Any size ring gear. Any gear ratio. Solid spool mandatory, no welding gears.

**DRIVESHAFT:** all components steel only, painted white with car #. Must have a minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint.

#### FUEL SYSTEM

**INSPECTION:** Everything in fuel system must pass any safety inspection.

**FUEL:** Gasoline only. Any octane. Additives allowed. Scented additives allowed.

**FUEL PUMP:** any readily available, in stock type (no special order). No electric pump. Must maintain OEM location.

**FUEL CELL:** mandatory 25 US 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.

**LINES,** any and all fuel lines routed thru driver compartment must be heavy duty braided type, or incased in heavy duty piping material with no seams, throughout driver compartment.

#### MISC

**DRIVER ABILITY ADJUSTING SYSTEMS:** The only driver ability to alter system while in competition on the track is the brake bias adjustment system.

**STEERING:** No rear wheel steering that can be operational or changed by race ready driver during racing conditions. Tie rod ends may be and recommended replaced with hiem joints. Steering column may be replaced for safety. Steering quickener, commercially manufactured only, allowed. No homemade quickener systems. Quick release steering wheel mandatory.

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

**BATTERY:** Minimum 24" from fuel cell any direction. Location must pass any safety inspection.

**BRAKES:** All four tires must lock up upon inspection. Side to side/front to rear brake bias adjusting system allowed in cockpit.

**WHEELS:** One piece 15" steel designed for racing only, maximum width 12", any offset. Steel beadlock wheels allowed any position.

**PLUGS/COVERS/WHEEL SPACERS** allowed any wheel position.

**WHEEL STUDS/LUG NUTS,** 1/2" wheel studs and 1" lug nuts are mandatory on all 4 wheels. Nuts must thread on at least flush with end of studs in all wheel positions.

**TIRES:** Designed for racing only, any compound. No tire larger than 13/92-15 size in any position. Must safely fit the wheel and car as determined by Tech. Tire size and brands may be mixed. Grooving, grinding and siping allowed.

**MINIMUM WEIGHT:** 602 CRATE engine cars 2700 lbs minimum with driver.  
OPEN engine cars 3000 lbs minimum with driver.  
Minimum weights are subject to adjustment

#### CHASSIS/FRAME

**BODY TO CHASSIS:** Body and chassis do not have to match.

**FRAME ALTERATIONS:** frame may be reinforced in the interest of safety. On unibody or damaged/rusted full frame cars, a homemade frame may be constructed using steel rectangular or round tubing. Rectangular

specifications minimum of 2" x 3" x .120 wall thickness. The 3" dimension must be in vertical position. Round tubing specifications minimum of 2" outside diameter with .065" wall thickness. Any and all frame alterations, including reinforcing, must be inspected and approved by tech. Tech will be the deciding factor with any discrepancy.

*FRONT CLIP:* fabricated or aftermarket front clip (from front bumper mounting area back to front firewall) allowed. Front clip must be minimum 2"x4" with a minimum .120" wall thickness. Must maintain OEM location measurements for steering box, idler arm, upper and lower control arms. Front clip must be as wide (outer rail to outer rail) as the original frame/sub-frame.

*WHEELBASE:* Minimum 98"/maximum 120". Measured from center of rear axle to center of front axle both sides of car.

*TREAD WIDTH:* Maximum tread width front and rear is 84", measured from outside to outside of tire sidewalls.

*GROUND CLEARANCE-* must be adequate ground clearance between lowest part of chassis and track.

*Lift chain,* cable or strap front and rear mandatory.

## SUSPENSION

*ALLOWED SYSTEMS/COMPONENTS:* OEM design 3 and 4 link systems-links may be fabricated. All links must maintain within 4" maximum longer or shorter than actual OEM length. Jacking/load bolts, adjustable spring cups, wide five hubs, allowed all wheel positions. Rear sliders allowed. No buckled in driver ability to adjust systems other than brake bias. Aftermarket upper control arms allowed. No independent rear suspension. No Late Model suspension as determined by tech.

*SPRINGS,* OEM or aftermarket magnetic coil and leaf springs. Spring to chassis manufacture does not have to match.

*SHOCKS:* any non-adjustable, readily available, in stock type (no special order), with a maximum \$125 standard retail supplier's public list price. One shock per wheel, may be remounted front and rear. No coil-over, canister or electronically controlled shocks.

*TORQUE ARM SYSTEM,* no torque arm systems of any kind, OEM or fabricated.

*STRUT SYSTEM,* no strut suspension systems of any kind, OEM or fabricated.

*SUSPENSION APPROVAL:* Each and every car suspension system must be approved by tech! Any system NOT passing any tech decision must be converted to conform to tech decision requirements to be allowed to compete! To further emphasize this statement, even if all the suspension conforms to the rules, if Can Am Tech has an issue with your system, you must apply the needed amendment(s) to satisfy tech! No exceptions! No excuses! Just do it!

*VISITING CAR:* Home track rules may apply, one time only, with any visiting car, calling ahead is recommended, we will work with you as feasible. Driver should be prepared to present a copy of current season home track rules to tech.

## BODY

*MATERIAL/STYLE:* Any style, readily available aftermarket fiberglass, aluminum, plastic, body and components allowed. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. Driver compartment may be enclosed. Full metal firewall front and rear and floorboard mandatory, no unused holes larger than 1". Floorboard does not have to follow original contour. Body and chassis do not have to match. No Mirrors.

*WIDTH:* Maximum body width measured anywhere along the contour of the car maximum 85"

*SPOILER (REAR):* securely fastened spoiler no wider than body allowed maximum height 5"-measure from deck straight up (not at an angle) to top of spoiler, at backside of spoiler.

*HOOD SCOOP:* securely fastened, allowed. Must not obstruct driver's vision in any direction. Maximum size 20"w x 20"h x 3"h.

*VISOR/SUN BLOCK:* allowed. Must not obstruct driver's vision in any direction.

*NERF BARS/RUB RAILS:* Recommended. See car safety requirement section.

## TRACK TECH INSPECTION



## GENERAL (602 CRATE ENGINE and OPEN ENGINE)

Track implemented tech inspections are for the purpose of satisfying Chapman's Can Am Motorsports Park Officials only, and are in no way performed to prove anything to anyone else, including fellow competitors. If a competing team is suspicious of a fellow competitor, this is what the protest procedure is intended for.

*MIX OF OPEN AND 602 CRATE ENGINES FOR INSPECTION*, most usually there are a mix of OPEN and 602 Crate engines in the top 5. Obviously, having different rules to go by, they may require separate inspection procedures.

*ONE PERSON ALLOWED IN TECH AREA*, only driver will be allowed in tech area, driver must remain with car until otherwise instructed by official(s), a designated number of crew members will be allowed by tech officials IF and WHEN needed, as decided by officials.

*HOOD OPENING*, car hood cannot be opened/removed until allowed by tech official.

*THOROUGH INSPECTION*, take warning, always be prepared for a thorough inspection of your car! This could be in the form of a complete engine tear down! Failure to submit to any such demanded inspection will result in severe penalties. Car and or driver can be demanded any such inspection upon arriving on Chapman's Can Am Motorsports Park premises. Before and or after any event, any position, including DNF & DNS. Everything on car including driver must pass safety, as well as competition rules. Furthermore, 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.

*INSPECTION ISSUE*, in a track tech inspection situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other non-intentional means, the inspection may be terminated. Tech official will render the deciding factor in such an issue.

*ANTI TAMPER SEALED AREA*, no inspection will be done on any part/component within anti tamper sealed areas.

*REFUSE A TECH INSPECTION*, 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.

*REGULAR CAR*, not being the driver's regular car has no relationship to the procedure and or outcome regarding any tech inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Verbal and or physical action directed toward officials or other racers will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials. Any such issues arise, driver/car will be subjected to losing Tech Area privileges. In the event of this the driver and car would be disqualified from the effected event, will lose all money and points earned in the effected event. Further discretionary action may be imposed.

Questions/input will be addressed as possible by the officials.

Always remember, the need to report to tech area suggests a high degree of accomplishment. Finish off earning your way to tech by being professional when you get there. If someone is badgering you, just remember, they are upset because you did it better than them.

## 602 CRATE ENGINE ONLY

### DYNO TECH INSPECTION POLICIES AND PROCEDURES:

*SEALED AREAS*, no inspections will be done within anti tamper seal areas.

*RANDOM SELECTED*, throughout the season race teams will be randomly selected for a dyno inspection. Try not to look at this as being harassed or singled out. If you conform to the rules you have no reason to be concerned or get upset about. Something to always remember, the need to report to tech area suggests a high degree of accomplishment.

*PULLING ENGINE*, the team will be told to pull their finishing position engine. Engine pulling action must begin as soon team is notified, and engine must be in the possession of Chapman's Can Am Motorsports Park within 1 hour.

*REFUSE DYNO INSPECTION*, driver only can refuse the dyno test inspection. Refusing the dyno test inspection will result in the same penalties as found illegal, in the found illegal penalties section below.

*FOUND ILLEGAL PENALTIES*, any engine found to be illegal. The engine will be returned after the dyno test and immediately be classified as OPEN engine status, and from then on not be allowed Crate engine classification. Furthermore, engine must then conform to all OPEN engine specific rules.

#### NOTE:

Any tech inspection result on any specific car/driver and deemed legal or illegal will not affirm the car/driver 100% conforming with or against the rules as others may interpret it. Opinions are twisted to how each individual is affected by the decision. Therefore, if a specific car/driver is deemed legal or illegal, then opinionated differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. Any and all inspections offer no guarantee that anyone else may agree with the inspection decision. Disagreeing with any judgment will have no effect on the decision.

#### PROTEST

##### GENERAL (602 CRATE ENGINE and OPEN ENGINE)

All persons associated with both cars are expected to conduct themselves professionally. Any physical or verbal action against other racers or track officials will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials.

*TRACK SCALES*, no protest allowed with track scales.

*ANTI TAMPER SEALED AREAS*, No protest allowed requiring removal of any anti tamper seals.

*INSPECTION ISSUE*, 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.

*DISALLOW PROTEST*, 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.

Protest feature only. In the event of more than one driver entering a protest on the same protested driver, only the first entered protest will be accepted. With any dispute regarding a protest, tech official will make the final decision, and this decision will be final.

*REFUSING THE PROTEST*, driver only can refuse a protest and will forfeit the affected event money and points. Additionally, car/driver must pass a Can Am prerace inspection before being allowed to enter back into competition at Can Am.

##### ENTERING PROTEST

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.

##### 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 protest 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 and will forfeit the money and points for the affected event only.

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 member, 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.

*COMPLETE CAR and OPEN ENGINE ONLY*  
PROTEST DOLLAR AMOUNT

ONE entered protest only per feature. ONE item only per entered protest. In the event of more than one driver entering a protest on the same protested driver, only the first entered protest will be accepted. With any dispute regarding a protest, tech official will make the final decision, and this decision will be final.

\$400.00 any part/component of car, bumper to bumper including engine.

\$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 called for. Failure to immediately make available this \$500 upon demand will terminate the entered protest.

*FOUND LEGAL:* Car being protested receives protest money.

*FOUND ILLEGAL:* Protester is refunded protest money.

*602 CRATE ENGINE ONLY*  
PROTEST DOLLAR AMOUNT (*engine dyno*)

Protest Amount and Engine Submission:

Amount, \$1500 in money, plus finishing position engine immediately from driver & car *ENTERING* protest for dyno test at same time of driver and car *GETTING* protested engine dyno test. Both engines will be return after dyno test. See Found Illegal Penalties section below.

Money is only put up for the engine *getting* protested. No amount is for the engine entering protest. (\$1500 in levies. With any and all results, \$1000 is forfeited, \$500 is dyno cost and \$500 goes to the track.)

Results:

Engine *GETTING* protested dyno test

Found LEGAL: Driver/car *GETTING* protested receives the \$500.

Found ILLEGAL: Driver/car *ENTERING* protest is refunded the \$500. See found illegal penalties section below.

Engine *ENTERING* protest dyno test

Found LEGAL: Driver/car *ENTERING* protested receives no money.

Found ILLEGAL: Driver/car *ENTERING* protest receives no money. See found illegal penalties section below. Engine *GETTING* protested receives no money with either results.

If BOTH are Found ILLEGAL: (See found illegal penalties section below)

Driver/car *ENTERING* protested receives NO money back.

Driver/car *GETTING* protested receives NO money.

*FOUND ILLEGAL PENALTIES*, any engine found to be illegal, driver/car will be fined \$1000. This \$1000 is assessed to driver and car, therefore until the fine is paid both driver and car will not be allowed to compete at Chapman's Can Am Motorsports Park. Additionally, driver will forfeit the affected event money and points as well as ALL points accumulated at the affected track. The engine will immediately be classified as OPEN engine status, and from then on must conform to all OPEN engine specific rules.

NOTE

Any protest inspection result on any specific car/driver and deemed legal or illegal will not affirm the car/driver 100% conforming with or against the rules as others may interpret it. Opinions are twisted to how each individual is affected by the decision. Therefore, if a specific car/driver is deemed legal or illegal, then opinionated differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. Any and all inspections offer no guarantee that anyone else may agree with the inspection decision. Disagreeing with any judgment will have no effect on the decision.