

2020 NORTHEAST LATE MODEL ALLIANCE RULE BOOK

ALL RULES ARE SUBJECT TO CHANGE OR AMENDED BY NORTHEAST LATE MODEL ASSOCIATION (NLMA) OFFICIALS
in the interest of fair competition

RULE BOOK DISCLAIMER

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

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION(S) OF OR COMPLIANCE WITH THESE RULES AND / OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director/tech director shall be empowered to permit reasonable deviation from any of the specifications herein or impose any further restrictions that is in his/her opinion do not alter the acceptable minimum requirements and/or in the fairness of competition. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS.** Any interpretation of deviation of these rules is left to the discretion of the officials and their decision is final.

All participants, fans, car owners, officials agree to a "hold harmless" contract by competing in or being present at a NLMA weekly or touring event. Should litigation of any decision or incident be required, all parties AGREE TO venue and JURISDICTION in Ontario, Canada.

WE RESERVE THE RIGHT TO AMEND THE RULES AT ANY TIME

NLMA Contact Information

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TECHNICAL UPDATES Please make sure we have your email address for updates. We DO NOT mail updates or rule changes. They will also be updated on our facebook page(s).

MEMBERSHIP(S) FEES: The annual membership for the Weekly Championship Series is **TBD**. This covers only weekly your weekly championship series and you must be a member to be eligible for points fund money. Membership begins on date of application and points begin "after" membership is received. Points are not retroactive.

The Vanderlaan Building Products Tour series has no membership fees however each event will have a registration fee.

CHAMPIONSHIPS

Bernheisel Race Cars Weekly Championship presented by VP Race Fuels and Lazer Chassis: Registered member drivers will receive points towards the Weekly Championship Series by collecting their best 12 finishes at sanctioned events which include weekly events at Brighton Speedway, Fulton Speedway, Humberstone Speedway, special events at Brewerton Speedway as well as any of the tour events. Weekly results from each track will be updated weekly on www.nlmaracing.com

Vanderlaan Building Products NLMA Tour Series: in its 3rd season the Touring series will see an 8 race schedule in 2019 plus two home track events at each of Brighton, Fulton and Humberstone. Home track points will count towards the series totals and are aimed at cars supporting the three main tracks of the NLMA. Drivers can choose what home track events they run at and can run at more than one track however finishes counted towards their total tour points must be from same track. For example a driver cannot count one finish from Humberstone and one from Fulton. If the driver ran all the home track races at both tracks NLMA officials would take the top finishes from the track they had the highest total.

Point System: 50,48,46,44,42,40,39,38,37,36,35,34,33,32,31,30,29,28,27,26,25,24,23,22. Any position after 24th will receive 21 points. **MUST TAKE THE GREEN FLAG UNDER "COMPETITION"** to receive any points. Series officials reserve the right to issue hardship points for touring events only. Hardship points will be 21 points and only issued in extreme circumstances such as death of family member, wedding, family emergency or hauler failure on the way to the event. It is the driver's responsibility to make an official request for hardship points and can only do so up to 48 hours after a scheduled event.

Tie-Breakers: In the event of a tie for any of the above championships, tiebreaker will be determined by the driver with the most wins (weekly and tour series combined) followed by most second place finishes, etc. until the tie is broken. If a tie happens in any other position, the tie will remain with point fund monies added up between the tied positions and split equally.

Technical Rules

1. ENGINES

1.1 Only GM part number 19370602, 19258602 or 88958602 & GM part number 19318604 or 88958604.

1.2 Accepted engine seals for the NLMA will be GM bolts, new GM cap style seals, RUSH racing seals, Crate Racing USA Seals and FASTrak seals. No RM bolts, NDRA, DIRTcar (red or blue), Crate USA Generation I (silver) or Crate USA Generation II (blue) seals permitted.

1.3 Engines "must" be sealed in all of the above stated locations with either the "original" GM twist off bolt heads or GM cap seals, or other approved seal tags, or a combination of the "original" GM twist off bolts or cap seals and/or other approved seal tags.

1.4 The sealed engines must remain intact and not be tampered with; any seals that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all NLMA sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to driver

1.5 In the event a repair must be made to an engine scheduled to compete in consecutive NLMA Sanctioned events the driver may contact NLMA officials and a onetime approval may be made for temporary seals to cover maximum one event. Driver will be responsible for making the request for seals and having a plan in place for permanent fix.

1.6 The permitted GM factory sealed crate engines must not be altered, modified, or changed from the GM specifications set forth in the GM Technical Manual #88958668; no changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine.

1.7 If original factory cylinder heads and valve springs do not meet the required correct install height. To correct this,

shimming will be allowed to meet the correct install heights listed in the chart below. These updates will be published in a forthcoming version of the GM Technical/ Specification Manual.

Valve Spring Specifications – New (Unused)			
Description		CT350 (602)	CT400 (604)
Valve Spring P/N		10212811	12551483
Diameter	(A)	1.250"	1.32"
Free Height	(B)	2.021"	2.145"
Installed Height	(C)	1.70"	1.78"
Lbs. @ installed height (+/- 4 lbs.)	(D)	80 lbs.	101 lbs.
Open Height	(E)	1.270"	1.300"
Open Pressure (+/- 8 lbs.)	(F)	195 lbs.	260 lbs.
Coil Bind	(G)	1.20"	1.21"
Wire Diameter		.177"	.178"

CT 400 (604)	Beehive Springs for Fastburn Heads
Valvespring P/N	12625033 (Blue)
Free Height	2.122"
Installed Height	1.780"
Lbs. @ installed height (+/- 4 lbs.)	98 +/- 4.5 lbs.
Open Height	1.300"
Open Pressure (+/- 8 lbs.)	267 +/- 13 lbs.
Coil Bind	1.210"
Wire Diameter	Ovate [4.29 x 5.37]
Retainer 19303149 (8 Pk)	Mass 11.9 g
Keeper 19302868 (16 Pk)	Mass 3.9 g
Spring Seat 19303150 (8 Pk)	
Valve Spring Service 12499224 (16 Pk)	

1.8 No vacuum pumps. No evac systems of any type, including but not limited to the breather system style.

1.9 Engine's GM serial number and when applicable approved build certification number must be clearly visible to Series' or track technical inspectors.

1.10 NLMA Racing Series Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified engine component. Refusal to surrender an engine or other engine part for inspection, exchange or confiscation, will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

1.11 ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all NLMA-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner. After the suspension period, the driver and/or car owner can only compete in Series events with an engine equipped with original factory GM sealing bolts or cap seals, or approved seals. For subsequent violations in regard to any illegal modification to any GM Performance Parts Crate Engine, an indefinite suspension may be issued.

1.12 Any violation of the engine rules and/or factory specs outside the original GM twist-off bolt heads or cap seals and/or permitted Series seal tags on the engine will result in the driver and car being disqualified from that event (loss of points and money). Multiple infractions outside the sealing system will result in the additional penalties.

1.13 Engine set back must be a maximum of 25 ½"-inches from the center of the ball joint to the front of the motor plate/engine bell housing flange

2. ENGINE PROTEST

- 2.1 Any NLMA sanctioned race track and/or NLMA Series Director(s) are authorized to call for an engine inspection or tear down at any time. Tear down and inspection will be performed by NLMA Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved.
- 2.2 The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$2,000 USD, and must be made by a driver/owner that finishes in the top five. \$300 USD of protest fee will go to Series or Track and the remaining \$1,700 USD will go to the winner of the protest.
- 2.3 The protest fee for a partial tear down of an engine that finishes the A main in the top five is \$1,500 USD, and must be made by a driver/owner that finishes in the top five. \$300 USD of protest fee will go to Series or Track and the remaining \$1,200 USD will go to the winner of the protest. A partial tear down will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.
- 2.4 Top five cars can be protested by another competitor in the top five, protest and fee in cash must be made to a NLMA Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed immediately and impounded by Series/Track. Protested engine will be sealed by NLMA Official or person(s) appointed by NLMA to insure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all NLMA sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
- 2.5 NLMA Officials at their discretion will have the option of sealing and identifying the protested engine but not immediately pulling the engine if the driver plans to compete in back to back events
- 2.6 Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all NLMA series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to the driver
- 2.7 Inspection location will be solely at the discretion of NLMA officials. Up to two representatives from each team may be present during the inspection.
- 2.8 Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassemble.

NLMA CONSIDERS CHEATING WITHIN THE BOLTS OR THE INTENT TO CHEAT A VERY SERIOUS OFFENSE AND IN DIRECT CONFLICT WITH CRATE ENGINE RACING AS IT WAS ORIGINALLY INTENDED. ENGINE BUILDERS WILL BE BARRED FOR LIFE, BOND FORECLOSED ON (FASTRAK BUILDERS) WITHOUT NOTICE

3 APPEAL(S) PROCESS

- 3.1 The following is the ONLY appeal process and none other exist implied or otherwise. Appeals must be made "in writing" with a valid reason for the appeal to the NLMA officials within 48 hours of infraction at said "event." Email will be considered an acceptable method of filing an appeal and can be emailed to northeastlatemodel@gmail.com
- 3.2 Should competitor not have written appeal within 48 hours of said event, competitor loses all rights to an appeal. When an infraction is "appealed" competitor will be responsible for all expenses incurred for appeal, including but not limited to legal fees, security fees and fees for board members.
- 3.3 Appeal hearing will take place at a location to be determined by NLMA officials. A board of teams, track owners, inspectors will be recognized for the appeal process to be heard. The decision of this appeal is final and not to be challenged legally or otherwise.
- 3.4 Competitor agrees to a "hold harmless" contract as stated in "temporary or annual membership(s).

4 WEIGHTS

- 4.1 GM crate engine #1925806 or 88958602 – 2200 lbs. with driver (1-lb per green flag lap burn off in the feature only) or GM crate engine #19318604 or 88958604 - 2350 lbs. with driver (1-lb per green flag lap burn off in the feature only)
- 4.2 Any car that is found light at the scales following qualifying/time trials will lose its time and start from the rear of a heat. Any car that is light at the scales following a heat race, B main/consi, or feature will be disqualified from the event. The track scales will be considered the official scales for the event.
- 4.3 Additional weight(s) must be securely attached to the frame below the body decking; frame is defined as the steel welded structure only. Any part that moves or is not a fixed component to the steel frame structure may not be utilized for any additional weight attachments.
- 4.4 Weight must be painted white with car number displayed. Penalty for losing attached weight on the race track is disqualification from the event competing in. Pellet-type and/or liquid-type weight/ballast will not be permitted. No driver-operated weight adjustment devices.

5 TIRES

- 5.1 Hoosier RUSH 25, USA 25 and Crate Racin' USA 55 are the only permitted tires for competition. The RUSH/USA25 must punch 46 or harder when checked cold, and the Crate Racin' USA55 must punch 60 or harder when checked cold.
- 5.2 Re-groove ONLY on the factory pre-molded cross marks found on each individual block of the RUSH/USA25 tires. The groove is not to exceed the pre-molded marks. Be advised that these grooves may not extend into the sidewall of the tire. There is to be NO siping (other than the pre-molded cross marks) or needling of the RUSH/USA25. Light buffing is permitted, but MUST be done in a manner as to NOT create a sipe (cut/split) in the surface of the rubber. Note: Small cuts that are not consistent with a buffing pattern MAY be acceptable. Rule of thumb: If you can see it, it is too deep; if you can feel it, it is way too deep. (See the tech official for a ruling before competition).
- 5.3 Grooving and siping is permitted on the Crate Racin' USA 55.
- 5.4 Altering tires by any means of needling or chemical treating is strictly prohibited! NLMA strictly forbids the physical defacement (removal, altering, or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure.
- 5.5 Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both.
- 5.6 Drivers caught with tires that have been illegally defaced or chemically treated face a \$500 USD fine and 14 day suspension plus all related lab testing costs.

6 FUEL

- 6.1 Racing Fuel allowed, no alcohol

7 FUEL SYSTEMS

- 7.1 Mechanical fuel pump only, no electric fuel pumps of any type.
- 7.2 No fuel injection, fuel nozzles, etc. may be connected to fuel system at any point, only one fuel system per car.
- 7.3 All cars must have fuel cells that meet and/or exceed FT3 or SFI 28.3 specifications. The fuel cell must not exceed a 35-gallon capacity. The fuel 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.
- 7.4 The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing. The fuel cell must be mounted with a minimum of two (2) .125" inch thick, minimum 2" width steel straps. Straps must fully encircle the fuel cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/16"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
- 7.5 The fuel pick up must be positioned on the top of the fuel cell and be constructed of steel. The fuel pick up must have a check valve. Pickups on vertical sides prohibited.

8 CARBURETORS

- 8.1 Only one carburetor, any 750 CFM carb or smaller and must have 1 11/16ths base plate maximum
- 8.2 All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.
- 8.3 All carburetors must have conventional Holley-style straight or down leg boosters; no exceptions.
- 8.4 Holley 26-342 float bowl vent tube check valves are MANDATORY.
- 8.5 Engine must be naturally aspirated.
- 8.6 604 - May use one carburetor spacer (1" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick). One gasket between intake to spacer and one gasket between spacer and carburetor. Carburetor spacer may not protrude down into intake manifold.
- 8.7 602 - May use one carburetor spacer (2" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick). One gasket between intake spacer and one gasket between spacer and carburetor. Carburetor spacer may not extend down into intake manifold.

9 AIR INTAKE/HOOD SCOOPS

- 9.1 Air may not be "forced" into carb from outside
- 9.2 Cold air boxes on boxes sealed to hood, must have no less than (3) 1 inch holes in back of box so air may escape.

10 EVACUATION SYSTEMS

- 10.1 Evacuations systems of any type are not legal. This includes but is not limited to, breather system to oil pan hookup.

11 HEADERS

- 11.1 No Tri Y headers, No merge collectors or square tube headers.
- 11.2 Mufflers will only be mandated if required by local track.
- 11.3 Headers must have 4 tubes into 1 collector.

12 DISTRIBUTOR

- 12.1 No magnetos, no crank trigger devices
- 12.2 Standard electronic ignition permitted, MSD type box permitted
- 12.3 Series retains the right to exchange MSD boxes without notice
- 12.4 No adjustments from inside cockpit, no traction control devices of any kind

13 WATER PUMP / FAN

- 13.1 Cast or aluminum water pump permitted, no electric water pump.
- 13.2 Engine must be equipped with a mechanical fan; steel, aluminum, or plastic, no electric fan.

14 ELECTRONIC DEVICES

- 14.1 No electronic tuning devices of any kind allowed from inside the cockpit, this could include shock adjustment, RPM, timing, suspension adjustments. No traction control period.
- 14.2 Only tuning from the cockpit will be brake bias and right front brake shutoff.
- 14.3 Go Pro and similar cameras are permitted IF and ONLY IF they do not connect to the car in anyway.
- 14.4 No data acquisition units of any kind.

15 TRANSMISSION / DRIVESHAFT

- 15.1 Direct drive / in and out box not permitted
- 15.2 Any transmission "without exotic materials" allowed, Must have forward / reverse gears and working self-starter.
- 15.3 Composite driveshaft's recommended for safety, driveshaft's must be painted white. Drive shaft loop is strongly recommended

16 REAR ENDS

- 16.1 No open type (sprint car) rear ends allowed.
- 16.2 No 9" Ford or similar allowed.
- 16.3 Only standard quick change style rear ends allowed, The center section of the axle housing must be manufactured of either aluminum or magnesium.
- 16.4 The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
- 16.5 Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel, NO exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.
- 16.6 No titanium or tungsten parts within rear end including bird cages, wheel studs and wheel nuts.

17 BRAKES

- 17.1 Must have operational 4 wheel braking system. Left front shift off allowed.
- 17.2 No carbon fiber, titanium or other exotic material brake systems allowed.
- 17.3 Calipers must be aluminum

18 WHEELS

- 18.1 Only aluminum 14" wide five rims allowed.
- 18.2 Only plastic wheel covers allowed, wheel covers must be fastened by a minimum 3 bolts or minimum 5 dzus fasteners.

19 EXOTIC MATERIALS

- 19.1 All exotic materials are ILLEGAL
- 19.2 That includes titanium, tungsten or carbon fiber unless stated otherwise specified.

20 CHASSIS

- 20.1 No part of frame may be aluminum, titanium or other 'exotic' material.
- 20.2 All frames must be a minimum of 2 inches square or rectangular with minimum of .083 wall thickness or round tube frames must be a minimum of 1 3/4 inches and a minimum wall thickness of .083 4130 chrome moly or DOM only.
- 20.3 Wheelbase minimum of 103.0" and maximum of 105.0" at any time.
- 20.4 Maximum track width from side to side is 88" maximum at the rear tires and 90" maximum at the front tires. Track width is measured at outside to outside edges of tires.
- 20.5 All cars must have a roll cage fabricated from a minimum of 1 1/2" outside diameter with .065-inch seamless magnetic steel tubing.
- 20.6 A minimum of three (3) 1 1/2" outside diameter bars .065" in thickness must be utilized on the left side of the car in the door area.
- 20.7 Any of the bars that are utilized for the top portion of the roll cage, included, 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.
- 20.8 A stone shield for remote oil filters or transmission is allowed, maximum 18" x 18" located near rear engine plate.
- 20.8 All new frames and/or roll cages built on or after January 1, 2006 an additional vertical side brace on the left side in vertical alignment with the steering wheel required.
- 20.9 All frames built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of 1/2"-inch in height and the serial number must not exceed 8 characters.
- 20.9 A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is mandated.

20.10 Approved installation:

- i) Welded plates- Individual plates between door bars are permitted but must be weld around the perimeter of each opening. Minimum area covered is 16 inches by 26 inches.
- ii) A minimum of 16" x 26" plate bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts. A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.
- iii) A minimum of 16" x 26" plate bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate. Vendor and part number must be clearly labeled on part.

21.1.0 REAR SUSPENSION (These rules are per the Unified Dirt Late Model Committee for all series in 2017)

21.1.1 Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before being used in competition.

21.1.2 Rear suspension may utilize either coil or leaf springs.

21.1.3 Rear suspension configuration of current designs know as 3 link, 4 link, cantilever, Z link, or swing arm designs may be used.

21.2.0 Rear Suspension Frame Mounts

21.2.1 All frame suspension mounts must be fabricated using magnetic steel.

21.2.2 Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.

21.2.3 Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 1/8 inch thickness on both sides of the mount.

21.2.4 All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed common industry standards for fastener clearance.

21.3.0 Axle Housing Mounts

21.3.1 Only one (1) axle housing mount per side will be permitted.

21.3.2 Axle housing mounts may be a solid (welded) type or a floating type design.

21.3.3 The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Forward or vertical movement of the mount or the axle housing within the mount will not be permitted.

21.3.4 Axle housing mounts may be fabricated from magnetic steel or aluminum.

21.3.5 Mounts for suspension attaching (radius) rods must be an integral part of the axle housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 1/8 inch for magnetic steel or 1/4 for aluminum is required. Dynamic movement of any mount other than movement created in normal suspension travel will not be permitted.

21.3.6 The mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

21.4.0 Rear Suspension Attaching (Radius) Rods

- 21.4.1 A maximum of two (2) attaching (radius) rods per side will be permitted.
- 21.4.2 Attaching (radius) rods may be fabricated from magnetic steel or aluminum.
- 21.4.3 Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- 21.4.4 Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of all types will not be permitted.
- 21.4.5 The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- 21.4.6 Spherical rod end sizes may be a minimum of a 5/8 rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 bearing.
- 21.4.7 In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 fastener must be used with a 1/2 bearing and mounting hole).
- 21.4.8 Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle housing mount at the rearward end.
- 21.4.9 All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

21.5.0 Rear Droop Limiter

- 21.5.1 One (1) droop limited chain per side will be permitted.
- 21.5.2 The droop limiting chain may incorporate bump stops and/or springs.
- 21.5.3 The droop limiting chain must attach to a collar type mount on the rear axle tube and to the frame assembly directly above the lower mount.
- 21.5.4 Droop limiting chains must be mounted vertically. A droop limiter is allowed to utilize a bump stop or spring type connection. Any enclosed connector device may be considered as a shock absorber and counted in total number allowed.

21.6.0 Torque Control Devices

- 21.6.1 Lift arm assemblies and pull bars will be permitted.
- 21.6.2 Only one (1) torque control device may be used.
- 21.6.3 Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side to side flex will be permitted.
- 21.6.4 The forward end of the lift arm may use a spring over shock assembly (5th coil), a braking shock (6th coil) and a limiting chain.
- 21.6.5 Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition.
- 21.6.6 Adjustors within reach of the driver will not be permitted.

22.0 SHOCKS/ SPRINGS/ RUBBERS/ BUMPS

- 22.1 Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. "Thru rod" style shocks are NOT permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment are NOT permitted.
- 22.2 NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.
- 22.3 Shock absorbers may not contain any "internal" spring that functions as a load bearing suspension spring, "internal" coil bump spring above or below the working piston nor "internal" bump stop of any kind.
- 22.4 No pneumatic springs, "air" springs, or "air" shocks permitted.
- 22.5 Shock covers permitted, but must be removed for all technical inspections.
- 22.6 Front springs must be conventional coil springs. Rear springs may be conventional coil and/or leaf springs
- 22.7 All coil springs must be of conventional design with closed ground ends. Barrel design springs are permitted. All coil springs must be manufactured from magnetic steel. Spring preload adjustments for coil springs must be made using the threaded mechanical adjusting nuts on the shock body only.

Shocks/Springs/Rubbers/Bumps cont'd:

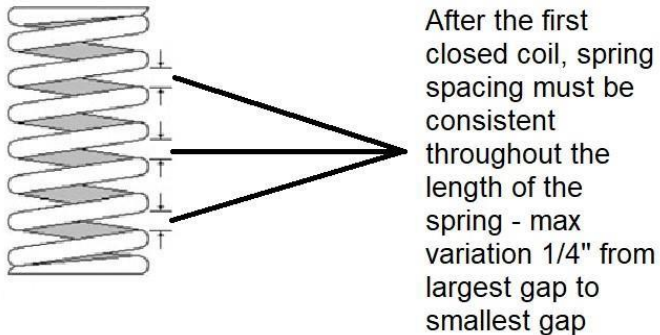
22.8 Leaf springs must be manufactured from magnetic steel or approved composite materials. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

22.9 Other than dampening by the shock absorber, any other method or device that affects spring preload or race car heights is not permitted, including but not limited to hydraulic, pneumatic, or electronically controlled adjusting devices (static or dynamic).

22.10 One conventional coil spring will be permitted per shock per corner of the car. Only one LR shock can have a spring. One standard helper or take-up spring will be allowed per shock with a maximum rate of 30 lb/in. No other stacking of springs allowed.

22.11 Only solid material bump stops permitted; rubber, urethane, and plastic. No coil spring or valve spring-type bump springs permitted. No convex disc bump spring permitted. No pneumatic or hydraulic bump stops permitted.

22.12 Progressive or digressive springs, including "dual rate" springs are not allowed. When measured, the coil spacing after the first closed coil must be consistent for the full length of the spring.



23.1.0 BODIES (check diagram in rear of rules) ***All measurements are with driver 'in the car'

23.1.0 Ford, GM, Dodge and Toyota bodies allowed. All body parts must be same as nose. (Ford, GM, Dodge, Toyota) Standard Dirt type bodies only, no wedge bodies.

23.1.1 No lips allowed on sides or nose that may be utilized for spoiler purposes. (Inside or outside)

23.1.2 A single strip of plastic material along the bottom of doors permitted. The minimum ground clearance will be 3"

23.1.3 No part of rear deck may extend past quarter panels

23.1.4 Center of rear hub to end of quarter panel cannot max 50 inches (Measured in a horizontal line at longest point)

23.1.5 No wheel skirts.

23.1.6 Maximum height 38 inches from top of door to ground.

23.1.7 Rear Deck height measured from ground 38 inches maximum with driver in car. (measured in the middle)

23.1.8 78 inches at the top of the doors maximum side to side (width). Checked at firewall and behind driver's seat. 72 inches maximum rear width measured at spoiler.

23.1.10 78 inches maximum rear body width measured 12 inches in front of rear spoiler.

23.1.11 Maximum width of body measured at bottom of doors 90 inches. Measured in the center of doors.

23.1.12 No Panels under body or deck of any kind with exception of skid plate under oil pan and 18"x18" stone shield located behind the engine plate.

23.2.0 FIREWALL

23.2.1 Must be approved firewall (approved by Series Official) Edges of firewall should be completely 'sealed' in case of fire.

23.2.2 Floor should be reinforced for safety

23.2.3 Sheet metal beside driver should be strongly reinforced or use heavier gauge in this location

23.3.0 INTERIOR

- 23.3.1 Interior body work may be dropped a maximum of 6 inches below the door no tolerance. Drop interior must be enclosed at firewall inside.
- 23.3.2 Flat interior must maintain a minimum of 11 inches from roll cage to allow for easy exit in case of emergency
- 23.3.3 Plastic, Lexan or aluminum glare shield permitted at front of cockpit as normal method (4 inch maximum height) Plexiglas is not legal
- 23.3.4 No side pieces inside of car at any point, except glare shield.

23.4.0 ROOFS

- 23.4.1 Sheet metal, fiberglass or plastic. Carbon fiber edges permitted. No odd shaped or partial tilted roofs. The roof must be parallel to body.
- 23.4.2 Must have FULL roof supports and posts "C" pillars, must be made of equal material side to side.
- 23.4.3 The width at the bottom of the front post may extend up to 12 inches. The rest of the post is maximum 4 inches total width of both sides. Curved arch in post allowed being 3" maximum arch at widest point.
- 23.4.4 No V shape of roof measured from outside to middle.
- 23.4.5 Roof length minimum 44 - maximum 54
- 23.4.6 Roof width minimum 48 - maximum 52
- 23.4.7 Roof height measured from the ground minimum 45" – maximum 50"
- 23.2.8 Front and rear of roof can roll for strength, maximum 1.5" at front and 1" at rear, not create a spoiler effect.

23.5.0 SAIL PANELS

- 23.5.1 All sail panels must extend to the edge of the body,
- 23.5.2 Sail panel at top length maximum 17 inches, minimum 15 inches.
- 23.5.3 Bottom of sail panel maximum length 43 inches, minimum 40 inches minimum.
- 23.5.4 Both sail panel window openings must be either filled in solid or both be open windows. If open windows the area may be covered in lexan.
- 23.5.5 Window opening border frame Minimum 2 inches and maximum 3 inches.
- 23.5.6 Sail panels must have minimum of 3 inches and maximum of 4 inches at deck where it meets the spoiler blade
- 23.5.7 Left and/or right sail panel bottom may be inboard 2.5" maximum from top of quarter panel
- 23.5.8 Maximum 2 inch arch measured with straight edge from top of door to bottom edge of roof.
- 23.5.9 Sail panels cannot be offset from side to side or to spoiler blade.
- 23.5.10 Sail Panels Maximum of 5/8ths inch lip at any point for support. No horizontal supports on Sail Panel

23.6.0 SPOILERS

- 23.6.1 8 inch spoiler only, metal or lexan permitted.
- 23.6.2 Adjustable spoiler permitted up and down only. Side to side not permitted. Spoiler may not be adjustable during the race.
- 23.6.3 Maximum measurement is 8 inches tall X 72 inches wide max and min. FROM END TO END
- 22.6.4 2 piece spoilers allowed, but must be bolted together at joint and attached to single blade at that joint.
- 22.6.5 Spoiler may not extend over side of car, spoiler blade may extend up to .5 inches off of back of car Maximum 3 blades or supports allowed.
- 22.6.6 Supports or blades maximum length of 18.5 inches where it attaches to the car, including the center blade. Blade must have a minimum of 1.5 inches clearance between front of blade and sail panel. Blade at front edge must be a maximum height of 4 inches.
- 22.6.7 If angle material is used to support rear of spoiler, it must be mounted at least .5 inch below top edge of spoiler Rocket spoilers are legal. Max 2 inch material off the back of the blade

22.7.0 NOSE PIECES

- 22.7.1 Only approved nosepieces will be permitted. A list of approved manufactures and part numbers for competition

are as follows:

- Dominator • MD3 – Performance Bodies
- ARP Air Speed nose
- Five-Star MD3 type
- Performance Bodies/Five Star MD3 2015
- Performance Bodies / Five Star 2016 Evolution
- Performance Bodies / Five Star 2018/2019 Evolution 2

22.7.2 Approved nose assemblies must be installed per the manufactures instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacture appearance and not be altered.

22.7.3 All nosepieces must be made of molded type material, and mounted in the center of the car.

22.7.4 Nose filler panel shall be flat across to entire surface, dishing or rising prohibited.

22.7.5 Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.

22.7.6 The nosepiece must be mounted in a manner that does not alter its original shape. The nose shall remain flat; no wicker bill. Alterations and/or additions may not be made to this area other than cooling holes. A maximum of three two inch holes may be drilled into the nose for the sole purpose of air flow for engine cooling purposes. No ducts of any type will be allowed.

22.7.7 The nosepiece can extend a maximum of 54" from the center of the front hub to the farthest point extending forward. The maximum height from the ground to the top of the nose splitter shall be 15".

23.0 SEATS

23.1 Seats must be "Full Containment" style constructed of aluminum to the general design specifications of current industry standards, (SFI 39.2 highly recommended). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.

23.2 Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications. Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Consult with your seat manufacturer for recommendations regarding your current seat.

23.3 If Left Head Surround does not exceed 7 inches from the back of the headrest, a left side seat net meeting SFI specifications is required

24.0 WINDOW NETS

24.1 If you do not have a full containment seat meaning with minimum of 7 inches on both sides of the head area you must use "sprint car type" window net.

25.0 DRIVERS COMPARTMENT/DRIVER SAFETY

25.1 Fire suit mandatory, one or two piece and must meet a minimum SFI3.2A/5 rating. Fireproof Racing shoes, boot and gloves mandatory.

25.2 Hans, Hutchens, Hybrid and/or similar safety restraint mandatory.

25.3 Quick release steering wheel mandatory.

25.4 Helmet with fire resistant interior. Snell 2010 and up.

25.5 Full set of racing seat belts and mounted to frame and not floor mandatory. NO SEAT BELTS OLDER THAN TWO YEARS!

25.6 Must have "master cut off switch" mounted on deck 10 inches behind driver headrest. PUT ON GROUND SIDE OF BATTERY (NOT HOT SIDE).

26.0 FIRE SUPPRESSION

26.1 In 2021 all racecars must be equipped with thermally deployed automatic fire suppression system. The fire

suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and a minimum of two (2) discharge nozzles.

26.2 All systems must meet or exceed SFI 17.1 specifications.

26.3 Systems must be fully charged with ten (10) lbs. of extinguishing agent and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.

26.4 Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

26.5 Minimum one (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area. An optional manual release cable may be used.

27.0 RADIOS/RACEIVERS/Transponders

27.1 Two-way radios or communication devices ARE NOT legal at any time.

27.2 Raceceivers mandatory and must be in working order at all times. Anytime you are on the track you must have your Raceceiver on.

27.3 AMB Transponders are required for all touring events.

28.0 DECAL PACKAGES

28.1 Decal packages mandatory. Series will furnish decals and designated positions per diagram provided in member packets.

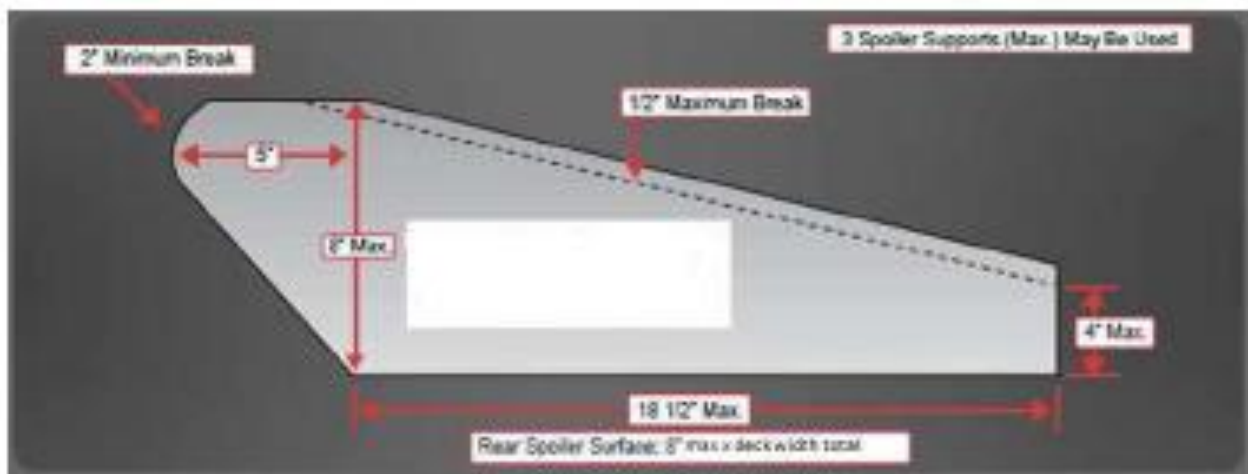
28.2 Series reserves the right to display sponsor decals on front fenders of each competitor's car at a NLMA event.

28.3 NLMA reserves the right to 10 specified positions on each competitor's car, members or non-members,

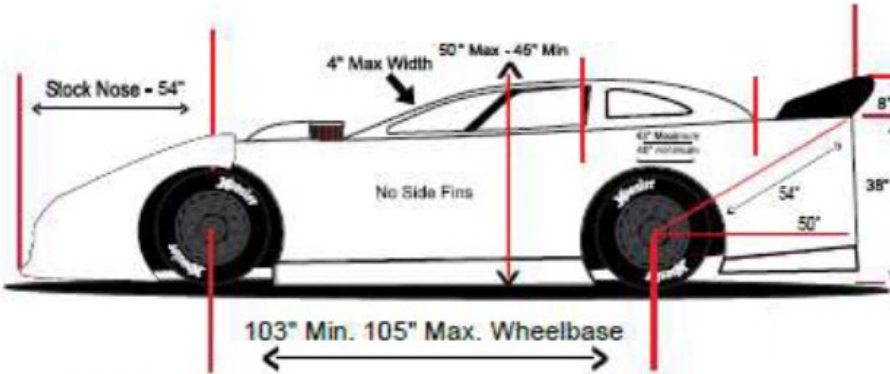
28.4 No decals, no points and will not be eligible for contingencies and other monies from sponsors.

29.0 INDIVIDUAL TRACK RULES

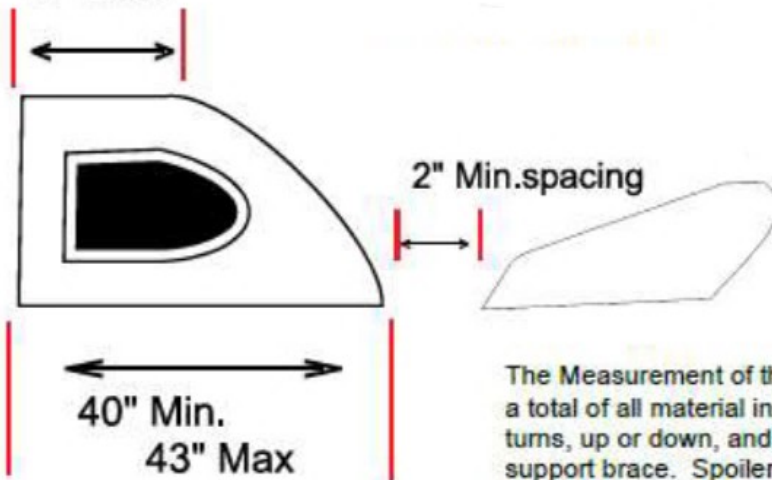
29.1 Note that track rules on an individual basis may over ride series rules. This is only in relation to mufflers, safety items, etc. such as window nets, gloves, etc. Please check with the individual track before attending an event.



All body components 3" Min. above ground.
All body measurements are maximum unless otherwise specified.

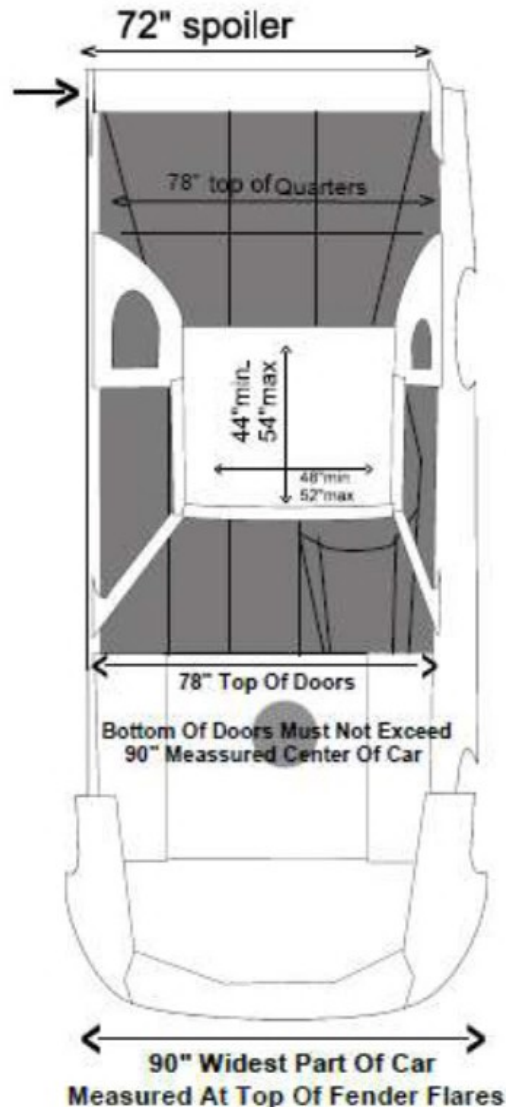


15" Min.
17" Max



All specifications here are measurements above the deck. Be sure to allow 1" - 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck.

The Measurement of the spoiler is a total of all material including any turns, up or down, and includes support brace. Spoiler must meet template with 1 single break.



Roof Supports

Front Roof Supports 4" Maximum With 12" flare max at bottom.

Rear Roof Supports or "C" Pillars, Window Openings Allowed but must be same size opening on left and right side, and can not be offset. If clear lexan

IT MUST BE USED ON BOTH SIDES BOTH SIDES OPEN OR BOTH SIDES CLOSED. CURVED OR ARCED ROOF SUPPORTS ALLOWED, 3" MAXIMUM ARC ALLOWED AT WIDEST POINT, CHECKED WITH STRAIGHT EDGE, EXTENDED FROM ROOF EDGE TO DOOR EDGE.

