2020 SOUTHERN SUPER LATE MODEL SERIES RULES
SSLMS: (SOUTHERN SUPER LATE MODEL SERIES)

Table of Contents

10.11 Interiors
10.12 Spoiler
10.13 Engines
10.14 Fuel Systems
10.15 Steering Components
10.16 Chassis
10.17 Transmission, Clutch, and Rear End
10.18 Drive Shafts
10.19 Tires
10.20 Tire Penalties and Infractions
10.21 Environmental Warning
10.22 Wheels
10.23 Brakes, Brake Components, Wheel Hub
10.24 Shocks and springs
10.25 Suspension Components
10.26 Shock, Spring, and Suspension Penalties
10.27 Remote Control Suspension

10.29 Traction Control Devices
10.30 Weight Limit
10.31 Car Construction Infraction Penalties
10.32 Other
10.33 Decals
10.34 Contingencies

2019 SSLMS RULES

The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the SSLMS and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all SSLMS sanctioned racing events.

SSLMS officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final.

All race cars are subject to be inspected by the SSLMS Technical Director at any time during the event.

The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and, therefore will not be accepted by the SSLMS.

Please remember that we are here because of the Fans, Promoters and the Sponsors. If they don't benefit, neither will we. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring the Series into disrepute.

The SSLMS is a professional organization and will conduct itself so in its dealings with everyone, including fans, drivers, team members, series sponsors, team sponsors, tracks, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to the SSLMS Events.

The Series organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply with this request for removal may result in disqualification from some or all the SSLMS Events.

The decisions made, and the disciplinary actions taken, by the Series organizers and officials hereunder shall not be appealed by the driver, team member or team sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/crew member/participant found by SSLMS officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or SSLMS will receive a penalty. This includes any aggressive action toward a SSLMS official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to the SSLMS or an SSLMS official. Driver / crew member/participants are solely responsible for the actions of all team members at all times. In the event that a team member shows unsportsmanlike conduct, SSLMS officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his/her actions.

No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drug policy. Decisions on drug testing and disciplinary action (which may include but is not limited to immediate ejection from a track, a fine of $500.00, a 90- day suspension, and/or a denial of further entry to SSLMS events is at the sole discretion of the Series.

Any driver entering and competing in a SSLMS event acknowledges and accepts the following: SSLMS and its assigns may use the driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-take reproductions, transmissions over the Internet and public and private on-line service authorized by SSLMS and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other SSLMS event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

1.0 Series Championship
1.1 2020 Points Fund Criteria
A.) To earn 100% of the advertised points fund, drivers must compete in 65% of events during the 2020 SSLMS.

1.2 Awards Banquet
A.) The 2020 Awards Dinner will be held after completion of the season (Date, Time and Place to be announced.) Any driver not attending the Awards Dinner, awards' will be held until the first event of the 2020 season.

2.0 Rookie of the Year
2.1 Prize
A.) There will be a Rookie of the Year prize for the 2020 season. This will be a cash prize of at least $500.00.

2.2 Application Process
A.) Drivers' eligibility for the Rookie of the Year Award will be determined by the SSLMS officials as follows:
i.) Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by applying, in writing, to the SSLMS. Letter of Application should contain the following information as a minimum: age, years of racing experience, years competed in Super Late Model division, number of races won, biggest purse won in Super Late Model events, list of achievements etc., details of car/team for the forthcoming season, and photos if available.
ii.) Application letters must be received before the first intended SSLMS, or in any event prior to the end of March 2020 and the participant has perfect attendance.

3.1 Batteries
A.) No batteries to be located in the driver's compartment/cockpit.
B.) The battery must be securely mounted with positive fasteners and brackets.
C.) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
D.) One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used

3.2 Seats
A.) It is recommended that all seats must be full containment type constructed of aluminum or carbon fiber (SFI 39.2 rated) to the general design specifications of SFI 39.2 standards. Design shall include comprehensive head surround, shoulder and torso support system, and energy impact foam.
B.) A non SFI 39.2 seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system and energy impact foam. Must be installed in accordance to seat manufacturer's instructions. Non SFI 39.2 seats must be made of aluminum.
C.) Seats must be used as supplied and instructed by the seat manufacturer.
D.) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.
E.) Seat mounting brackets must use properly sized bolts and washers for the hole in bracket. No oversized holes or slotted holes in the bracket.

3.3 Restraint Systems
A.) The use of a five (5), six (6) or seven (7) point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of two (2) years of age past the date of manufacture. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade five (5) or better hardware.

3.4 Window Nets
A.) Window nets certified to SFI Spec 27.1 or safety nets certified to SFI Spec 37.1 are strongly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

3.5 Drive Line
A.) A drive line "sling" or loop is REQUIRED.

3.6 Helmets
A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is required to be worn during competition or on the racing surface at all times.

3.7 Driver Suits
A.) A driver suit certified to SFI Spec 3.2A/5 is required to be worn during competition or on the racing surface at all times.

3.8 Gloves
A.) Gloves certified to SFI Spec 3.3 are required to be worn during competition or on the racing surface at all times.

3.9 Socks and Shoes/Boots
A.) Socks and Shoes certified to SFI Spec 3.3 are required to be worn during competition or on the racing surface at all times.

3.10 Cockpit Tubs
A.) Eighteen (18) gauge steel or one-eighth inch (.125") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

3.11 Head and Neck Restraints
A.) Head and neck restraint devices/systems are recommended.
B.) It is the responsibility of the driver, not the SSLMS, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

3.12 Fire Suppression
A.) All race cars must are recommended to be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will should consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten pounds (10lbs.) of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
B.) Systems should meet or exceed SFI 17.1 specifications.
C.) Systems should be fully charged with ten pounds (10lbs.) of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
D.) 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.
E.) The cylinder should be connected to the nozzles with steel or steel reinforced lines.
F.) Two (2) thermally activated nozzles should be used. One (1) nozzle should be located directly above the fuel cell in the fuel cell area and the second nozzle should be located in the driver cockpit area. An optional engine bay nozzle may be added.
G.) An optional manual override cable may be added to the system.

4.0 Race Event Procedures

4.1 Sign In
A.) It will be the responsibility of all drivers/teams to sign in and pay their entry fees prior to the drivers' meeting. ONLY a driver or crew representative shall be allowed to sign in the car that is

at the track prior to cut off. SSLMS officials may draw for drivers/teams not present at the track under exceptional circumstances beyond the control of SSLMS officials or the drivers/teams being signed in. The pill draw will be closed once the drivers' meeting begins.
B.) By entering, Time Trials and/or racing in a SSLMS event, you are accepting these rules and regulations being those under which you are prepared to race.
C.) It is a condition of entry that the drivers' registration form is completed and handed in prior to the driver's first series race of the season. If a driver changes cars or teams during the season, it is his/her responsibility to notify the series officials. It is also the responsibility of the team/driver to fill out a sponsorship registration portion upon sign-in. This portion will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the teams/driver's responsibility to notify the P.R. Director.

4.2 Entry Fees
A.) All drivers/teams will pay an entry fee for each event as follows: i.) Any show $2,000 to win and more will carry a $100 entry fee.
ii.) Entry Fee must be paid before a team will be allowed to draw for line ups.
iii.) In the event of a rain out, cancellation or postponement (other than next day), the race promoter shall return all entry fees at the presentation of pit passes. Do not lose or discard your pit pass. NO pit pass = NO refund.
iv.) Entry fees are collected on a race-to-race basis. Each race will be separate. Entry fees collected will only be good for that event. Only in the event of a rain out will the entry fee be refunded.

4.3 Driver Communication
A.) One-Way Single Channel Radio Receivers
i.) One-way radio receivers are required to be used in every portion/segment of an event.
ii.) Race Director and Head Scorer are the only people permitted to transmit on a one-way radio receiver device. Use of any other type of radio is not permitted.
iii.) Approved single channel one-way radio devices include: Nitro Bee, Raceceiver Fusion, or Racing Electronics Solo.
iv.) Each SSLMS Participant will be required to use a Receiver one-way radio device to receive communication from the SSLMS Race Director during all events. Events include the hot laps, time trials, heat races, consi features and the A-Main event. Generally, the driver should have his Raceceiver installed and tuned in to the designated frequency with the volume turned up to receive communications at any time they have their helmet on and are prepared to compete. This would include the times during line-up and the running of the event and until returning to their own pit space. Drivers need to make sure their Raceceivers are turned on and in working order before they go on the race track. SSLMS officials can communicate a request for you to the Race Director for a Raceceiver radio check. It is the responsibility of the driver to make sure they have a new battery installed in their Raceceiver each time you come back to your pit area. Keep spare batteries with you at the track. Should your Raceceiver not work properly, remove the battery and put it back in to reset the unit. If that doesn't fix the problem, try putting in a new battery. If it still doesn't work, consult with a SSLMS official.

B.) Signaling
i.) Lights are not permitted
ii.) (2) Devices Two inch (2)” maximum diameter with a length of thirty inches (30”) are allowed to signal from a safe area.

4.4 Technical Inspection
A.) Technical inspection will be held at an area designated by the technical inspectors, and all cars must pass through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of passing points.
B.) All race cars must pass through technical inspection before driver’s meeting. ALL race cars must pass technical inspection before a technical sticker is issued.
C.) Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps.
D.) After a race car has passed technical inspection, and sticker has been issued, no alterations may be made to the race car. Any changes to spoiler height, deck height, quarter panels, doors or any other part of body will result in loss of qualifying time or loss of position in either Heat Races or B-Mains.
E.) Spot-checks can be made by the technical inspector at any time, and penalties will be applied to cars found illegal after tech stickers have been issued. All race cars are subject to be inspected by the SSLMS Technical Director at any time during the event.
F.) Any race car found to be illegal, as a result of changes, on the starting grid for the A-Main or a B-Main, will be changed back to legal and start from the rear. Changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in immediate disqualification, and the grid being filled with the next alternate.
i.) If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver’s responsibility to return before the one-to-go signal has been given in order to start from the rear. No exceptions.
G.) No wheel covers, rear end covers, skirts or car covers of any kind may be affixed to the car at any time outside of your pit stall, this includes going to or from tech inspection and the race track. Each team will receive one (1) verbal warning for the 2020 season. A second infraction will result in a loss of Hot Laps, a loss of qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

4.5 Drivers Meetings
A.) It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps.
B.) Any rule, format or schedule changes will be discussed at the drivers meeting.
C.) ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

4.6 Hot Laps
A.) All Drivers will be allowed one (1) Hot Lap session per day.

4.7 Race Format
A.) Random Pill draw at registration will determine the lineups for Heat Races. All Drivers must run a Heat Race or B-Main Race in order to transfer to the A-main. Heats will be ten (10) laps unless otherwise notified in the drivers meeting for events paying $2,000 to win or more.
B.) The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the race track concerned.
C.) Number 1 will earn the pole in the first race, number 2 the pole in the second race, and number 3 the pole in the third race. 4 will start outside pole in the first race, with starting outside front row in race number 2, and so on. Drivers will earn finishing points for their position at race's end and passing points (1 1/2 per car) for each car passed. The driver will receive points only for cars passed that take the green flag. A car that fails to start the race will not be considered passed. The total of these two points will be used to determine qualifying for the Feature Race. The top fourteen (14) in passing points will qualify for the Feature Race. The balance of the field will line up in one or two (depending on number of entries) last chance races. They will be lined up by passing points from the heat races. Either 1-4 (if one last chance race is run) or 1-2 (if two last chance races are run) will qualify for the rear of the Feature Race. They will be lined up by the finish of the last chance race(s). A field of eighteen (18) qualifies for the Feature Race plus two (2) SSLMS provisional(s) for position 19 and 20. If the SSLMS provisional(s) are not used, then position 19 and/or 20 will be filled with the next qualified car(s) from the last chance race(s).
D.) B-Mains (Last Chance) will be ten (10) laps unless otherwise notified in the drivers meeting.
E.) Tracks with transponders we will qualify in heat groups. If you are late to your group you will be allowed one green flag qualifying lap instead of two (2) laps.

4.8 Heat Race & B-Main Assignments
A.) No car will be allowed to change Heat Race or B-main assignments. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear. Only in rare circumstances will this be allowed by the series director.

4.9 Pre-Race Staging
A.) Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include but not be limited to: Heats, B-Mains, Driver's Introductions & A-Main.

B.) A brief tech inspection can occur before each event. It is the driver's responsibility to be in line early enough to pass through this technical inspection prior to Heats, B-Mains & the A- Main. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event.

4.10 Ten-Minute Call
A.) If a ten-minute call is given prior to the A-Main. The ten-minute call may be started during any on track race prior to but not limited to the A-Main. If the ten-minute call begins and a driver misses the ten-minute call, that driver could be forced to start the tail of the given event or race. A grace period may be awarded to the B-Main cars. Heat transferring cars must be on-time.

4.11 Race Procedures and Rules 4.11.1 Flagging Procedures
A.) Each respective race track's standard flagging procedures will be used for each event. If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag falls.
B.) After an on-track incident, the car or cars that come to a stop on the racetrack that were involved in the incident will sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident may be allowed to keep their position in the line (at series official's discretion). Cars that were running on the lead lap will be sent to the tail of lead lap cars. If a car is black flagged for rough driving, a driver who is stopped may get his position back.

4.11.2 Starts
A.) Each respective race track's standard starting procedure will be used for each event. All original starts will be double file and start at each track's designated starting spot. Front row should approach the starting zone at a moderate pace, keeping nose pieces as even as possible. Once the front row reaches the start zone, they may accelerate, and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row.
B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re-line ups, unless there are three (3) or more cars missing from a row, then field will be crossed.
C.) Jumping a start will result in moving back on row immediately, if you come back in position to jump again you will be asked to go to the rear of the field.

4.11.2.1 Brake Checking
A.) Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will subjected to the rear of the field.

4.11.2.2 Cautions on First Lap
A.) Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

4.11.3 Caution Procedures after First Lap

A.) In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the race track, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back at the discretion of race officials.
B.) In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear.
C.) In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.
D.) In the event of a caution, since there will be no racing back to the yellow flag, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one scored green flag lap.
E.) Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader and brings out the caution may be scored one lap down from that point onwards in the race. You can be notified by race receiver, series/track official or both.
F.) Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear. Only track or series officials may work on cars on the track, and if the officials are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.
G.) There is no pitting during Heat Races. All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will WAIT until the next caution to re-enter the race. NO cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.
H.) All drivers making a green flag pit stop during the Heat, B-Main or A-Main will NOT be allowed to re-enter the event until the next caution. Drivers will get two (2) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored as long as they make the one to go signal restart.
I.) A designated hot pit area will be announced at the drivers meeting.
J.) Once a caution is thrown, cars must slow down. The field will be put into correct running order in a single-file line. ALL cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. Rest of field will line up double-file.
i.) EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc. etc.
ii.) EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place

driver, etc. Once field is properly aligned, you will be given the one to go signal.
iii.) If a track utilizes single file restarts for their standard procedure, then we will also use single file restarts.
K.) Any driver that stops on the track in order to cause a caution WITHOUT CAUSE is subject to being black-flagged from that event. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered WITHOUT CAUSE.

4.11.4 Red Flag Procedures
A.) Under red flag conditions, all race cars must come to a complete stop on the race track. i.) Unless directed to by the Race Director or series official, any driver that moves his race car under red flag conditions will be black-flagged and sent to the pits. That driver will not be allowed back on the track and no longer scored for the remainder of the race.
ii.) Teams are not permitted to work on any race car during a red flag, on-track or in the hot pit area. Any team that works on a car during red flag conditions will be black flagged. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

4.11.5 Restarts
A.) Delaware style double-file restarts - defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of inside or outside lane.
i.) Series officials reserve the right to forgo use of Delaware style double-file restarts at any time.
B.) If a track utilizes single file restarts for their standard procedure, then we will also use single file restarts.
C.) All restarts must be nose to tail. Leader may accelerate exiting turn four at a moderate pace approaching the start zone. If leader accelerates early, defined as accelerating anywhere other than the exit of turn four, the leader will be warned for first offense – second offense they will be moved back a row. Drivers, other than the leader, may not pass until they have passed the start zone. Doing so will be considered a jump-start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race.

4.11.6 Racing Off-Track
A.) A driver racing off the racetrack to gain a position may be black flagged and scored last.

4.11.7 Spin Rule
A.) Any driver that is involved in two (2) single car incidents resulting in a caution will be black flagged from that event and sent to the pits.

4.11.8 Penalties
A.) There is a distinct difference between being given the black flag and being disqualified.
i.) Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, B-Main or Feature. Your car will not be scored from the Black Flag time onwards

ii.) Disqualification/Disqualified - means that you will not be allowed to take any further part in the competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

4.11.9 On Track Penalties
A.) No changing tires on the grid and no changing tires in the pits once the grid is released for an initial start.
B.) The following penalties will be applied after normal caution procedures have been followed, unless special circumstances apply:
i.) Under green flag or caution flag conditions, the SSLMS Director reserves the right to invoke penalties or suspensions of any driver whose actions are deemed to be overly aggressive or fall into the category of “rough driving.” Drivers will be notified of any penalties that have been levied by the Series Director. All decisions shall be final.
*Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.
ii.) Any physical confrontation, either on the race track or in the pits, will result in the aggressor or aggressors being suspended for the next three events or payment of a $1,000 fine PLUS the loss of 300 points. A second offense will result in suspension for the rest of the season.
iii.) Any driver who enters another driver’s pit area will be deemed the aggressor. Away from the driver’s pit area, both drivers may be considered aggressors. Drivers should be aware that they will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.
iv.) Any incidents that occur during the last three (3) championship events of the season could result in penalties being applied at the beginning of the following season.
v.) Any incidents that are judged to be “deliberate acts of aggression”, whether on or off the track, under green or caution, will result in disqualification.
vi.) The SSLMS officials reserve the right to increase the above penalties, depending on the severity of the incident.
vii.) Any car that deliberately causes a caution, in the judgment of the Series official or other officials, after the pace laps have been started, or under green flag conditions, or as the race is about to go back to green will be scored one (1) lap down. An exception may be made in the event of a flat tire. At all events, a minimum of two courtesy laps will be given for a flat tire. If a car is black-flagged, it will not be scored from that point on. Failure to leave the track after being black-flagged may result in disqualification.

4.11.10 Time
A.) All Events will be conducted according to schedule in a timely manner. A-Mains will be started by 10:00 p.m. whenever possible. Schedules will be posted in the pits, as will lineups.
It is the driver’s responsibility to adjust their workload accordingly and be ready when called.
B.) As a general rule, from the end of a previous event on the track, drivers will have a maximum of ten (10) minutes to be in position, either on the grid or in the staging area, for the next scheduled event. During Heat Races, drivers must be in the staging area before the end of the previous Heat. For the A-Main, Driver Introductions will begin at the end of the ten (10) minute call time period. If a driver is not in position by the required time during the program, he/she will start from the rear of the field.

C.) Cars must be presented for technical inspection when requested to do so by the technical inspector or Series Director. Delays in getting technical inspection completed, or refusal to unload in a timely manner will result in offending drivers being denied Hot Laps.

4.11.11 Weigh-In
A.) The top 3 finishing cars will weigh in at the scales immediately following, their Heat, B-Main or A-Main as per the weight rule and track layout.
i.) The top 3 finishing cars must proceed directly from the racetrack to the scales. Any detour, to anywhere, may result in disqualification or the offending driver being relegated to last place. Should any car stop on the way to the scales and be touched by anyone other than a race official, the driver will be disqualified. No exceptions.
B.) Any car that is light at the scales following a Heat race, B-Main or A-Main will be relegated to last place for that race.

5.0 Provisional and Alternate Starting Positions

5.1 Provisional Starters
A.) A maximum of two (2) provisional starters will be allowed in any A-main. Provisional starters will be the two (2) highest points scorers from the top ten (10) in points standing, or who have a perfect attendance throughout the 2019 season and not qualified for the A-Main.
B.) For the first two (2) points events of the 2019 season, the provisional starters will be determined from the final 2018 points standings, provided the driver has perfect attendance in 2019.
C.) Drivers who fail to arrive at the racetrack before the drivers meeting will be ineligible for a provisional starting spot for the night's A-Main.
i.) Drivers are allowed one (1) unexcused tardiness and still receive a provisional.
ii.) Drivers who are late and present documentation of a hardship can appeal for an excused tardiness, if the top ten (10) drivers in series points vote the excuse is worthy.

5.2 Promoter's Option
A.) At selected racetracks, at the discretion of the Series Director, the Promoter may have the option to start two (2) extra drivers at the tail of the field.

5.3 Alternates
A.) Any driver in the feature, who is unable to start, will lose his/her position to an alternate. Alternate drivers will be notified of their positions. Once an alternate driver has been called forward to take a position, previous driver may not reclaim that position.
B.) No alternates will be allowed to start after the field has pulled away from the starting grid. In the event that a driver is unable to make his assigned grid position, the following cars will be moved forward to fill that position. The grid will not be crossed and re-aligned. Alternates will join on at the back of the field, and not in the empty positions.

6.0 Changes / Substitutions /Changing Cars
A.) At the discretion of the Series Director, drivers may change cars at any time between Time Trials and the start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, B-Main or A-Main. If a driver chooses to change cars after Hot Laps, that

driver will remain in his drawn position for Time Trials. Drivers and teams should remember that once the Series officials have been notified of a car change, the car being withdrawn should not re-enter the event for any reason.
B.) If a driver chooses to change cars, that driver must present his/her car for technical inspection and must pay registration for that car before being allowed on track.
C.) During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race.
D.) It is the driver's responsibility to notify the Series Director of any desired change.
E.) At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.
F.) Certain procedural changes may be implemented during the season. Any changes will only be made with the drivers, teams, promoters and fans best interests in mind. Example: In case of an event being rescheduled at a later date.

7.0 Points Breakdown

7.1 Earning Points
A.) FEATURE RACE POINTS:
1st - 100
2nd - 95
3rd-90
4th-85
5th–80
6th-75
7th-70
8th-65
9th-60
10th - 55
11th - 50
12th - 45
13th - 40
14th - 35
15th – 30
16th - 25
17th - 20
18th - 15
19th - 10
20th back - 5
B.) Paid entry: 25 points

8.0 Purse Money
8.1 Collection of Purse Money
A.) Under no circumstances will SSLMS officials collect any prize money on behalf of drivers or teams. If you have won money it is your responsibility to collect or make arrangements with the Promoter - it is not the responsibility of the series officials. Prize money will not be collected, credited or otherwise accounted for by any Series official before, during, or after an event.

9.0 Rain Outs
9.1 Postponements
A.) Should an event be postponed until a later date due to inclement weather, all events that have been completed shall stand good upon returning to the rescheduled event. Any driver not

present on the previous date may compete upon payment of entry fee. Drivers entering an event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.

9.2 Cancellations
A.) All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control of SSLMS officials. The track will decide what happens, wether you will get money back or keep for a later day.
B.) Entry fees paid to the SSLMS will be applied to the re-scheduled event and will only be refunded if no other events remain on the schedule.

9.3 Rain Delays
A.) In a rain delay situation, SSLMS officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to re-scheduling availability, a time curfew, or inclement weather. Under these circumstances the amount of laps for Heat Races and A-Main may be shortened.
B.) The A-Main must reach the halfway point before an event will be considered a complete event. In the event weather should affect the A-Main before the half-way point, the event will be restarted at the point and in the running order it was in before being delayed by the weather situation.
C.) If the event cannot be restarted and must be rescheduled for a later date other than the next day, the races will be restarted from the previous portion of the event. Example: Heats and/or B- Mains will be restarted from the beginning of a given Heat Race or B-Main as long as it is not over half-way complete. Provisionals will be awarded based on the current rescheduled date standings.

10.0 Late Model Rules
10.1 Bodies
A.) Nose piece and roof must match body style of car.
B.) All cars must have a minimum of one-half inch (1/2”) and a maximum of two (2”) inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
C.) Floorboards and firewall must cover the driver’s area and be constructed to provide maximum safety. D.) Driver’s seat must remain on the left side of the drive line.
D.) Front window bars are mandatory.
E.) Legible numbers, at least eighteen inches (18”) high are required on each side of the car and roof.
F.) No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
G.) Right side body line must be straight from front to rear with a one-inch (1”) tolerance up and down, left and right.
H.) No “slope noses” or “wedge cars” permitted. Noses must be stock appearing, subject to Series template.

I.) No “belly pans” or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
J.) No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top frame rail. Not to exceed below the bottom frame rail.
K.) All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted.
L.) All non-approved bodies or any section(s) of the body can or will be assessed a fifty pound (50lbs.) minimum weight penalty. Placement of the weight will be at the discretion of the Technical Director.
M.) No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
N.) Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one inch (1”) in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17”) at the rear, with a maximum of ten inches (10”) width at the front and cannot have more than one inch (1”) opening in height at the front.
O.) No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

10.2 Stock Nose Pieces
A.) The SSLMS Technical Inspector must approve all stock nose pieces. B.) Nose pieces must be made of molded type material.
B.) Two (2) piece noses must be fastened together in the center. No spacers to gain width or cutting to narrow overall width of the nose are permitted.
C.) The nose must be mounted flat where filler panel and nose piece meet. Nose piece may not be altered from its original shape.
D.) Adding to the bottom of the OEM valance to achieve lower ground clearance is not permitted.
E.) A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. One-inch (1”) Tolerance.
F.) Front fender flairs must be made of plastic and cannot alter the original shape of the nose piece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
G.) Front fender flairs must have collapsible support.
H.) Front fender flairs can extend a maximum of three inches (3”) above the fender tops and hood.

I.) Front fender flairs can extend a maximum of four inches (4”) above where the filler panel meets the hood.
J.) Holes for cooling purposes must be in the center area (in front of the radiator) of the nose and/or valance.

10.3 Roof and Roof Supports
A.) The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
B.) The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
C.) Roof must be mounted directly to roll cage with no spacers.
D.) The roof must be mounted parallel to body and near center of the car.
E.) A maximum one- and one-half inch (1.5”) roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1”) ninety-degree (90°) bend is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).
F.) No odd shaped roofs permitted.
G.) All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17”) at the top and forty-three inches (43”) at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17”) at the top and forty- three inches (43”) at the bottom and minimum fifteen inches (15”) at the top and forty inches (40”) at the bottom. For Open engine cars, both roof support openings must be covered, or both must be left open, if left open the openings must maintain a border frame of 2-3” at the top and sides and 3” at the bottom. *The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
H.) Sail Panel Windows Openings must be a border frame of two to three inches (2-3”) at the top and sides and three inches (3”) at the bottom with no tolerance.
I.) All cars must have a minimum of one inch (1”) between sail panel and spoiler side where they meet the deck.
J.) Front posts must be flat and in uniform width from top to bottom – four inch (4”) maximum width. Left and right sides must match in size.
K.) Any sun shields, four-inch (4”) maximum, must be able to hinge for easy exiting of car.

10.4 Front Fenders and Hood
A.) Hood can drop one-inch (1”) with a one-inch (1”) tolerance measured at the back edge of the hood and in front of the carburetor from left to right side of car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubble. Fender top must have ten inch (10”) minimum width.
B.) Fenders are not permitted to gain height from rear to front of car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat with a one-inch (1”) tolerance.

C.) No part of fender or hood can be outside of the body line.
D.) The front fender can be a maximum of thirty-six inches (36”) in height with a one-inch (1”) tolerance. Height is measured vertically from the ground to the top of the fender behind the front tires.
10.5 Doors
A.) Door to door cannot exceed seventy-six inches (76”) in width at the top of the doors. One- inch (1”) tolerance.
B.) Door to door cannot exceed eighty-nine inches (89”) in width at the bottom in the center of the car. One-inch (1”) tolerance.
C.) At no point can the door sides break in towards the center of the car between the top and bottom. One-inch (1”) tolerance including plastic.
D.) The minimum ground clearance permitted is three inches (3”).
10.6 Quarter Panels
A.) Quarter panel can be a maximum of forty-nine inches (49”) from center of rear hub to rear edge measured horizontally. Quarter panel can be a maximum of fifty-four inches (54”) from center of hub to rear T-bar at spoiler with no tolerance.
B.) Tire clearance from body must be a minimum of two inches (2”). No wheel skirts permitted. C.) At no point can quarter panel sides break in towards center of the car between the top and bottom. One-inch (1”) tolerance including plastic.
D.) Right side quarter panel must be straight in line with the door. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be straight with a one-inch (1”) tolerance.
E.) Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33”) and a maximum of thirty-six inches (36”) including the plastic. Measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27”) without the plastic and thirty-one inches (31”) with plastic. Measured at the front and rear of the quarter panel. One-inch (1”) tolerance.
10.7 Deck Height
A.) For Open engine cars, the maximum height from the ground to the top of the rear deck at the top of the rear quarter panels (spoiler hinge bottom) is thirty-eight inches (38”). One-inch (1”) tolerance. *SPEC and Crate engine cars will be allowed a forty-inch (40”) deck height with a one- inch (1”) tolerance. *The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
B.) Deck height will be measured with the nosepiece splitter at a maximum height of fifteen inches (15”) with no tolerance from the ground to the highest point of the splitter.
10.8 Frames
A.) No aluminum frames or bumpers permitted in construction of car.
B.) Minimum one hundred three inches (103”) and maximum one hundred five inches (105”) wheelbase.
C.) Rectangle or Square Tubing:
i.) The frame of all cars must be constructed of two-inch (2”) by two-inch (2”) minimum

rectangular or square tubing with a minimum of eight-inch (8”) circumference and a minimum of eighty-three thousandths inch (.083”) wall thickness.
D.) Round Tube Frame:
i.) The frame of all cars must be constructed of a minimum of one and three-quarter inch (13□4”) round tubing and must have a wall thickness of eighty-three thousandths inch (.083”) wall thickness

minimum.
E.) If rear bumper is stubbed, it may only extend a maximum of eight inches (8”) beyond frame. Any stubbed rear bumpers that extend eight inches (8”) or more beyond frame must be rounded and directed towards the front of the car.
F.) It is recommended that all cars be equipped with a tow hook or strap.
G.) All battery supports must be braced in two axis - two horizontal and one vertical.

10.9 Roll Cages

A.) Cars must have a suitable steel roll cage in driver’s compartment. B.) Side roll bars are mandatory and must extend into the door panels.
C.) A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (11□2”) in diameter with a minimum thickness of ninety-five thousandths inch (.095”).
D.) Roll cage must be welded to the frame.
E.) Roll cage must be above the driver’s helmet thirty-eight inches (38”) minimum between floor pan and the bottom of the roll cage
F.) No “fin-shaped” or “foil-shaped” add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
G.) Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver’s helmet may contact the roll cage while in the driving position.

10.10 Driver Side Intrusion Plate

A.) Driver side intrusion plate(s) are highly recommended.
B.) A suggested minimum 1□8-inch (.125”) thick sixteen-inch (16”) x twenty-six inch (26”) magnetic steel intrusion plate on the driver’s side door bars.

10.11 Interiors

A.) Interior is permitted to be dropped to the middle (just behind the seat) of the car a maximum of five inches (5”) below the top of doors and a minimum of twelve inches (12”) below the roll cage.
B.) Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car. Maximum of seventy-degree (70°) angle from the deck.
C.) Interior must run in a straight line from behind the driver’s seat to the rear spoiler.
D.) Interior (deck) must run in a straight line (vertical and horizontal) across the back of car at the spoiler.
E.) All interiors must be made of aluminum.
F.) If interior is flat through the car, it must maintain a twelve-inch (12”) clearance from roll cage for easy exiting from either side of the car.

G.) Cowl (driver protection) panels in front of the driver may have a maximum of three inches (3”) in height. The cowl panel must taper to the deck or end in line with the steering wheel.
H.) If interior is dropped at firewall/back of hood, that portion of the firewall must be filled in vertically with aluminum. Interior may be dropped a maximum of two inches (2”) from the top of the hood.
10.12 Spoiler
A.) Rear spoiler must be manufactured of material of adequate strength, such as Lexan, Aluminum, or Carbon Fiber.
B.) Rear spoiler material maximum eight-inch (8”) height measured from deck to tip of material. Maximum seventy-two-inch (72”) width between outer edges of spoiler sides. *The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
C.) Rear spoiler is not permitted to be suspended above the deck to create a “wing effect.”
D.) Rear spoiler must begin where quarter panels end. No extended decks permitted.
E.) Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1”) aluminum braces.
F.) Spoiler support sides must be flush with the top of the quarter panel.
G.) Spoiler must be straight (vertical and horizontal) where it mounts to interior (deck) panels.
10.13 Engines
A.) Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
B.) No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted. C.) Magnetos are permitted. However, the engine must have an operating self-starter.
D.) The engine may be set back a maximum of (25 1/2”) from the center of ball joint to back of the block.
E.) Carburetor is limited to one four barrel.
F.) All engines are limited to one spark plug and two valves per cylinder.
G.) *LS based engines including the CT 525 must use MSD PN 6014CT ignition box. *The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
H.) A harmonic balancer certified to SFI Spec 18.1 is required. I.) No overhead cam engines.
J.) Crate engine is defined as a factory sealed GM Performance Parts 602 or 604

K.) An engine will be considered Open if it is not a factory sealed GM performance Parts 602/604/CT525, if it is Chevrolet based and has any cylinder head other than a 23 degree head or if it is Ford based with any other cylinder head than a Ford SPEC head.
*The SSLMS reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

10.14 Fuel Systems
A.) An approved fuel cell (32 gallon maximum) must be used at all times.
B.) It is recommended that fuel cells that are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications.
C.) Fuel cells that are not contained within a welded steel tubing “rack” must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.
D.) A firewall must be installed between the fuel tank and driver’s compartment.
E.) Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted. H.) Willy’s Carburetor roll over plate part # WCD4000 is approved for competition.
F.) Fuel Cell Can must be sixty thousandths (.060) aluminum or twenty (20) gauge steel. J.) Caps should be threaded on, not twist on d-ring caps.
i.) ATL Part #751 twist on cap is permitted.
10.15 Steering Components
A.) One mechanical power steering pump permitted. Electronic steering components are not permitted.
10.16 Chassis
A.) No titanium chassis or suspension components.
B.) No titanium fasteners.
10.17 Transmission, Clutch, and Axle Housing (Rear End)
A.) Any transmission with working reverse and working forward gears is permitted.
B.) Manual transmission must be equipped with an operational clutch.
C.) Automatic transmissions are permitted.
D.) The transmission must be mounted to the rear of the engine and lead to one drive shaft.
E.) No “live-axle” rear-ends are permitted.
F.) No independent rear suspensions are permitted.
G.) All axle housings using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.
H.) The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts. I.) The center section of the axle housing must be manufactured of either aluminum or magnesium.
I.) Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic heavy materials (ex: tungsten) 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.

10.18 Drive Shafts
A.) All drive shafts must be a minimum of two inches (2”) in diameter. All drive shafts must be painted silver or white.
B.) Only one drive shaft is permitted.
C.) The drive shaft must be protected with a secure drive shaft hoop or sling.

10.19 Tires
A.) SSLMS Rule:
i.) Any Hoosier 1350, D-21, Crate 21 or Shoulder Plated 55.
B.) Largest permitted tire is twenty-nine inches (29”) by eleven inches (11”) by fifteen inches (15”).
C.) Maximum circumference permitted is ninety-three inches (93”) when mounted and inflated to 15 psi.
D.) Maximum cross section width permitted is sixteen and three-quarters inches (16 3□4”).
E.) No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.
F.) All sidewall markings must be visible at all times. No buffing, removing or altering of the compound designations.

10.20 Tire Penalties and Infractions
A.) Durometer
i.) Random durometer testing will performed at SSLMS races. All tires must durometer no less than 45 at any point during a race night. A pre-race failed durometer inspection will require that tire to be removed from the car and replaced with a tire in compliance before the car will be allowed on the track. A post-race failed durometer inspection will result in a disqualification and $500.00 Fine and 300 points plus any winnings that have accrued for the event.
B.) Chemically Altered or Defaced Tires
i.) Random tire testing will be performed at SSLMS races. First offense for a failed tire test during the 2020 season: There will be a $2,000 team fine assessed. Driver and team will be suspended indefinitely until fine is paid. No points, no winnings, no winners circle pay and the driver and/or team assume all costs of testing procedures.

10.21 Environmental Warning
A.) Any driver or crew-member found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or any part of the event grounds or properties and nearby drive-ways will be disqualified. The local authorities and/or agencies may be notified and the violator(s) and their information may be turned over to these authorities at that time.
B.) No race cars or vehicles - including, but not limited to - race trailers, or support vehicles, or trailers - will be allowed to carry or conceal, in - marked, unmarked or using any form of

misrepresentation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline-settings (from its original factory set baseline-settings), will be allowed in or around the/any SSLMS Event/s. All local authorities and applicable agencies may be called and the violators and their information will be turned over to these authorities at that time.

10.22 Wheels
A.) Only aluminum wheels will be permitted.
B.) Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed. C.) Maximum wheel width is fourteen inches (14").
C.) Maximum width outside of front tires is ninety inches (90").
D.) Maximum width outside of rear tires is eighty-eight inches (88").
E.) Only aluminum wheel spacers will be permitted.
F.) The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.
G.) Bleeder valves of any kind are not permitted.

10.23 Brakes, Brake Components, Wheel Hub
A.) Must be equipped with sufficient four (4) wheel braking system. B.) On track three wheel braking is allowed.
B.) Brake rotors must be manufactured of magnetic or stainless steel. No titanium or carbon fiber brake rotors are permitted.
C.) Brake rotors must be used as produced by the brake rotor manufacturer. E.) Brake calipers must be manufactured of aluminum.
D.) The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
E.) Wheel hubs must be manufactured of aluminum or magnesium.
F.) Wheel hubs must be used as produced by the wheel hub manufacturer.
G.) The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed twenty- seven pounds (27lbs.).

10.24 Shocks and Springs
A.) Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
i.) The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
ii.) Compression adjuster and/or canister cannot be mounted within the reach of the driver. iii.) Maximum shock body outside diameter is two (2), half-inch inches (0.50").
iv.) Maximum front shocks length is twenty-one inches (21"). Measured center to center of the shock eyes.
v.) Maximum rear shocks length is twenty-seven inches (27"). Measured center to center of the shock eyes.

B.) No cross connected shocks are allowed.
i.) The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
ii.) Compression adjuster and/or canister cannot be mounted within the reach of the driver.
C.) No “Rod-Through” designs are allowed.
i.) “Rod-Through” shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
D.) No Inerters are allowed.
i.) No rotating parts inside the damper.
ii.) No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices permitted.
E.) No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the race car including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/iPad or a mechanical remote device.
F.) Springs must be made of steel. Torsion bars are not allowed in rear. H.) Coil springs must be steel. Leaf springs may be composite or steel.
G.) Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
H.) Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
I.) Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.
J.) Shock Locations
i.) Only one (1) shock per wheel is permitted at the left front, right front, and/or right rear corners.
ii.) Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
iii.) One (1) fifth coil shock permitted.
iv.) One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within three- inch (3”) of the centerline of the rear ends center section.
K.) One (1) drop chain (limiting chain) is permitted. Must mount vertically from the frame to a bracket on the birdcage to axle tube. Bracket on the axle tube can have a bearing or clamped solid.
L.) All bump stops and/or springs must be mounted on a shock with the exception of a left rear drop chain assembly, 6th coil assembly and/or lift arm assembly. No bump sticks are permitted.

M.) Suspension covers are not allowed. Spring and/or shock covers are permitted but must be fastened directly to the spring or shock.
N.) A swing arm and/or z-link suspension is permitted as long as the top and bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The shock on a swing arm or z-link rear suspension may mount to the bird cage or the bottom radius rod.

10.25 Suspension Components
A.) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
B.) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. i.e. - Floating, sliding, flexible, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
C.) Bolted components must match the correct bolt size with the hole (for instance no 3□8-inch (.375”) bolts in a 1/2 inch (.50”) hole will be deemed illegal) and be torqued to a min of forty (40) foot pounds per inch.
D.) Rear Suspension Mounts
i.) All mounts must be double sheer.
ii.) Double sheer mounts must be 1/8 inch (.125”) minimum steel and/or 1/4 inch (.25”) minimum aluminum.
iii.) Sheer mounts must use minimum 5/8-inch (.625”) rod ends with minimum 1/2 inch (.50”) grade eight bolts only. The bolt must be bolted through both sheer mounts.
iv.) Double sheer mount must be no wider than four inches (4”) with a minimum 1/2-inch (.50”) inch grade eight bolt with steel or aluminum spacers only.
E.) Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
F.) Lift Arm & Pull Bar
i.) Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
ii.) Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock- spring coil-over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
iii.) Sixth coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
iv.) Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
G.) Radius Rods
i.) All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
ii.) The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic

steel or aluminum.
iii.) Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875).
iv.) Radius Rods must be a minimum of one-inch (1”) diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
v.) Heim joints must be a minimum 5/8, and a maximum 3/4” steel heim. No rubber bushings.
vi.) ONLY - two (2) radius rods per side.
1.) Radius rods must be spaced on the frame a minimum of 6”
2.) Radius rods must be spaced on the birdcage a minimum of 6” and a maximum of 12” 3.) Measurements will be made from center of each radius rod bolt.
vii.) All radius rods must be straight with the exception of the left lower that can have a bend for axle housing mount clearance.
H.) Axle Housing Mounts (Birdcages)
i.) Axle Housing Mounts (Birdcages) may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
ii.) Limited one (1) Axle Housing Mount (birdcage) per side.
iii.) Shock(s) and radius rods must mount to the Axle Housing Mount (birdcage).
iv.) Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the Axle Housing Mount (birdcage) must be bolted or welded solid.
v.) The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
I.) Jack Bolts are permitted.

10.26 Shock, Spring, and Suspension Penalties and Infractions
A. If violations are found during pre-race technical inspection: The driver and/or team will receive a warning and must meet full compliance before being allowed to compete. If a violation is found after pre-race technical inspection: No Winnings, Points will be awarded to the driver

10.27 Remote Control Suspension Devices
A.) NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION.

10.28 Traction Control Devices
A.) All Traction Control Devices are strictly prohibited during any form or portion of a SSLMS sanctioned event, race or practice/test session.
B.) All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
C.) At NO time during the 2019 season and beyond will there be any type of ping control devices, dial chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.
D.) A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.
E.) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

10.29 Weight Limit
A.) Open engine cars have a minimum weight limit of 2350 pounds after the race. SPEC engine and Crate engine cars have a minimum weight limit of 2250 pounds after the race.
B.) The scales used by each respective track will be considered the official scales for the event.
C.) SSLMS officials have the right and duty to weigh any car at the official's discretion.
D.) Any attached weights must be securely attached to the frame, painted white or bright silver and have the car number clearly displayed on them. All weights must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps per each piece. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high-risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.
E.) All added weight(s) must be securely attached to the frame below the body decking. H.) Frame is defined as the steel welded structure only.
F.) Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.
G.) No weights may be attached to rear bumper.
H.) No driver-operated weight adjustment devices are permitted.
10.30 Car Construction Infraction Penalties
A.) You may be given a simple warning.
B.) You may be asked to correct the infraction.

C.) You may be assessed a weight penalty of twenty-five pounds (25 lbs.) to one-hundred pounds (100 lbs.).
D.) You may be disqualified when found and/or noticed with an infraction.
E.) You may choose to leave.

10.32 Other
A.) No two-way radios. No crew to and from driver radio or transmitted communications of any kind.
B.) No "in-cockpit driver controlled" electronic devices of any kind permitted. C.) No computer controlled devices of any kind permitted.
D.) No rear-view mirrors of any kind permitted.
E.) No cellular devices in cockpits.
F.) No data systems or harnesses of any kind permitted.
G.) SSLMS officials reserve the right to change and/or alter rules and procedures at any time.

10.33 Decals
A.) There are certain decals that must be carried on the car, in order to earn both points towards the season ending championship payout and prize money. The Series is aware of and has no wish to cause conflicts between drivers, teams and your sponsors. However, it must be realized that these companies are major contributors of the season ending points fund. These decals must be present on the car for consideration for season ending championship points fund. These decals must be positioned on the car sides. The SSLMS logo must be visible on both sides of the car.
B.) These Decals must be on both sides of the car at every Series race in which the car competes.

10.34 Contingencies
A.) Certain other product manufacturers will be awarding contingency money to drivers finishing the A-Main. These awards are dependent upon the manufacturer’s decal being present on the race car. If you wish to be eligible to receive an award from the manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your race car. Also, please be aware that the Series’ responsibility is ONLY to provide the manufacturer with your name and address, and not to pay the award. All cars finishing the A-Main will be checked by Series personnel for the appropriate decals.
B.) Any other SSLMS sponsor decal that is present on the car must be affixed prominently. There is no compulsion to carry any other sponsor’s decals, however, it is worth bearing in mind that sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for races and championships.