2024 Rule Book

These rules shall govern the 2024 Northwest Super Late Model Series, "The Tour". In the event of a conflict between rules, the rules and procedures of this 2024 Northwest Super Late Model Series rule book shall prevail in all cases. For all rule book updates, go to:

www.nwslms.com

2024 changes highlighted.

The Northwest Super Late Model Series "The Tour" may alter these rules or procedures at any time in the interest of fairness and safety. Any changes will be made with a written addendum to the rules package given to each team via online, email, or at the track.

CAR WEIGHTS

Steel Head Motors	2800 lbs.
Brodix Spec Head Motor	2800 lbs.
Sealed Engine Program	2800 lbs. (7,600 rpm chip)
SSPE Engine	2800 lbs. (7,800 rpm chip)
9:1 Tour Type Motor	2800 lbs.
South Sound Motor	2850 lbs. (Allstar Base Plate & 1.300-inch restrictor)
GM CT525	2800 lbs. .
SLS Motor & WCLMS Wet Sump Motor	2775 lbs. (7400 RPM Rev Limiter Chip)
Factory GM 604 / Ford D347SR	2750 lbs. (6400 RPM Rev Limiter Chip) Factory Sealed Only
Factory GM 604 w/6.5-inch pan #CP106LTRB	2750 lbs. (6400 RPM Rev Limiter Chip & 1.5 Rockers)
Authorized Rebuilt resealed GM604	2775 lbs. (6400 RPM Rev Limiter Chip)
MEP LM425/Hamner Sealed GM 604/R-7	2775 lbs. (6400 RPM Rev Limiter Chip & 1.5 Rockers Ford & GM-604)
LS 5.3/6.0/6.2 Wegner	2800 lbs. 1.200 gov (8,000 RPM Rev Limiter Chip)

- Cars are limited to 58.0% maximum left side weight all motors. When cars are weighed post-race the maximum of 58% left side weight must be maintained, no refueling allowed.
- All above weights include car and driver, race ready with fuel on board.
- All added weight must be made of lead (no tungsten or similar metals), securely fastened and painted white with car numbers.
- The configuration of the lead under the car must be approved by the Series.
- Added weight must not be attached ahead of the front spindles or behind the rear axle.
- No titanium, exotic materials, carbon fiber or composite products, parts, or components allowed on racecar or the engine unless specified in the rules with the exception of carbon fiber driver seats.

ENGINE RULES

The eligible engines must be production-based engine, approved by Northwest Series prior to competition. All major components (engine block, heads, etc.) must be produced by the manufacturer for sale in a regular product offering.

Approved Engine Carburetor Configurations:

MOTOR	CARB
GM 604, p/n 8895860	Holley 650CFM p/n 80541-1, 2 or 3, Tool Legal.
GM CT 525, p/n 19271821	Holley 650CFM p/n 80541-1, 2 or 3, Tool Legal. Holley 750CFM p/n 4779 or 80528, Tool Legal.
Ford D347SR, p/n M-6007-D347SR	Holley 650CFM p/n 80541-1, 2 or 3, Tool Legal.
MEP LM425/Ham Sealed GM 604/R7	Holley 650CFM p/n 80541-1, 2 or 3 Tool Legal.
SSPE Motor	Holley 750 CFM p/n 4779 or 80528, Tool Legal
South Sound Motor	Holley 750CFM p/n 4779 or 80528, Tool Legal.
SLS Late Model	Holley 750CFM w/ Dual Plane Manifold, Tool Legal.
Spears SRL/9:1 Tour Motor	Holley 4150HP 390 CFM p/n 80507-1 (booster bar removed) per SRL Engine per current Spears SWT Series Rulebook.
Brodix Spec Head	Holley 750CFM per engine rules below, Tool Legal.
Steel Head Motor	Holley 750CFM per engine rules below, Tool Legal.
Sealed Engine Program	Holley 750CFM p/n 4779 or 80528, Tool Legal.
LS 5.3/6.0 Wegner	Holley 750CFM p/n 4779 or 80528, Tool Legal.

All engines' configurations are subject to post race technical inspection which could include any of the following:

1. ***Teardown of motor to a level that allows technical inspectors to check for compliance in every aspect of meeting the engine rules listed in this rules package at every race.***
2. ***Impounding of engine for complete teardown for compliance to rules.***
3. ***Impounding of engine for dyno testing at cost of series for compliance to rules.***

Failure to comply with any of these requests by series official will be considered an admission of guilt and will be grounds for disqualification.

Engine Mounting Locations

- Engines with rear mounted distributor and GM CT525 will be located so the forward most spark plug is no more than 2 inches from centerline of the upper ball joint.
- Engines with front mounted distributor will be located so the forward most spark plug is no more than 4 inches from centerline of the upper ball joint. 604 / 4 inches.
- Engines may not be offset more than 1 inch from centerline of car.
- The front center of crank shaft must have at least 10 inches of ground clearance.

Engine Mounts

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

Brodix Spec Head Motor

Only Brodix Spec Head: PN SP-CH/FO/MO. Heads must meet all specifications listed below to be legal.

- No aluminum or exotic metal engine blocks.
- Any carburetor allowed with a maximum base plate hole diameter of 1-11/16 inches. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inches in diameter.
- Carb Intake Spacer - one aluminum spacer with a maximum of 1 inch total thickness with (2) gaskets with a minimum thickness of .050 inches.
- All Spec heads will be supplied with CNC bowl blend and intake port matching.
- No grinding or blending of CNC work is allowed.
- No grinding or polishing of any kind is allowed anywhere on the castings.
- No use of any substance that may change or alter the shape or the size of ports or combustion chambers is allowed.
- A maximum valve size of 2.080 intake and 1.600 exhaust will be allowed for all Spec heads.
- Valve seats and guides are to remain as manufactured and in their cast positions.
- Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
- No tapering or re-shaping of valve guides will be allowed.
- No titanium valve springs, steel only.
- Titanium valves approved.
- Cylinder heads may not be angle milled.
- The minimum combustion chamber volume will be 60 cc.
- Minimum valve stem diameter is 11/32 inches.
- Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
- No welding modifications are allowed to the original castings.
- May only be used on motors 360cid or less.

Car Weight Options for this motor configuration:

Brodix Spec Head	**2,800 lbs.**

Steel Heads

Approved heads (maximum 200cc intake runners) GM Bowtie, GM Vortec, Dart Iron Eagle & Platinum 200's, World Products Sportsman II, Ford Motorsports, Mopar W-2 untouched with ID marking intact. No porting, polishing, port matching or acid dipping allowed. All heads must check within 10 ccs of manufacturer volume and port dimensions must match manufacturer specifications. Allowance is for valve replacement and casting variance only. Approved valve angle: CH 23º, FO 11º, MO 15º.

- No aluminum or exotic metal engine blocks.
- Any carburetor is allowed with a maximum base plate hole diameter of 1-11/16 inches. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inches in diameter.
- Standard open-plenum intake manifolds with minimal (1 inch maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.

Car Weight Options for this motor configuration:

Steel Head Motor	**2,800 lbs.**

SEALED ENGINE PROGRAM - McGUNEGILL, *HAMNER, PROGRESSIVE, & BIRD
Any tampering of seals or established construction of these engines is grounds for immediate disqualification, confiscation of the engine and possible expulsion from the series.

- ***Holley 750 CFM P/N 4779 or 80528 must be used***. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inch in diameter.

- ***Per S.E.A.L Boards announcement on 3/13/19 all Hamner S.E.A.L. Engines are required to utilize an All-Star Base plate with 1.350-inch restrictor to achieve the competitive balance of the program. All S.E.A.L. Engines run in the Northwest Super Late Model are governed by this body and the series will follow the board's decisions in the best interest of competition. If at any time this decision is overturned by the appeals process, we will revert to the original package for this engine. If your Hamner Sealed motor has been upgraded with the Edelbrock Super Victor Manifold p/n 2925 you will not be required to run the Allstar Base Plate & Restrictors. *Series will address any changes to this prior to the 2025 season.***

- ***Ignition System may be Crane Cams or Daytona Sensor, Ignition part # 6000-6701.*** Mount on right side of car on a tray as from Crane Cams, with dials facing out the passenger side, well out of reach of the driver. The mag positive & negative shall be a maximum length of 62 inches. Must remain uncut or spliced and on top of dash in clear view**. Maximum 7600 RPM Rev Limiter must be installed and fully functional and securely covered at all times.** Absolutely no crank trigger pickups permitted.

Engines may be sent to Engine builder of record for inspection for compliance and/or run on the engine builder of records dyno at any time at the cost of the series. If the engine is found to be altered or tampered with this will cause immediate disqualification, confiscation of the engine and possible expulsion from the series.

Carb Intake Spacer - one aluminum spacer with a maximum of 1-inch total thickness with (2) gaskets with a minimum thickness of .050 inches.

Current Approved Sealed Engine Programs:
McGunegill (MEP) Equalizer
*Hamner Sealed Engine-*UNDER REVIEW
Progressive Sealed Engine
Bird Racing Engines Sealed Chevy Engine
West Side Machine

Other manufacturer sealed engines will be considered after submittal in writing to the Northwest Super Late Model Series by engine builders a complete build sheet listing all part numbers of components used in proposed engine and a complete set of dyno sheets on the performance of said engine. The series will put all applicants through an approval process to determine whether or not what is being submitted will be approved.

Car Weight Options for this motor configuration:

Sealed Motor	**2,800 lbs.**

TOUR 9:1 ENGINES: No aluminum blocks. Aluminum heads of OEM designs only. Only 23º heads allowed on GM products. No SB2 heads, SM splayed heads or 14º Buick heads allowed.

Compression ratio maximum is 9.5:1

Holley 4150HP Tour Legal 390 CFM only. Carburetors must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.

Carb Specifications provided below:

- Venturi Bore Primary & Secondary 1.060 - 1.064
- Booster OD @ Parting Line .626 - .630
- Booster OD @ Top .614 - .618
- Booster ID .468 - .472 w/bar removed.
- Booster Length .700 - .702
- Throttle Bore Primary & Secondary 1.4365 - 1.4385
- Combined Throttle Shaft & Plate .1995 - .2085
- Booster maybe tapered from parting line down but maintain overall booster length of .700 - .702.

Carburetor Intake Spacer - One aluminum spacer with a maximum of 1-inch total thickness with (2) gaskets with a minimum thickness of .050 inches.

All Spears SWT cars must run engine combinations that are approved by the SRL series to be legal in this series.

Car Weight for this motor configuration: **2,800 lbs.**

South Sound Legal Motor:

To be legal in the NWSLMS your car must meet all current South Sound Speedway engine rules for Super Late Models and you will have to meet the following rules to run in this series:

- ***Holley 750 CFM P/N 4779 or 80528 must be used***. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inches in diameter.
- You must run an **Allstar Performance Base Plate** ***(p/n 26060) with 1.300-inch Restrictor inserts (p/n 26067).***
- No aluminum or exotic metal engine blocks

Car Weight for this motor configuration: **2,850 lbs.**

GM CT525 LS3 CIRCLE TRACK ENGINE

Competitors may purchase the GM LS3 CT525 base engine from any approved GM Performance Parts Dealer. Factory Seals must remain in place. No modifications. ***GM LS3 CT525 6.2L racing engine P/N 19171821***. The base engine is rated at 525hp and 471 lb. ft of torque using aluminum block, high flow LS3 rectangular port head cylinder heads and includes an intake manifold and a 6-quart racing oil pan.

- ***Holley 650 CFM 4bbl carburetor P/N 0-80541-1/-2 or Holley 750 CFM P/N 4779 or 80528*** may be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inches in diameter.

- ***Ignition controller GM P/N 19171130 or MSD 6012, 7200 RPM max***. Must be mounted on the right side of car out of the reach of the driver. All wires must remain uncut or spliced and on top of dash in clear view. Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with double relay wiring harness with oil pressure safety switch to ensure fuel pump will shut off when engine is not running.

Engines may be dyno'd at any time at an engine dyno of the series choice or inspected during post-race tech to monitor adherence to spec rules.

Carb Intake Spacer - one aluminum spacer with a maximum of 1-inch total thickness with (2) gaskets with a minimum thickness of .050 inches.

Car Weight for this motor configuration: **2,800 lbs.**

Ford D347SR & GM 604 CRATE ENGINES

GM Sealed Crate Engine PN 88958604 and 19318604. Engine must maintain engine manufacturer specifications. No aftermarket harmonic balancers are allowed. ***GM 6¾ inches harmonic balancer GM PN 12551537 or the standard GM604 balancer.***

- 1.5 ratio rocker arms GM PN 12367345 required. Older GM604 engines can upgrade to the GM factory beehive style valve springs in the updated 604 configuration PN GM 12499224. 120lbs. on the seat.

Ford Sealed Crate Engine D347SR, p/n M-6007-D347SR

- 1.5 or 1.65 Rockers

All GM604 or D347SR crate engines must be factory sealed by GM or Ford only to receive weight break.

Rebuilt Sealed Crate Motors: (Cope, MEP, Hamner, TRE, Westside Machine)

- **Team must supply build sheet & dyno numbers to series prior to competition.**
- **All cars using this type of motor will weigh 2775 lbs.**
- **Must run Rev Limiter Chip of 6400rpm.**
- **Motor subject to tear down or dyno @ teams' expense to determine compliance to the yellow book and or Ford performance spec book.**

The 650 CFM Holley carburetor PN 80541-1, 2 or 3 is mandatory on all crate engines. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025 inches in diameter.

- Carb Intake Spacer - one aluminum spacer with a maximum of 1-inch total thickness with (2) gaskets with a minimum thickness of .050" unless running governor.

604 or D347SR Engines may be impounded at any time to be sent to the dyno of the series choosing. Any crate engine that is found to produce significantly more torque and/or horsepower than GM or Ford factory specifications will result in automatic tear down for parts conformance. Fuel supplied directly from the car in question will be required for the dyno test.

Any counterfeit factory seals will cause the engine to be confiscated, immediate disqualification and possible expulsion from the series.

Car Weight Options for this motor configuration:

Stock Factory Sealed GM 604 or Ford D347SR with 6400 rpm chip	**2750 lbs.**
Stock Factory Sealed GM 604 with 6.5-inch oil pan	**2750 lbs.**
Authorized Rebuilt/Sealed GM 604 & Ford Crate Engines with 6400 rpm chip	**2775 lbs.**

Southern Super Parts Engine (SSPE):

Southern Super Parts Engine (May Be Claimed for $23,000 + $500 pulling fee)

1. Maximum Engine displacement is 362 cubic inches.
2. The maximum compression ratio is 11.5:1 with +.5 tolerance.
3. Any flat top piston permitted with 927 wrist pin and .043 x .043x 3mm ring package only. Pistons must not extend out of the top of engine block. Maximum racer cost of $1400.00 per set.
4. Cast Iron engine blocks only.
5. Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 or 2892 only.
6. Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250. Maximum advertised racer cost of $1400.00
7. Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of $1400.00 per set. No titanium rods permitted. Minimum rod weight 560 grams.
8. Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F, Std 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 Std 225-SSPE. Must retain min. valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. The chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
9. Maximum valve size: Intake 2.08 inches, Exhaust 1.60 inches, Stem size 11/32 inches. The intake valve may be titanium or stainless steel. The exhaust must be stainless steel.
10. No Titanium valve springs permitted. Maximum racer cost: $425.00 per set. Titanium retainers permitted. Lock angles not specified. No valve spring smaller than 1.500 O.D.
11. Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum racer cost of $700.00 per set. Maximum lift of .715 inches while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm racer cost of $1,500.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
12. Maximum 5 stage dry sump oil pump permitted. Max. racer cost $1,250.00.
13. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Max. racer cost $550.00.
14. Ignition System may only be Crane Cams Ignition part # 6000-6701. The mount on the right side of car dials point out the passenger side. The mag positive & negative shall be a maximum length of 62 inches. Must remain uncut or spliced and on top of dash in clear view. Mandatory ***7800*** RPM Rev Limiter must be installed and fully functional. Absolutely no crank trigger pickups permitted.
15. The carburetor must be an unaltered 750 CFM 4779, 80528 Tool Legal, Holley permitted. Carburetors must pass inspection at any time regardless of temperature. Maximum 1 inch carburetor spacer permitted on Ford Motor only. Maximum ½ inch carburetor spacer permitted on Chevrolet motor only. Teams are required to bring a 1.350 inches carb restrictor that series officials may require to be used with this engine package.

Car Weight for this motor configuration: **2,800 lbs.**

BODY, CHASSIS & DRIVETRAIN

Track Width - Track width not to exceed 67 inches, front, or rear. Measured at spindle height on the inside wheel bead of the right wheel (rearward) and at the outside wheel bead of the left wheel.

Wheelbase - Minimum 101" wheelbase required.

Bodies
Anybody from the following Manufacturers: AR & Five Star ABC Bodies, Five Star Gen 6 Bodies, & AR Revolution Series Bodies. All bodies must fit templates and referee system used by series and must be mounted per the manufacturer's instructions. Bodies must be standard per make and no swapping of generations. AR Revolution Series Bodies will carry a 50lbs weight penalty due to non-ABC approval.
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Approved competition models:
CHEVROLET – Camaro, Monte Carlo or Impala SS
DODGE – Charger or Intrepid,
FORD – Mustang, Fusion or Taurus
TOYOTA - Camry
PONTIAC - Grand Prix.
All body panels must have ABC I. D. tags.

- The Cowl Panel is considered an extension of the hood and must fit the centerline template. The Cowl air intake opening in the Cowl Panel must be 2 ½ inches by 20 inches to allow fresh air to the carburetor. Windshield may not be cut in any way from manufacturer.
  One of the following two (2) options is mandatory.
  - Option #1: A fresh air deflector will be permitted directly under the cowl air opening in the cowl panel. The deflector must measure a maximum of two (2) inches down and maximum two (2) inches forward, by 20 inches in width. Must be rigid.
  - Option #2: The use of the "FIVE STAR" Cowl Induction Cold Air Box and Cowl Air Deflector. Used as manufactured, no modifications, no additional heat shield or wrap.

- No bowed hoods, Minimum air gap between the hood and the Cowl Panel, subject to tech approval. The ABC Cowl Panel will be mandatory.
- No tint on the side window and/or spoilers.
- The steel floor must be enclosed.
- The driver's compartment interior within the main roll cage must be completely enclosed with not less than 24-gauge (22-guage recommended) magnetic sheet steel.
- Front nose must not extend more than 46 1/2 inches from center spindle.
- Nose measurement - A minimum measurement of 20 inches is required from the point where the hood and nose intersect, measured to the bottom of the nose (not the wear strip). The grill and its openings must remain as produced. The maximum kick out on the lower air dam from the bumper line is 3 1/2 inches.
- The ABC "A" measurement must maintain a min. length of 11.5 inches, **includes wear strip**. The air dam extension (valance/wear strip) must be secured in a manner that will prevent movement of the air dam extension (valance) while in competition. The valance must be made from rigid plastic only- Must match contour of original body. The piece must be mounted in the same plane as the original air dam and will be subject to tech approval.
- Spoiler not to exceed 6-1/2 inches in height and 60-inches in total length may be attached to trailing edge of trunk lid only, no side air dams allowed. Must be centered on rear within 1 inch.
- GEN 2 Body: Spoiler 6 ½ inch height and 64 1/2-inch max.

- Original dimensions of all bodies must remain as manufactured, except for changes that may be necessary for tire clearance. (No iceman quarter panels allowed**.)** Quarter panel heights will measure 34-1/2 inches left side and 34-1/2 inches right side MAX, measured at the corner of deck, quarter panel and bumper cover.
- The roof will be measured 10 inches behind the top of windshield and have a minimum of 47 inches**.**
- All bodies must be ABC replacement fiberglass or aluminum parts as manufactured. Rear deck length and rear window angle and front windshield angle must meet (ABC) angle specs from top of doorsill to top of windshield. **These will be required to fit a template.**
- The rear end must be closed in with an unaltered ABC bumper cover. Nose must not be altered in shape from manufacturer.
- Rocker panels may be fabricated if they resemble ABC tagged rocker panels in all respects in size, shape and material, **No Protruding Edges.**
- All side door panels may not exceed more than 1.00 inches inside or outside of side wall of tire front to rear on both sides of the car.
- 4-inch minimum nose height, 8 inch MAX nose height.
- No lower quarter panel sails permitted.
- Under pans will not be permitted.
- No panels or sheet metal allowed extending from the top edge of doors.
- Radiator air box max width 29 inches.
- ROOF RAILS – ARE OPTIONAL, a strip of aluminum angle, a minimum ½ inch high and a maximum 3/4 inch high, must be attached to the entire length of the roof (from windshield to rear window) on each side of the roof close to the outside edge of the roof. The roof rail must be mounted parallel with the car and aligned vertically. A third air deflector must also be installed on the rear window, a minimum of 1 ½ inches high, and a maximum 1 ¾ inches high mounted parallel with the centerline of the car. This deflector must be in line with the left side roof rail and extend the full length of the rear window.

Follow the ABC Version 9.0 Rule Book for all SERIES body regulations in mounting your body. In the event of a conflict between rules or specifications between the ABC Rule Book and the Northwest Super Late Model Series Rule Book, this Northwest Series Rule Book shall prevail in all cases. **Northwest Super Late Model Series will use a calibrated Pit Referee and ABC Body Templates during inspection to ensure THESE PROCEEDURES ARE BEING FOLLOWED.**

Glass / Mirrors

- Polycarbonate clear windshield with minimum thickness of 1/8 inches.
- A center rearview mirror must always be in place.
- The maximum dimension for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door up to the A-post, made of clear Lexan.
- The polycarbonate windshield must be strapped with a minimum of two 1-inch-wide steel or aluminum inside straps.
- The rear clear Lexan must be strapped with a minimum of two 1-inch-wide steel or aluminum straps. The rear.
- The window and roof must be well supported and may not collapse at speed.
- The top of the windshield is reserved for series sponsor logo – no other decals allowed on windshield.

Roll Bars
As a minimum, all cars are required to have the basic and typical roll cage. All roll bars must be made from round magnetic steel seamless tubing 1-3/4 inches by .090 (.000 tolerance) inch minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to ASTM specifications for the material being welded. Once constructed and installed, the roll cage must be acceptable to the series officials. Holes and/or other modifications that, in the judgment of the series officials, were made with the intent of weight reduction will not be permitted.

Electrical System

The engine, ignition system, car electrical system and components must be acceptable to Series Officials. ***If any 'traction control' device is found, the driver and/or owner will be disqualified for that event, forfeit all points for the year and the car will be confiscated until a $10,000 fine is paid. Additionally, the driver, crew chief, and owner will receive a lifetime ban from all Northwest Series events.***

1. All ignition system wiring, including wiring to the ignition amplifier box, distributor and/or any gauges must be acceptable to the NWSLMS officials.
2. All wiring must be out of reach of the driver, and subject to NWSLMS approval.
3. The distributor lead must be run on top of dash, by itself in clear view, then pass through a 1½ inch spec grommet on top of dash. No other wires may be near the distributor lead.
4. Only the distributor lead will pass through the spec grommet. No other wires may pass through this grommet. All other wiring (fans, blowers etc.) must be routed through a separate grommet at least 12" away from the distributor lead grommet.
5. With the exception of the distributor pickup wire pairs and coil wire pairs, each ignition system wire must remain separated. Wire mounts and tracks will be permitted provided that the ignition system wires remain visible and moveable.
6. Ignition system wires must be continuous from the start connector to the end connector. Splices, bare and punctured wires will not be permitted in the ignition system.
7. Ignition system equipment or wiring must not be in the driver's side door area. All ignition system equipment must be mounted to the driver's right out of the driver's reach. Ignition system wiring should remain visible and accessible. Taping wires together, heat shrink wrap, and/or banded wire looms should not be used.
8. A dedicated single ground stud must be located on, or as close as possible to, the dash panel bar. All ignition system components must be grounded at this stud. Accessory components must not be connected to this stud. A ground wire may be run from this stud to the battery ground or main ground stud.
9. Additional connectors may be permitted at the NWSLMS Officials discretion to facilitate removal for inspection purposes.
10. Accessory component wiring, including power and ground wires, must remain separate from the ignition system wiring and away from ignition system components. Ignition system components must draw power from the battery side of the starter solenoid. Accessory components and switches will not be permitted to draw power from the ignition system wiring at any point.

The Northwest officials may at their discretion inspect, test and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.

Ignition Wiring: You can use either the Nelson Specialties/ NWSLMS spec wiring harness or the Quick car #50-2053 serial numbered harness provides with the Fast ignition box or Daytona Sensor ignition box.

- The serial number on the harness must be registered with the manufacturer or series.

- The spec wiring harness shall not be altered or changed in any way.
- If the harness from the race team needs repair based on the official's assessment, it will be sent to Nelson Specialties to be examined and repaired at the team's expense.
- The wire harness must be able to be removed from the car in five minutes or less.
- Only one ignition box allowed in the car at any time. Box must be either a Crane/Fast Cams Ignition part # 6000-6701 HI-6RC, Daytona Sensor or MSD 6427 6CT ignition box. Mounted as far right and forward as possible along the dash bar, as far out of the drivers reach as possible with dials pointed out the passenger side.

Accessories

1. Except as provided below, cars and drivers will not be permitted to carry cell phones, onboard computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, digital readout gauges and the like, even if inoperable or incomplete at any NWSLMS practice day or race day. Competitors will not be permitted to have or have had on his/her person or in his/her possession or in his/her car a device(s) at an event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.
2. Radios must be of two-way voice communication type only, independent of the car's electrical system. Two radios and one (1) radio push to talk button will be permitted in each car.
3. NWSLMS-approved timing and scoring transponder mounting brackets must be installed on the outside of the right-side frame rail, 16" center-to-center behind the rear axle, mounted vertically with the square tab on the bottom. The bracket must be fastened with 3/16-inch diameter small head pop rivets (from the outside) through the holes in the center of the bracket with 3/16-inch diameter rivet washers.
4. Remote lap timing or speed sensing devices will not be permitted.
5. All electrical wiring harnesses, switches and connectors must be acceptable to NWSLMS Officials. All wiring must be point-to-point, and each wiring connection must be easily traceable and removable from the car for inspection purposes.
6. Upon approval by series officials, competitors will be permitted to use filming and recording devices for internal, competition-related use only and not for promotion, resale or other commercial exploitation without NWSLMS's prior written approval.
7. Electric oil and fuel pressure gauges, along with oil and water temperature gauges will be permitted but must be wired separately and completely independent of the ignition system.
8. No digital dashes.

Transmission, Drive Shaft, & Rear-ends

- Only standard type transmissions will be permitted. No automatic transmissions.
- A minimum of one reverse and two forward gears will be required.
- Multi disc clutches are permitted. No direct drive, no carbon fiber discs. Minimum clutch diameter is 5.5 inches.
- The drive Shaft must be equipped with a minimum of two safety straps and must be painted white. The drive shaft must be aluminum or steel only.
- Ford 9-inch floater or quick-change rear end required.
- Cambered rear-ends are allowed.
- No front load quick change.
- No mini quick change.

Suspension

- No cockpit adjustments other than brake bias.
- Any kind of shock allowed.
- One shock per wheel.
- Trailing arms must mount in a solid fashion. No bird cage configuration.

Brakes

The car braking and brake cooling systems and components must be acceptable to the NWSLMS officials and meet the following minimum requirements; holes and/or other modifications in the braking system components that, in the judgment of the NWSLMS officials, have been made with the intent of weight reduction will not be permitted.

Brake Components

- Only disc brakes with magnetic cast iron or cast round steel rotors. Only metal brake calipers will be permitted. Each brake caliper-mounting bracket must mount solid to the rear axle housing or front spindle.
- Brakes must always be operational on all four (4) wheels.
- Electronic wheel speed sensors or brake actuators will not be permitted.
- Power assisted braking systems will not be permitted.
- Brake rotors must be a minimum diameter of 11 ¾ inches.
- Front brake rotors must be a minimum thickness of 1-1/4 inches. Rear brake rotors must be a minimum thickness of .810 inch.
- One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, and its location, acceptable to the NWSLMS officials, will be permitted. Electronic or remote-controlled devices will not be permitted.
- No exotic metals (Titanium, etc.) are allowed in any part of the braking system.

Brake Cooling

- Fans or blowers may be used in the cooling hoses. Fans can be mounted in such a way as to draw air through the nose for the brake assembly.
- Mounting of brake cooling components must be acceptable to the NWSLMS officials.
- All brake cooling set-ups must be approved by the NWSLMS officials.
- Ultra-Cool Fan Blades (steel only) are permitted.
- All brake cooling air inlets and inlet locations must be acceptable to the NWSLMS officials.
- All air entering brake cooling ducts must enter through the front of the lower air dam. Openings above the uppermost horizontal surface of the front bumper, including the headlight openings, must not be used to pick up air for brake cooling.
- Liquid or gas cooling of the brakes will not be permitted.
- Brake fluid may be cooled by re-circulating the fluid through the brake hydraulic system. Any brake fluid re-circulating device must be NWSLMS approved.
- Fans, ducts, or hoses to the rear brakes/tire bead ok with one NACA duct, with one air hole, per side window.

Exhaust System

**Exhaust plate flange may be 1 inch long and 45-degree angle max. Plate dimensions to be 10-inch x 15-inch max.

Wheels / Lug Bolts / Lug Nuts

ALL RACING WHEELS MUST MEET TIRE AND RIM MANUFACTURER SPECIFICATIONS. NO ALUMINUM WHEELS ALLOWED. NO EXTREME SAFETY BEADS ALLOWED - NO EXCEPTIONS.

- Maximum wheel width permitted, 10" measured inside bead.
- Wheels must be approved steel racing wheel.

- Wide 5 wheels must have a minimum weight of 17 lbs., and 5 on 5 wheels must have a min. weight of 20 lbs.
- All wheels must have a car number on the exterior of the wheel.
- Bleeders are allowed.

Tires

Official Tire of the series is the Hoosier 3035 (left) and 3045 (right). PENDING TIRE CHANGE

You must buy the tires used in qualifying/race from the track you are racing at, no exceptions. Your qualifying/race tires may be purchased at Friday's practice, Saturday (prior to or on race day), or Sunday (race day) and will be impounded until a pre-designated time prior to final practice. ***The series officials reserve the right to determine eligible # of tires, procedure for selection of tires and release times.***

- Cars must start the main event with the same tires that were used for qualifying.
- Any tire may be used in the happy minutes and LCQ rather than the qualifying or designated race tires.
- NO PERFORMANCE OR APPEARANCE ENHANCING PRODUCTS ALLOWED INSIDE OR OUTSIDE OF TIRES. Tires that have been altered by unauthorized treatment, including water, will not be permitted. It is the competitor's responsibility to comply with the tire marking system set forth by the Series Officials.
- ***Failure to comply or the use of tire soaking substance will subject the competitor to a penalty of expulsion from series permanently.***

Fuel System

No electric fuel pumps or forced induction of any kind is permitted, except in a GM CT525 crate motor which can use an electric fuel pump with an oil pressure cut-off switch.

- No icing or cooling of fuel system
- A fuel cell will be mandatory with 22 gallons maximum.
- Fuel cell must have a minimum of 8" ground clearance.
- Fuel cell must be mounted securely behind the rear axle of the car.
- Fuel cell must be equipped with at least 2 protective straps completely around the cell. Cars must have a minimum of 1/8' steel plate or similar strength aluminum plate between the fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have a safety bar at the rear of the fuel cell

Fuel Cell

Must be soft-type bladder fuel cells and must be enclosed in a steel container with lid and drain holes in bottom.

Approved models:

- Aero Tec Laboratories, Inc. (ATL) FB 222 D FB 222 E FB 322 D FB 522 D
- Aircraft Rubber Manufacturing, Inc. (FUEL SAFE) RB 122 E RB 022 E
- Other models can be submitted to series for approval to the attention of the technical director.

Fuel cell must be mounted within rear frame rails. Fuel cell must have approved rollover valve. THE EXIT OF THE VENT TUBE MUST BE ABOVE FUEL TANK LEVEL. (No PCV valves or open vent line allowed.) Fuel cell not to be considered ballast. Fuel cell must have a minimum of eight (8) inches ground clearance**. Fuel cell bladder must be within 7 years of manufactures date on bladder.** The Maximum fuel cell capacity including the filler spout and overflow must not exceed 22 gallons**.**

- Fuel Cell Container - The fuel cell container must be acceptable to the series officials and meet the following minimum requirements:
- The fuel cell must be encased in a container of not less than 22 gage (0.031-inch-thick) magnetic sheet steel.

- If the fuel cell container has a bolt on top, it must be bolted together with min. ¼ inch diameter bolts spaced a max. of (4) four inches apart.
- If the fuel cell container has a bolt-in end panel, it must be fastened together with min. 10/32-inch diameter screws, spaced a max. of (4) four inches apart.
- The maximum outside dimensions for the fuel cell may not be larger than 33 inches by 17 inches by 9-1/4 inches.
- Holes in the fuel cell container will not be permitted, except for two (2) 1/8-inch drain holes in the bottom of the fuel cell container.
- The exterior of the fuel cell container must be painted red.

Fuel Cell Container Installation - The fuel cell and the fuel cell container must be installed in a manner acceptable to the series officials and in accordance with the following minimum requirements:

- The fuel cell and the fuel cell container must be fastened to the frame.
- The fuel cell and fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails (one (1) inch offset allowed.)
- The fuel cell container, must be secured on the top by a flat fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-513 specifications, bolted without removable spacers to the rear sub-frame rails and the front and rear fuel cell cross members or brackets welded to the rear sub-frame rails or the fuel cell cross members.
- The flat fuel cell top rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise centered in the area from the fuel cell fill plate to the outside of the fuel cell container across the top of the fuel cell container.
- The front and rear fuel cell cross members must be constructed using one (1) inch wide by one (1) inch in height by 0.065-inch minimum thick magnetic steel tubing meeting the ASTM A-500 specifications.
- The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch by 0.065-inch minimum thick square magnetic steel tubing meeting the ASTM A-513 specifications equally spaced across the fuel cell container. These tubes must be welded to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container.
- A reinforcement plate of not less than 14 gage (.078-inch-thick) magnetic steel flat plates must be installed in front and behind the fuel cell container. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (min. 3/8 diameter bolts) with two (2) bolts on each side.
- The bottom of the fuel cell container must have a minimum ground clearance of 8 inches.

Fuel Rules - The NWSLM reserves the right to specify an official fuel supplier for the series.

- The addition of any oxygen bearing compounds or otherwise power additives are prohibited.
  - This includes NO oxygenated fuel.
- Samples of fuel may be taken at any time and sent to the fuels manufacturer for testing. If fuel is deemed by the manufacturer to be altered you will be immediately disqualified, loss of all-season points to that period, and possible expulsion from the series.
- No icing or cooling of fuel system.
- No CHP, CHP Plus, C -85

Personal Safety:

In all matters pertaining to safety, Car Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Car Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to; helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, head and neck restraint systems, driver's racing seat and safety belts. ***Any Safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re-inspected***.

Seat Belts and Shoulder Harness

- Each car must be equipped with an SFI 16.1 or SFI 16.5 - approved 5-point or 6-point seat belt restraint system and display a valid SFI 16.1 OR SFI 16.5 label. **No older than 5 years.**
- An SFI 16.5-approved shoulder harness may be two (2) inches wide as it passes over the approved head and neck restraint device.
- Approved seat belt restraint systems must have a latching mechanism attached to the lap belt or, if cam lock latching mechanism is used, it must be attached to the lap belt, the shoulder harness and the antisubmarine belts. This latching mechanism must provide a common connection and release for the lap belt, shoulder harnesses and anti-submarine belt(s), and must be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It must either have one (1) of two (2) approved release designs: Latch/Lever or Cam Lock
- A center (crotch/anti-submarine) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.
- Where the belts pass through the seat edges, they must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. Untagged, undated belts will be considered out of date. The label cannot be in the adjuster.
- Seat belts and shoulder harness systems must have a production date within five years of the event date.
- Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers.
- When the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

Driver Seat - All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multilayer aluminum seat and approved by the series officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted.

- Seat construction must be solid aluminum sheet material or carbon fiber from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis and shoulder supports on both the left and right side.
- A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to series official approval. Bolt on systems is approved for competition.
- Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. Recommendation – a minimum 1/8 inches (.125-inch) thick steel plate be mounted on the front or backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

Fire Control and Safety

- A fully charged five-pound on-board fire system with a minimum of two nozzles is mandatory**. The gauge must be visible to series officials**. The bottle must be re-certified or replaced every two (2) years. This cylinder must contain a minimum of five (5) pounds of DuPont FE-36 or equivalent.

- Driver uniform must be a multi-layer, full-coverage, one or two-piece fire-retardant uniform specifically designed for racing; Nomex-type or equivalent fire-resistant uniforms mandatory. Nomex gloves, socks and racing shoes are mandatory. Nomex fire resistant underwear is highly recommended.

- Drivers must wear a full-face helmet carrying at least one of the following certifications: SFI or Snell approval sticker, no later than 2010, and be visible for Series inspection. "M" type not allowed.

Head and Neck Restraint Devices/Systems

It is always mandatory that during an event (practice, qualifying and competition), drivers use a head and neck restraint device/system which is SFI-approved. The device/system should meet the SFI 38.1 specification and must display a valid SFI 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT THE SERIES TO ENSURE THAT HIS/HER SAFETY DEVICES/SYSTEMS ARE SFI-APPROVED, HAVE A CURRENT VALIDATION TAG, AND ARE CORRECTLY WORN, MAINTAINED AND PROPERLY USED.

More Safety

- Window net required on driver's door window. Net must be permanently mounted at bottom of window with a minimum 5/16" steel rod and secured at the top using a steel flip style release. No other window net latches will be allowed. **No older than 5 years old and must have SFI Label**.

- Toe straps recommended on all throttle pedals.

- A fully charged fire extinguisher is required in each pit at each racing event.

- Two-way radio communication between driver and crew is required whenever a car is on the track. Spotter must always be in the designated area while the car is on track and must monitor Race Control. **RACE CONTROL 469.962500**

- A yellow stripe, a minimum of four (4) inches in height must be displayed on the rear bumper cover of any car driven by a rookie driver as determined by the series officials.

Electronic Scoring System - NWSLMS-approved timing and scoring transponder mounting brackets must be installed on the outside of the right-side frame rail, 16 inches center-to-center behind the rear axle, mounted vertically with the square tab on the bottom. The bracket must be fastened with 3/16-inch diameter small head pop rivets (from the outside) through the holes in the center of the bracket with 3/16-inch diameter rivet washers.

Photo Finish - If there is an exact time (per the scoring system) for two cars at the finish of a race, the tie will go to the car that was ahead on the previous lap.

Race Procedures:

Initial Start:

- Double file, **once the Starter shows the 'one to go' signal, no scrubbing of tires, cars need to position nose-to-tail.**
- The front row must maintain "pace car" speed until they accelerate at the drop of the green flag.
- The drop of the green flag starts the race, the outside front row car must not beat the pole position to the S/F line.
- No passing allowed until S/F line – You may not pull out of line until the S/F line.

Restarts:

- All restarts will be double file in start box.
- All cars one or more laps down restart behind lead lap cars in an order determined by race control.
- When the double up sign or directive is given, the leader only can choose to start inside or outside. Everyone else will double up in their respective position.
- The leader of the race must maintain pace car speed until the designated re-start area. If he/she slows intentionally he/she will be sent to the back of the field.
- The leader is the control car for all restarts. ***If the outside front row car jumps the restart and gives the position back prior to the next pass of the start/finish line, no penalty will be assessed.*** If they do not the race will go yellow, and the offending driver will be sent to the rear of the field.
- No passing allowed until S/F line – You may not pull out of line until the S/F line.
- If a car re-enters the track before the two-to-go signal and remains on the lead lap after pitting, it will restart at the tail of the lead lap cars, otherwise re-start at the tail of the field.

Yellow Flag:

- When the yellow flag is displayed the field will be "frozen", hold your position and proceed with caution. **DO NOT RACE BACK TO THE START/FINISH LINE. DO NOT PASS.**
- Your restart position will be based on the previous green flag lap so long as you were in no way associated with the incident.
- Race Control reserves the right to reposition a car if they spun to avoid the incident.
- Lap Down cars are positioned behind lead lap cars.
- Any discrepancies in the lineup will be determined by Race Control.
- Officials reserve the right to utilize yellow to check cars that are suspect and are being considered for a black flag (leaks, smoke, sparks, etc.). After they are checked, if okay - they keep their position.
- After 40 consecutive green flag laps, a Competition Yellow will be displayed. This does not apply within 15 laps of the finish. Officials reserve the right to throw a competition yellow at any time throughout the race.
- If you cause a YELLOW for stopping on the track, ONE lap penalty.

Red Flag:

- Stop single file in a safe manner – if a car does not re-start on its own, it may be pushed started and maintain position.
- NO WORK may be done on cars on the racetrack during red flag condition – unless authorized by race control.
- Pit crews may work on your cars in the pits under the red flag.
- Cars that pit under the red flag must rejoin the field at the rear.

Black Flag:

- This is a consultation flag and indicates the driver must take his/her car to the pits immediately for a consultation with series officials**. Failure to do so within two laps will cause the series to quit scoring the car until the penalty is served.**

Ten Lap Rule:

- Double-file restarts for last ten (10) laps, with lapped cars moved to rear of field, positioned in running order.
- The last ten (10) laps must be racing laps. No “Free Pass” within final ten laps.
- Once the white flag has been displayed to the leader, the next lap will be the checkered.

Layover/Move Over Flag:

- A courtesy flag is displayed to indicate to a driver that they are being lapped by faster cars. It will be used at the discretion of the race director and flagman. **Failure to adhere to this flag will cause you to be black flagged for a consultation; repeated occurrences in an event will be cause for Race Control to park your car for the remainder of the event.**

Crossed Flags:

- When any two flags are crossed and displayed by the flagman it signals to the drivers that the leader has completed half the race distance.

White Flag:

- Signifies that the leader has begun his/hers last lap.
- Once the white flag is displayed, we are coming to the checkered.

Checkered Flag:

- Signifies that the leader has completed the race. All other cars will receive the checkered flag in the same lap.
- Should the yellow and checkered flag be displayed, Race Control / Scoring reserves the right to finalize positions based on the last completed green flag lap.

Free Pass Award/” Lucky Dog”:

- On any yellow flag up to final 10 laps, the first car a lap down will be instructed to join the field at the back and gain back 1 lap. Any car causing a yellow will not be the recipient of the “Free Pass”.
- The “Free Pass” car will be instructed as when to rejoin the field at the rear.
- If the free pass car is the cause of the yellow, it will transfer to the next car in the running order.
- No free pass in final ten laps.

On Track Contact:

- If there is any contact between competitors on the track, it will be determined by race control if any penalty is imposed. **Rough driving, intentionally driving into someone or intentional blocking will not be tolerated.**
- **Any on track contact can be subject to penalties or suspension.**

Tire Changing: A Series Official must approve any tire change. Unapproved tire change is a two (2) lap penalty - For a tire to be changed during a race without penalty, the tire must first be inspected by a Series Official and must be deemed as flat (10 lbs. or less Left Side / 18 lbs. or less Right Side) or has severe wheel damage. Any tire that is changed must be immediately presented to a Series Official, in which it will be impounded until after post-race tech inspection.

Qualifying:

- Two laps or more on the timer. Warm up laps will be designated at each track before qualifying.
- All drivers will draw for qualifying position and must be within three (3) spots of the position they drew. If more than 3 positions are out of order the slower of the two complete qualifying laps will be given as official time unless officials decide to waive this rule due to extreme circumstances like a blown motor in practice or a wrecked car in practice.
- Ties in times will go to first car to establish that time.
- Competitors must run at least one practice session to be eligible to qualify, unless approved by the series director.
- If you are under penalty for the slower of the two laps, you must complete both laps to receive a qualifying time.
- Series may impound cars after qualifying at their discretion due to inclement weather or at the direction of the track promoter to speed up event.

Inverts: At all races the top 8 from qualifying will draw for their starting position on the front stretch just prior to the start of the main event.

Drivers Meeting: Mandatory attendance and roll call will be taken. If you miss or are late to the drivers' meeting:

- The first offense is a verbal warning.
- Second or more offenses is a penalty (Unless prior approval from series director or race director).
- ***Penalty is driver will have only the first lap of qualifying count towards starting position. Two laps must be completed, or no time will be allowed.***

Driver Change: Series director must approve all driver changes. If a driver change is made after qualifying, before the start of the race, the car must relinquish its starting position and start at the rear of the field. Driver points and prize money will be awarded only to the starting driver.

Spotters: Each team must supply one spotter in the designated area for any event for communication with driver and series officials. Radio is mandatory whenever a car is on the track. A roll call will be made before any on-track competition and done so in the spotters stand. If a spotter is not present that car will be held in the pit area until the spotter is present. If spotter leaves stand during race that car will be black-flagged from event. **REQUIRED**: Each spotter must have a radio that will scan the Race Control frequency. This will become mandatory going forward. **RACE CONTROL 469.962500**

All spotters must maintain a professional attitude, any foul language or abuse to series officials will cause the spotter to be removed from the spotter stand and the car parked until a replacement is back in the stand.

Contingency Decals: ***All contingency sponsors' decals must be placed on all cars to be eligible for event prize money, points and awards.*** One set of contingency decals will be supplied by the NWSLM Series to each team at no cost. Each additional set will be purchased by the team as required; the cost is $35/set.

Official Results: Race results are not considered OFFICIAL until Tuesday at 8am following the race weekend. All scoring protests in any race must be made within 30 minutes after the official results are posted. Scoring re-check decisions are final and cannot be appealed or litigated.

Inspections: All NWSLM cars must go through inspection and qualifying draw before practicing.

- Inspections can occur prior to the following: First Practice, Qualifying, LCQ, Main Event, & Post Race.
- Series Officials reserve the right to require an inspection of any car at any time.
- The top 5 finishing positions must present themselves at the designated inspection area immediately after the conclusion of the main event and the car must not return to its pit area prior to the post-race inspection.
- Competitors must take whatever steps are required including a complete teardown or confiscation of engine as requested by series officials. **Failure to do so will be considered an admission of guilt and be grounds for immediate disqualification.**

More General Information

- ***Northwest SLM Series officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.*** No equipment will be considered as having been approved for the reason of having passed through inspection unobserved.

- Cars found illegal are subject to disqualification, confiscation, fines, suspension, expulsion from Series and/or loss of points and money for that event.

- Rules clarification will be done by the series officials, final decision rest with Series Director.

- Any abusive or improper language to or regarding a series or track official may be cause for suspension, expulsion from series and/or fine. You or your team must conduct yourself in a professional manner.

- At no time shall any member or fan of a race team attempt to/enter race control during and event. If you want to discuss anything it can be done at the series trailer after the event has finished. A violation could cause a fine of up to $500 for each individual involved and immediate expulsion from the series until further notice.

- No person shall participate in fights in motor pits or on race premises at any time. A violation could cause a fine of up to $500 for the individual(s) involved and immediate expulsion from the series until further notice. All Persons involved will be asked to leave and/or will be taken to jail.

- All drivers must be a minimum of 15 years of age and must be approved for competition by an appointed panel of the series. All drivers must be approved for competition and will be under evaluation for their entire first year of competition.

- To be eligible for rookie status, the driver must declare his/her rookie status in writing and be approved by the series director. All rookie entries will be verified. Any driver who has raced in more than a total of five races in a single season, or a series deemed similar in status will not be eligible. Any event where the rookie driver does not complete 50% of the laps will not count towards their five total races in one season.

- Any infraction of any rule or regulation may result in penalty, disqualification, fine, suspension or expulsion. Any illegal parts may be confiscated.

- The consumption of alcohol or drugs during the period of competition is strictly prohibited. The use or possession of illegal drugs at any time is strictly prohibited. Both are grounds for expulsion from the NWSLMS event, you may be subject to a drug and/or alcohol test at any time at the cost of the series. If asked by series officials to take an alcohol/drug test you must do within 24hrs of

the request, from a certified hospital or testing center and you will be prohibited from competition until this is done.

Provisional Procedure

The top 20 in series points after the second (2nd) race are eligible for a provisional, based on the current cumulative points entering that day's event. The highest-ranking in the top 20 whose car did not qualify for the A-Main can use a provisional; **the first two events will utilize points ranking from previous year**.

- **NWSLM Qualifying Procedures -** Fastest 20 cars in qualifications are automatically transferred to main event and will be lined up straight-up or by inversion draw. Positions 21 & 22 go to NWSLM provisional' s and 23 & 24 to track promoter provisional' s. If a track can start more than 24 cars this procedure will be determined by the NWSLM series and the promoter and may be posted on the events schedule.

Points

- All teams who enter a car and present it for competition but fail to make a qualifying attempt will receive 20 points.
- The top 5 qualifiers will receive the followings points: 1st (5) points, 2nd (4) points, 3rd (3) points, 4th (2) points, & 5th (1) points.
- Points for the main event will be awarded in the following manner:

Finishing Position	Points
1st	50
2nd	48
3rd	46
4th	44
5th	43
6th	42
7th	41
8th	40
9th	39
10th	38
11th	37
12th	36
13th	35
14th	34
15th	33
16th	32
17th	31
18th	30
19th	29
20th	28
21st	27
22nd	26
23rd and back	25

- No Points for Trophy dashes or Positioning Heat Races will be received.
- Any tie in the final points will be broken by the highest number of wins in that season, if still tied highest number of second place finishes and so on until the tie is broken.
- All points go to the driver only.

PLEASE READ:

It is the obligation of each participant to ensure that his conduct and equipment comply with all applicable rules as they may be amended from time to time. All rules or procedure updates will be posted to series website and Facebook pages. Upon admittance to any NWSLMS event the driver is responsible for the conduct of all team members.

No expressed or implied warranty of safety shall result from publication of or compliance with these rules. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The Northwest Super Late Model Series and its officials reserve the right to refuse entry to any person to any event under their authority at any time.

Competition/Technical Contacts:

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