



Situations may arise that may not be precisely covered in this rulebook. FUEL Racing Series will make all rulings / interpretations and these judgments shall be final. FUEL Racing Series is referred to as “FUEL” in this document

These rules and/or regulations are set forth to facilitate orderly conduct and to establish minimum acceptable requirements for events. These rules shall govern all events. By participating in these events, participants willingly agree to comply.

- NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Series or Race Director shall be empowered to permit any reasonable interpretation or deviation from any of the specifications that in his/her opinion does not alter the minimum acceptable requirements.

THE REGULATIONS AND PROCEDURES THAT FOLLOW APPLY TO THE FUEL RACING SERIES (FUEL). FUEL reserves the right to revise rules and procedures at any time. By hosting or participating in a FUEL Racing Series event, the decisions from the series are final and shall not be challenged publically or legally in any way, shape, or form.

SERIES MEMBERSHIP

Membership (\$100): Enables a driver to be eligible for point fund monies, contingencies, and/or series awards. Active membership and 80% participation in series events is required to receive Championship or ROY point fund monies
No driver under 16 years of age may compete, unless he/she has a valid partial emancipation for motorsports.

Rookie of the Year

- ROY competitors must notify FUEL & obtain a membership (Eligibility based on but not limited to these criteria)
- ROY cannot have won a late model (crate late model excluded) event paying more than \$3,000
- ROY cannot have finished in the Top 5 positions or won ROY in a multi-track limited or super late model series.

Series Championship

- Championship: Drivers will be allowed ONE drop race. Ex: If series completes 12 events, the best 11 finishes are scored for the championship, etc. Disqualifications CANNOT be dropped (Exception: being light at scales)
- Series Championship Tiebreaker: Most Feature wins, most 2nd Place finishes, most 3rd Place finishes, etc.
- Point Fund (Based on 12 events completed): 1st (\$5000) - 2nd (\$3000) - 3rd (\$2000) - 4th (\$1500) - 5th (\$1000)

1 st (100)	2 nd (96)	3 rd (94)	4 th (92)	5 th (90)	6 th (88)
7 th (86)	8 th (84)	9 th (82)	10 th (80)	11 th (78)	12 th (76)
13 th (74)	14 th (72)	15 th (70)	16 th (68)	17 th (66)	18 th (64)
19 th (62)	20 th (60)	21 st (58)	22 nd (56)	Non Qualifiers (50)	

EVENT PROCEDURES

Registration & Technical Inspection Drivers Meeting

- Teams must come to FUEL trailer, register, pass tech inspection, pay entry fee, and draw for qualifying.
- In technical inspection...Shocks must be uncovered, hood must be removed, and rear car cover must be removed.

Hot Laps & Qualifying

- Cars will hot lap in groups according to pill draw. Transponder must be on the car in hot laps to assist scorers.
- Cars will hot lap, qualify, & heat race with same group. Group with the fastest overall time will be Heat Race #1 (23 or less cars = 2 groups). The best a car deemed late for qualifying can start is 4th in their respective heat race.
- Should 2 or more cars post the same qualifying time, tie(s) will be broken via the 2nd fastest qualifying lap.
- Drivers must scale car for minimum weight requirements for qualifying lap to be officially recognized and scored.
- Changes to the standard 2-Lap qualifying procedure (inclement weather, etc) will be at the discretion of FUEL.

Heat Races, B-Mains, & Provisional Positions

- All drivers will compete in Heat Races (lineups based on group qualifying). B-Main(s) may be run (if necessary).
- The Delaware Double File Restart Format will be utilized throughout the entire length of Heat Races & B-Mains.
- All cars transferring from Heat or B-Main should report to scales to be checked for minimum weight requirement.
- Teams wanting to take a provisional must have entered event and attempted to compete leading up to feature race.
- If a tie in points upon entering event exists, driver with fastest qualifying lap for that event receives provisional.
- Starting with Event #3, provisional positions are based off current standings (Events 1 & 2: Last year's standings)

Initial Starts

- Cars and drivers NOT on the starting grid on time forfeit feature starting position and will start at rear of the field.
- Initial starts are double-file and inside FIRING ZONE. Heat Race #1 winner has choice of inside or outside. INSIDE car sets the pace and starts the race inside the FIRING ZONE. The rest of the field may start AFTER front row accelerates. Cars jumping or advancing position prematurely will be moved back 2 positions.
- If just 1 car is involved in a caution before 1 complete lap is scored, that car will tag rear of field for a subsequent attempt at starting race. If more than one (1) car is involved in a caution before one (1) complete lap is scored, the cars involved in the caution will receive their original starting positions for subsequent attempt at starting the race.
- NO 'cross-over' of field for subsequent attempts at starting the race. FUEL will move up inside or outside lane.

Delaware Double File Restarts

- Delaware Double-File Restarts will be utilized in the Heat Races, B-Mains, and A-Main events.
- With the leader out front, remaining drivers will select inside or outside when instructed by the Race Director.
- Leader may restart at designated FIRING POINT. Drivers accelerating EARLY will be moved back 2 positions.

Red Flag Periods

- Stop cars quickly and safely. Work/car repairs completed during a red flag MAY result in a ONE lap penalty.

Caution Periods

- ALL cars deemed involved in yellow flag incident will restart at the rear of the field (Fuel Series Discretion)
- No repairs by crew are permitted on racing surface. (FUEL officials **DO NOT** pull sheet metal, repair cars, etc)

Driver/Car Changes

- FUEL approved driver/car changes after qualifying allowed (driver/car will move to rear of next stage of event)

General Race Rules

- Drivers with 2 unassisted incidents that bring out the yellow flag in a single race may receive the Black Flag.
- TWO courtesy laps will be given changing flat tires (Feature Event Only). The car will rejoin the field at the tail.
- A black flag (FUEL's discretion) may be displayed to drivers losing parts of the car, excessively smoking, etc.
- Work on cars must be done in the pit area/designated work area. FUEL will not pull sheet metal or make repairs.
- Driver or crew member may NOT be on the track or tamper with the race, racing surface, and/or event.
- Main event restarts are Delaware Double File until 5 To Go (Race Director Discretion, Track Conditions, Etc)

SCORING PROCEDURES

- After first lap is complete, a split yellow scoring system will be utilized when possible (computerized scoring)
- All cars that cross the start/finish line under green flag conditions will hold their position. All other cars not crossing the line prior to the yellow will be lined up according to their last completed green flag lap.
- In event of rain or unforeseen circumstances, race may be shortened or called complete after reaching halfway.

RACE PURSE & POINT FUND PAYOUTS

- Race purse and other funds are paid to the car owner or designated owner (proper tax information is required)

SPECIAL EVENT SHOWS - MISCELLEANOUS

- Special Event shows may require modification of format/procedures (changes will be covered at driver's meeting)
- ALL cars entered in FUEL events should place FUEL & Contingency decals in highly visible areas on both sides.

ENGINE PROTEST AND CLAIM PROCEDURES

Engines deemed factory sealed may be claimed.....NOT protested (CT525 - \$8500, 604 - \$6500, \$602 - \$4000). Any engine claimed will be turned over as it came in the crate, minus bolt on items (must finish in Top 10 of A-Main to claim). Built & Rebuilt Engine Protest (\$1000): Must finish in Top 5 and protest fee must be paid within 5 minutes of checkered (\$250 to series - \$750 to protest winner). FUEL is not responsible for reassembly or sealing of protested engine.

FAILURE OR REFUSAL TO ACCEPT CLAIM OF AN ENGINE OR PROVIDE ENGINE FOR INSPECTION BY SERIES OFFICIALS WILL RESULT IN A 365-DAY SUSPENSION AND A FUEL SERIES DETERMINED FINE.

DISCIPLINARY ACTIONS

- Fighting will not be tolerated and NO Driver/Crew member discussion or protests on track at ANY TIME!
- Rough driving, retaliation, and unnecessary bumping as determined by FUEL officials will not be tolerated.
- Driver/Owner/Crew (anyone connected with race team) going to another pit area or to another car is not tolerated.
- Team members going out on the racing surface when yellow flag conditions exist will not be tolerated.
- ANY violations may result in disqualification and/or loss of any earned purse money in addition, points and/or a monetary fine and/or suspension. More than one infraction will be harshly dealt with on an individual basis.
- A participant shall not use or be under the influence of any stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, illegal substances, etc., during an event. Any appearance or conduct creating reasonable suspicion is reviewable and disciplinary action is at the discretion of FUEL officials.

PARTICIPANT ELIGIBILITY

FUEL Racing Series may honor driver/owner suspensions or disciplinary action issued by any other sanctioning bodies. If so, car owner subject to suspension/disciplinary action must appeal to the FUEL series competition director requesting for approval to compete in FUEL race series events. A competition committee set to review the appeal will consist of the owner of FUEL, FUEL officials, and may include up to 3 team owners or track promoters in good standing with FUEL.

CAR SPECIFICATIONS

Body (refer to diagrams)

- Nosepiece style must match body style of car and be the same as the motor used.
- Cars must have a minimum of 1/2" and a maximum of 1" radius at the top of fenders, doors and quarter panels.
- Floor boards and firewall must fully cover the driver's area and be constructed to provide maximum safety
- No wedge shape cars, fins or lips are permitted along the entire length of car (body line must be even front to rear)
- "Belly pans" or any type of enclosure on bottom of car is not permitted. Skid plate to protect oil pan is permitted.
- Wings or tunnels of any kind are NOT permitted underneath the body or chassis of the car.
- Panels of any kind under the rear deck running from the front to the rear of the car are NOT permitted.
- Non-approved bodies may at the discretion on the tech inspector, may be assessed a fifty pound weight penalty.
- "Scoops" used must be front of or around air cleaner (Max 1" above any part of cleaner). No fins or raised edges.
- Cockpit adjustable components are NOT permitted, except brake bias adjusters.
- Adjusters for adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components of any kind are NOT permitted inside cockpit of the car or within reach of a seated driver.

Stock Nosepiece

- Nosepieces must be made of molded type material and must be mounted so as to not alter its original shape.
- Only approved stock nosepieces allowed (MD3, Performance Bodies, 2012 Dominator, ARbodies, Five Star, etc)
- Two piece noses must be fastened together in the center. Spacers added to gain width are not permitted.
- Noses shall remain flat above nose lip/wicker bill. No alterations/additions allowed other than cooling holes.
- Nosepiece can extend a maximum of 52" from center of the front hub to farthest point extending forward.

Roof

- Roof: LENGTH (Min. 44" & Max. 54"). WIDTH (Min. 48" & Max. 52"). HEIGHT (45" - 48" from ground).
- Roof must be stock appearing and mounted level parallel to body and near center of car as viewed from the front.
- Maximum 1.5" roll, turned downward is permitted along front edge of roof. Maximum 1" roll, turned downward, is permitted along rear edge of roof. (Rolls permitted to strengthen roof.) No turn up at the rear of roof permitted
- No flat or odd shaped roofs permitted. No bellied/hollow roofs. Roof Post & Spoiler Supports may not overlap
- Any sun/antiglare shields may not exceed a 4" drop from the top roof line, and must hinge for easy exiting.
- A maximum of two (2) roof edge Bead rolls of a maximum height of one half (1/2) inch is allowed.
- Roofs are only allowed to be single plated and Maximum Thickness dimension of roof shall be ½ (one half inch)
- The roll cage and associated frame members above the interior decking up shall remain open and not enclosed.

Roof Supports and Window Side Panels

- All roof side panels must extend to the edge of the body & match dimensions in drawing (minimum of 10" x 15")
- The window area may be covered with clear Lexan or equivalent, be cut out, or be represented by a decal. Both roof support openings must be covered or both must be left open (Left and right side window panels must match).
- A maximum bow of two inches (2") outward on the window side panels as viewed from behind will be permitted
- Front roof supports up to two inches wide must extend forward to the rear of the hood

Front Fenders, Fender Flares and Hood

- The hood and front fenders must be level and flat from the left to the right side of the car.
- Line from front to rear fender heights must slope up. Outside edges of hood and/or fender remain inside bodyline.
- Front fender can be a max. of 37" in height (measured vertically from ground to top of fender behind front tires.
- Front fender flares must be made of plastic and cannot alter the original shape of the nosepiece.
- The front fender flares cannot extend beyond the front tires more than one inch (1") per side to a maximum width, edge to edge, of ninety inches (90") in width with wheels pointed straight.
- Front fenders flares must appear even across car, not be higher than fenders (3" max), & have collapsible supports

Doors

- Door to door measurement cannot exceed 76" at top of doors and 82" in width at bottom in center of the car.
- Doors cannot exceed thirty seven inches (37") in height measured from ground (minimum ground clearance is 3")
- Door sides cannot break inwards from top 76" & bottom 82" measurements. No hollow / bellied doors permitted.

Quarter Panels

- Distance permitted from center of rear hub to top corner of the quarter panel is fifty-three inches (53") maximum.
- Panels can't exceed 76" in width as measured at the top or exceed 86" in width in center (19" height off ground)
- Rear decks tapering from 76" back to 72" at spoiler must do so from center of the rear hub, equally on both sides
- At no point can quarter panel sides break inwards towards the center of car. No hollow or bellied quarter panels!
- Distance from center of rear hub to end of quarter panel measured in straight line is forty-nine inches (49") max.
- The maximum height permitted from the ground to the top of the deck is thirty nine inches (39").
- Tire clearance from the body should be a minimum of 2 inches (No skirting permitted to behind quarter panel)

Spoiler and Spoiler Supports

- Rear spoiler must be manufactured of adequate strength material (Lexan/Aluminum) - Max. 8" high & 72" wide
- Rear spoiler is not permitted to be suspended above deck (wing effect) and must begin where quarter panels end.
- No more than three spoiler supports are permitted. The front edge of the spoiler supports must be in line.
- Outer spoiler supports can't be mounted wider than top of quarter panel, in addition, must be centered on deck.

Interior

- Interior of cockpit can be no less than 11" below the roof in addition, roll cage measured straight up and down.
- If front of roof has a rolled under lip, you will not be required to have 11" in the front but top of roof must be 11"
- Side windows must have 15" opening, measured at an angle to door. No support bars blocking right window exit!
- A rock guard (lexan screen) can taper back from steering wheel to a height of 1" in line with driver's chest providing the 11" minimum clearance is met at any point from the roll cage to the body or rock guard.
- Dropped interiors may begin no further forward than the rear engine plate with a maximum of four inches (4"), and cannot drop below four inches (4") of the rear of the hood. The start of the dropped interior may not be open, as this forms part of the fire wall. The entire width must be closed off in sheet metal.
- Interior must gradually taper up to quarter panel height and be level for 20" from rear of quarter panel and deck.

Driver Compartment

- Full metal firewall must encompass compartment (front to rear, both sides, floorboards – Aluminum/sheet metal)
- Driver's seat must be of a high back aluminum racing seat design, on left side of car & securely attached to frame)
- Seat design should be from a current manufacture (full containment design per manufacture recommendations).
- All cars must have a quick-release type steering wheel, working starter, and on On/Off Kill Switch inside the car.
- Mirrors are NOT permitted. Radios and/or electronic and/or data communication devices will not be permitted.
- A substantial rock guard steel screen with a minimum of 3 bars must be mounted in front of the driver.

Frame

- The wheel base width must be between a minimum of (103") and a maximum of (105").
- Frames must be of steel construction (minimum 2" x 2"), or rectangular, (minimum material thickness of .083")
- If a round tube frame is used, the tubing must have a minimum 1.75" outside diameter, with a minimum material thickness of .083 inches. These frames must use 4130 Chrome Moly Steel or DOM for construction.
- If the rear bumper is stubbed, it may only extend a maximum of (8") beyond frame. Any stubbed rear bumper that extends in excess of (8") beyond frame must be rounded and directed eight inches towards the front of car.
- No external rub rails are permitted and it is recommended that all cars be equipped with a tow hook or strap.
- All frames built from 2006 on, must have builder's unique serial number plate prominently attach by welding on left side of the roll cage upright. The letters and numbers shall not exceed 8 in number, and be ½ inch in height.

Roll Cage

- Cars must have suitable steel roll cage in driver compartment. Side roll bars mandatory (must extend into panels)
- Minimum of 3 bars must be used on the left side of car (Minimum 1 ½" in diameter - minimum thickness of .065")
- All bars of the roll cage must be above driver's helmet. For all new frames built in 2006 on, an extra vertical side brace bar of one and one half inch (1.5") dia x .065" is required on left side in line with the steering wheel.

Transmission

- Direct/Straight drives NOT permitted. Cars must be self-starting, bolted to engine, and able to shift FWD/REV

Suspension/Drive Train

Drive Shaft

- Only one drive shaft is permitted. Drive shaft must be a minimum of 2 inches diameter and must be painted white
- Driveshaft must be protected with a minimum of one secure driveshaft hoop or sling (2 hoops recommended).

Rear End

- Any type of rear end differential is permitted. NO "live axle" rear ends or rear suspension is permitted
- Only floater "wide five" hub assemblies are permitted

Brakes

- All cars must be equipped with a four wheel disc braking system.

Shocks

- **All Shocks, including lift bar and torque arm shocks, must be constructed of magnetic steel or aluminum. "Thru Rod" style shocks are NOT permitted. Remote reservoir shocks are permitted. All shocks must have no more than 2 external adjusters. Remote reservoirs may only have 1 external adjuster. Adjuster mechanisms must not be hidden by rod end. Adjuster mechanisms must be on the shock body, the shock rod, or on the remote reservoir. Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in way are NOT permitted. Cartridge style shocks, mass inerter style shocks, or dampers are NOT permitted. Shock rods must not exceed 3/4" in diameter and not surpass 250 pounds of pressure while extended at room temperature. 3. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed. 1 in front of rear end and 1 behind. Shocks must be mounted vertical to axle tube. No horizontal shocks allowed. Items deemed as suspicious at any time subject to inspection and/or removal unless approved by FUEL Racing Series official.**

Springs

- Coil springs must be steel. Leaf springs may be composite or steel.

Wheels

- Steel or aluminum wheels permitted (must be mounted with lug nuts). Maximum wheel width permitted is 14"
- Wheel spacers are permitted provided they do not cause the front track width to exceed the ninety inch maximum or rear track to exceed the eighty-eight inches maximum measured outside to outside of the tire.

Tires

- **Hoosier 1350, Hoosier HTS 1350, Hoosier HTS 1600 (Crate Racin D21 & D55 OK) are the approved compounds. No defacing, rebranding, softening, conditioning, soaking, or chemical alterations allowed!**

- **With the addition of the Hoosier 1350 tire, GROOVING & SIPING IS NOW ALLOWED ON ALL TIRES.**
- **TIRES WILL BE MARKED - CARS WILL USE SAME 4 TIRES TO QUALIFY & DASH / HEAT RACE**
- **ALL A-MAIN CARS WILL BE ALLOWED TO CHANGE “1” TIRE PRIOR TO THE FEATURE RACE.**
- **ANY CAR PRESENTED TO THE STARTING GRID ON THE TRACK WITH MORE THAN 1 TIRE NOT USED IN QUALIFYING AND HEAT RACE WILL START THE FEATURE FROM THE REAR.**
- Tire rule for any event may be amended per technical bulletin with reasonable notice being given to race teams
- No defacing, rebranding of tire lettering, tire softening, and/or tire altering permitted
- By competing in FUEL sanctioned events, driver understands and accepts all rules that govern tires. FUEL reserves the right to sample and/or confiscate any tire from any competitor at any time. Said tire(s) or tire samples shall be sent to a reputable tire-testing lab to ensure tires adhere to the manufacturer’s benchmark sample. FUEL reserves the right to withhold purse monies until satisfactory tire results have been received by the lab. Should any tire(s) or tire samples fail lab testing, driver shall forfeit all prize monies and will not be eligible for point fund monies at the conclusion of the season. In addition, driver and team will be suspended from all FUEL sanctioned competition for a minimum of 90 days and shall pay a fine of 50% of winner’s share of purse for said event along with reimbursement of lab testing costs to FUEL prior to being eligible to compete in any future FUEL sanctioned events. The penalty for a 2nd tire infraction within the same 365 day period will be at the COMPETE discretion of FUEL Racing Series. Example: For a \$3,000 to win event the first offense fine will be \$1,500 fine with 90-day suspension.

FUEL RACING SERIES reserves the right to recover fines and any other related expenses including legal fees, by any means necessary, regardless of a team’s future intentions to compete at FUEL events.

Engine

ENGINES ALLOWED FOR FUEL COMPETITION ARE: GM PART NUMBER 19171821 (CT525), 19331563 (CT525), 88958604 (604), 19318604 (new style 604), GM PART NUMBER 88958602 (602), & STEEL BLOCK MOTORS IN COMPLIANCE WITH THE SPECIFICATIONS OUTLINED IN THE STEEL BLOCK ENGINE OPTION BELOW.

CT525, 604, OR 602 ENGINE OPTION

PARTICIPATION IN A FUEL EVENT WITH A 604 OR 602 CRATE IS UP TO THE DISCRETION OF THE TRACK PROMOTOR. EVERY ATTEMPT WILL BE MADE TO ADVERTISE THE PROMOTORS 604/602 OPTION PRIOR TO THE EVENT. HOWEVER, THERE IS NO IMPLIED GUARANTEE BY FUEL THAT A CHEVROLET PERFORMANCE 604 OR 602 ENGINE WILL BE ALLOWED IN COMPETITION.

CT525 engines are sealed at Chevrolet Performance. CT525 engines must have original Chevrolet Performance seals. 604 & 602 engines must be sealed with GM, SECA, NeSmith, RUSH, or Fastrak, approved seals. Crate engines must not be altered or changed from factory specs. (FUEL is currently reviewing a “REPAIR ONLY” process for the CT525).

The sealed engines must remain intact and not be tampered with; any seals that appear to have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing with any FUEL Racing Series sanctioned event for up to 365 days.

- No changes allowed to engines - intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other parts on or in engine. CT525 engines will use components as delivered from Chevrolet Performance.
- **FUEL Approved Ignitions: GM Performance Ignition (P/N 19171130 or 19355863) & MSD (P/N 6014CT)**
- **IGNITION BOX PROGRAMMING WITH FUEL RACE SERIES TIMING PROGRAM IS OPTIONAL.**
- **ALL IGNITION CONTOLLERS MUST BE LOCATED IN AN EASILY ACCEASSIBLE LOCATION.**
- **AFTERMARKET SPARK PLUG WIRES ARE ACCEPTABLE.**
- **CARBURETOR SPACER OR OTHER OBJECTS MAY NOT PROTRUDE INTO THE INTAKE MANIFOLD BELOW THE MOUNTING SURFACE AT ANY POINT.**
- Engine serial numbers must be clearly visible to series technical inspectors.

- No Vacuum Pumps
- Engine setback will be 6" from center of top ball joint to the #1 spark plug with a 1-1/2 -inch tolerance on engine setback. For those cars with a 7.51 – 8.00 inch setback there will be a 50-pound penalty forward of the motor plate with a 25-pound minimum weight being placed on the right and left side of the engine. No cars with more than an eight (8) inch engine setback will be allowed to compete.
- FUEL reserves the right to conduct inspection of engines used in competition. Inspection may include visual, mechanical disassembly, and dynamometer testing to insure motor complies with Chevrolet Performance specs.

2017 FUEL Steel Block Engine Options

ALL STEEL BLOCK ENGINE COMBINATIONS-----MAXIMUM 365 CUBIC INCH

- ANY CARBURETOR - NO CFM LIMIT
- 2 VALVES PER CYLINDER
- CRANK TRIGGER **OR** DISTRIBUTOR BASED IGNITION SYSTEMS ARE ALLOWED
- 2400 LBS. MINIMUM WEIGHT AT ALL TIMES - WET SUMP OR DRY SUMP OIL SYSTEM ALLOWED
- ANY HEADER COMBINATION
- OEM or AFTERMARKET CAST IRON BLOCK—NO ALUMINUM BLOCKS
- ANY STEEL CRANKSHAFT AND RODS---NO TITANIUM RODS
- FLAT TOP OR DOME TOP PISTONS ALLOWED CAMSHAFT, ROCKER ARM, PUSHROD ALLOWED
- STAINLESS OR TITANIUM VALVES ALLOWED
- NO RAISED RUNNER HEADS ALLOWED
- ALL NOTES BASED ON FACTORY VALVE TO PISTON ANGLE OF:
 - CHEVROLET BASED ENGINES FACTORY ANGLE=23 DEGREES
 - FORD BASED ENGINES FACTORY ANGLE=20 DEGREES

APPROVED CLYNDER HEAD OPTIONS FOR STEEL BLOCK ENGINES

- **STEEL HEAD OPTION**
 - Any cast iron head with factory valve to piston angle. May angle mill heads, valve angle must be within 3 degrees of factory stock.
 - Porting and polishing allowed. The blending of valve pockets allowed. Any intake allowed.
- **ALUMINUM HEAD OPTION (MINIMUM OF 50 LBS. BOLTED IN FRONT OF MOTOR PLATE)**
 - Any Aluminum factory angle head or Brodix SUPR spec head is allowed. May angle mill heads, angle must be within 1 ½ degree of factory stock.
 - Valve placement may not be altered

FUEL reserves the right to inspect engines used in competition. Inspection may include internal visual inspection, mechanical disassembly, mechanical measurement and/or engine removal with dynamometer testing to insure the motor complies with stated specs. Refusal to comply with these procedures will lead to disqualification from event.

ANY VIOLATION OF THE ENGINE RULES AND/OR SPECS (OUTSIDE THE SEALING BOLTS ON 525) OF THE ENGINE WILL RESULT IN THE DRIVER BEING DISQUALIFIED FROM THAT EVENT. THE DRIVER AND/OR OWNER COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO BUT NOT MORE THAN 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00, AT SERIES OFFICIALS DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.

ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE CT525 ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM EVENT, SUSPENDED FROM SERIES COMPETITION FOR UP TO 365 DAYS AND FINED A MINIMUM OF \$1,000.00. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS FINAL.

Electronic Devices and Traction Control Devices

- All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are prohibited.
- All devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are prohibited.
- Adjustable ping, dial a chip, timing, or automated throttle controls not permitted in cockpit/driver accessible area
- Adjustable restrictor plates and remotely controlled components inside/outside the cockpit of car is PROHIBITED
- Competitor found with aforementioned devices will be fined, loss of points, and face suspended for up to a year.
- Radios or devices for transmitting voice or data are prohibited. No data acquisition systems are permitted.

Fuel System

- All cars must have fuel cells to FT3 specifications – 35 gallon maximum. The fuel cell must be in a completely enclosed, in minimum 20-gauge steel or 0.060” aluminum, container.
- Fuel pick up must be on top or right side of the fuel cell, be constructed of steel and must have a check valve.
- Gasoline Based Fuels must have a specific gravity of less than .745. Any gasoline based fuel with a specific gravity greater than .745 will be disqualified. The FUEL Racing Series specific gravity test equipment will be the only testing equipment used to determine specific gravity of gasoline based fuels. All decisions are final.
- Ethanol based E-85 Fuel is allowed. E-85 FUEL MUST CHECK WITHIN 3% AT ANY TIME (MIN 84% ETHANOL-MAX 88% ETHANOL). FUEL ethanol testing equipment will be the only tester used to determine ethanol content in fuel. All decisions are final. It is your responsibility to know what fuel you used in your car.
- The FT3 fuel cell must be securely mounted behind the rear axle between the rear tires, a minimum of four inches ahead of the rear bumper, no lower than the quick-change housing.
- It must be mounted with a minimum of two .125 inch thick steel straps 2 inches wide around the entire cell. Cells mounted in a square tubing frame permitted but must be securely mounted to frame with bolts (minimum 7/16”)
- No fuel injection system, electrical fuel pumps, or pressurized fuel systems -Only mechanical or belt driven pump
- METHANOL, ALCOHOL, NITROUS OXIDE, PROPYLENE OXIDE, OTHER ADDITIVES NOT ALLOWED
- Series reserves the right to lab test fuel at ANY time. Samples obtained from driver will be tested against benchmark samples from fuel manufacturer. Penalties for illegal fuel will mirror tire penalties

Exhaust

- All headers must end with a collector. Exhaust extensions attached to the collector not approved for competition.
- Merge collectors or Square tube headers are not approved for competition.
- Tri-Y headers approved and though mufflers are not required...some events will occur at tracks requiring mufflers

Weight

- CT525 weight of car with driver is a minimum of 2300 lbs. (GM604 & GM602 weight is 2350 lbs)
- Steel Block/Steel Head weight of car with driver is a minimum of 2400 lbs.
- A 1 lb. per green flag lap burn-off will be used for feature races only (CT525, GM604, & GM602 engines only).
- Steel Block/Aluminum Head weight of car with driver is a minimum of 2400 lbs. (50 lbs bolted to motor plate)
- Weights up to 50 lbs. must be positively fastened by 2 ½-inch, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods not permitted. Weights must be painted white and clearly labeled with the car #
- Weight(s) must be secured to frame below the decking (losing weight/ballast during event is subject to a penalty)
- Weights attached to the rear bumper and/or outside the frame will not be permitted.
- Pellet-type or liquid-type weight/ballast not permitted. Driver operated weight adjustment devices not permitted.

ONE WAY RADIOS

- Drivers must be equipped with an approved one way RACECEIVER radio ONLY. No other radios allowed

PERSONAL SAFETY EQUIPMENT

Seat Belts

- Car should be equipped with SFI 16.5 or SFI 16.1 approved seat belt restraint system until date of belt expiration. Seat belts restraint systems shall be installed in accordance with the directions of system supplier or manufacturer.
- Seat belt webbing that comes into contact with sharp metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to specifications. It is the responsibility of the driver, to ensure his/her seat belt restraint system and all components are SFI approved and correctly installed, maintained.

Protective Clothing

- Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specs and display valid SFI 3.2A/5 label.
- Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label.

Seats

- High-back Full Containment seats should be securely mounted to frame as recommended by manufacturer.
- Suitable FIA manufacturer approved full containment composite seats are permitted.
- Cars must have a full-containment racing seat utilizing a left and right halo protecting driver's side-to-side head & shoulder movement (25 pound weight penalty for cars competing without full containment seats)

Helmets

- Driver must wear a full face helmet, with at least a valid SA 2010 or SA 2015 Standard Snell and/or valid SFI 31.1, SFI 31.2 or SFI 31.1 2010 label at all times on the track when competing.
- Driver should wear helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- Head and Neck restraints are strongly recommended and should conform to manufactures mounting instructions.

Other Strongly Recommended Items

- Windshield screens with a minimum of .090 inch screens must be securely fastened.
- A marked electrical kill switch and a marked fuel shut off valve in reach of driver.
- It is recommended that teams have an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent.
- Arm restraints, Flame retardant seat, roll bar, knee pads, steering pads, and drive line u-joint scatter shields
- Fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver.