



Section 5 – Super Late Model Division

IMPORTANT NOTICE – All aspects of the car, driver, crew and equipment are subject to approval of the Fox River Racing Club. Having passed tech does not constitute rules compliance or legality for any event there after. Any effort to exploit loopholes within this document will not be tolerated. All racecars, driver, crew and equipment are subject to inspection at any time. Part or components found not to be in compliance with the rules will be confiscated and retained by the Fox River Racing Club. **This is short track racing – don't mess it up for everyone else!**

MAJOR INFRACTION - Major infractions may include: violation of cubic inch displacement, compression limit, using non-approved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, cylinder heads, intake manifold, carburetor (including altering of stock boosters), violation of minimum clutch diameter rule, carbon fiber drive shafts and/or springs, non-approved and/or treated tires; traction control; fuel; failure to tear down car for inspection when requested; failure to surrender to FRRC any part and/or equipment found during an inspection that does not meet FRRC specifications; harassment, verbal abuse, or assault to any FRRC Officer, FRRC Technical Official, or any persons serving under the direction of FRRC. Major infractions result in a loss of points and money for the event.

MINOR INFRACTION - An infraction that is not a Major Infraction. First offense on minor infractions will result in a written documented warning. The next event competitor must bring vehicle immediately to tech area prior to competition to ensure infraction has been resolved prior to competing. The final week of the racing season no warnings will be issued, and any infractions will be subject to loss of points and/or money. ALL Infractions Major or Minor will be documented and displayed in tech area the following week for entire club body to see.

Infractions classifications are subject to oversight and interpretation by the FRRC Technical Official(s).

General Car Requirements

1. Devices that are computerized, electronic, gps, radio controlled, motion sensing, control traction or traction response in any way are prohibited anywhere on Wisconsin International Raceway property.
2. Only ABC approved body configurations are allowed. (ABC and Next Gen ABC both allowed)
3. All body, wheelbase, and tread width measurements will be taken with chassis sitting upon 4.0". Blocks will be placed at rear axles and front stub tie in point. No shock tie down allowed at time of any measurements.
4. All cars must always have a wheelbase of 103.0" +/- 2.0".
5. Maximum front and rear tread width is always 66.0".
6. Bodies must always conform to all ABC body rules and measurements. Grill may not be taped off except as needed after an accident
7. Panning allowed between frame rails 29" wide, from front bumper to radiator. Also, from front of foot box to back of cockpit between main frame rails only.
8. Any attempt to gain an aerodynamic advantage by the use of panning, structural components, manipulation of the body, or deflection caused by air is prohibited.
9. Must run either 5.0" or 6.5" unmodified, clear ABC Spoiler. 60" Maximum width measured across back of spoiler. No forward rudders
10. 4" max engine setback. Engine setback will be measured by finding front axle centerline with Referee, then measuring to centerline of forward most spark plug hole
11. Front center of crankshaft and fuel cell must have at least ten inches (10") of ground clearance at all times.
12. Standard engine steel blocks only. No Carbon Compacted blocks of any type.
13. A maximum 16-inch (O.D.) air element and housing must be used. No additives allowed
14. Forward air intakes are prohibited. Only airboxes with a correct fitting ABC fiberglass deflector at the airbox are permitted. Maximum hood or cowl panel opening is 2.5" x 20"

15. Radiator must be mounted in front of engine.
16. Radiator overflow catch cans are required. No overflow anywhere outside the car is allowed
17. An OEM shaped radiator shrouds is allowed and must extend to fan blades
18. Antifreeze or any glycol-based additives are prohibited
19. All inspection and drain plugs must be safety wired. Along with quick change rear cover plate (bottom 3 nuts minimum).
20. Electric power steering is prohibited

Weight

1. Fuel burn off of 1lb per green flag lap of racing (not qualifying)
2. Weight will be measured with driver seated in driving position
3. If weight is more then 10lb or .3% (left side) out of compliance at any time the competitor will be scored last or qualifying time will be invalidated.
4. If less that 10lb or .3% (left side) a single verbal warning will be issued.
5. All added weight must be secured by ½ diameter bolts and painted a bright color. Max 10" between bolts. Weight or weight tray must be solidly attached to mainframe structure. No tungsten allowed.
6. Add 25lb for lightweight bolts and/or 50lb if no leg/shoulder protection integral to seat
7. Top 5 finishers in all races must report directly to the scale. Penalty will be last place points/money for anyone who goes to pit stall before scale.
8. \$1/lb. penalty for any weight that falls off car
9. Cars may not be jacked up between the end of the race and completion of scaling

Weight/Engine Combinations

Weights stated below are contingent upon engine meeting all other rules stated later in these rules. Non-conforming engines are not allowed at any weight. If there are any questions or ambiguities about the weights below the competitor must seek clarification before competition – FRRRC Technical Official interpretation and application of the below will be the final ruling. The below may be changed at any time by FRRRC to preserve the integrity of competition.

Engine	Total Weight	Left Side %	RPM limit	Carburetor
9:1	2800	58.0	8000	500cfm 2bbl
ACE	2725	58.0	8000	500cfm 2bbl
ACE 2.0	2775	58.0	8000	500cfm 2bbl
604 GM Crate	2600	60.0	n/a	650cfm 4bbl
Wegner SPEC	2800	58.0	7600	500cfm 2bbl
Wegner 5.3	2800	58.0	7600	650cfm 4bbl
Southern Parts	2800	58.0	7800	500cfm 2bbl
MEP/Hamner/Tesar Sealed	2800	58.0	7600	500cfm 2bbl

Roll Cage

1. All main frames must be aftermarket construction with main frame rails of steel box tubing minimum 10" in circumference and must have minimum .083" wall thickness. Must have safety vehicle pickup points clearly marked, front and rear. No materials substitutions are allowed. No aluminum or non-typical materials anywhere in structure of chassis or bumpers.
2. Must be equipped with a fuel cell protector bar that extends to the bottom of the fuel cell and is adequately braced.
3. Must have round, steel front and rear bumper. Rear bumper of no less that 1.75" diameter tubing secured in two places per ABC rules

4. Roll cage installation and workmanship must be acceptable to FRRRC Officials. The roll cage must be a four-post design. Consisting, in general, of a vertical main hoop, roof or top hoop, and left and right front post. It is recommended that all right angles must be gusseted. The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally. The main hoop must have a horizontal bar at the midpoint. All bars in the main hoop must be round steel tubing no less than 1¾ inches in diameter and have a minimum wall thickness of 0.095 inches. The top hoop must attach to the main hoop, and left and right front posts. The left and right front posts must be connected by a horizontal “dash” bar. All bars in the top hoop, left and right front posts, and dash bar must be round steel tubing no less than 1¾ inches in diameter and have a minimum wall thickness of 0.095 inches. The driver’s side must be equipped with four, or more, equally spaced horizontal bars. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces and a foot protector bar is mandatory.
5. All driver side door bars and braces must be round steel tubing no less than 1¾ inches in diameter and have a minimum wall thickness of 0.095 inches. All door bars on the driver’s side must be plated. Plating must extend from the front pedal plate to rear main hoop and from top door bar to bottom frame rail. Similar plating is recommended behind the driver’s seat. The top door bar must be no less than 29 inches from the ground.
6. All roll bars exposed to the driver, and left side door bars, must be padded. Absolutely NO aluminum allowed on structure of chassis. EX: Frame rails, roll cage.

Suspension

1. Independent front suspension only. No independent rear suspensions
2. No computerized, hydraulic, pneumatic or remote-controlled suspension components
3. No birdcage or swing arm setups
4. No ultra-lite or exotic suspension components will be permitted
5. One shock per wheel, Remote reservoirs and eliminators are ok, no shock covers
6. Max 2 adjustments per shock – 1 rebound (max) and 1 compression (max)
7. Shock shafts may have only a single (1) adjustment function
8. Only the following shocks are allowed: JRI ST-08, SC-07 (SC-07 must be on approved list by JRI) Ohlins TTX 36 Series, Penske 7300, 7500, 8300 Series and conventional shocks now in use (Afco, Bilstein, Integra, Koni, Pro, QA1)
9. Springs may not be stacked (take-up springs allowed)
10. Bump springs and bump stops are allowed
11. Max spring MSRP \$250
12. No carbon fiber or exotic material springs allowed

Brakes

1. One, properly working, conventional disc brake per wheel is required. Rotors must be steel.
2. Each brake caliper may have a maximum of 4 pistons and maximum cost of \$500.
3. Blowers from nose/radiator ducting may blow only at front brake rotors.

Engines

9:1

4. Only V-8 engines with a minimum displacement of 350.0 cubic inches and a maximum displacement of 362.0 inches are permitted. The maximum compression ratio is 9.50 to 1. Any size "small block" may be used. Engine displacement may be increased or decreased by Boring and/or stroking to provide the required displacement. Block must be a factory production cast iron block with external measurements identical to the standard production engine. Angle milling of block is prohibited. All engine block markings must remain.
5. Only cast iron or forged steel crankshafts are permitted. Titanium crankshafts are prohibited. Minimum crankshaft weight is 38 lbs. Steel and Aluminum Balancers allowed. Aluminum balancer must have steel hub.
6. Any flat top, dished, or inverted dome piston may be used. Valve reliefs may be cut into pistons. No part of the piston may protrude above the top of the block.
7. Only magnetic steel connecting rods are permitted. Titanium, Aluminum, and Composite rods are prohibited.
8. Steel and Aluminum Oil Pans Allowed. Oil pan must be equipped with a ¾ inch plug for inspection. The plug must be directly inline with a rod journal. Engines equipped with a windage tray must provide a hole in the tray, in line with the plug.
9. Cylinder heads must be FRRC approved. GM cylinder head 23 degree plus or minus 2 degrees. FORD cylinder head 10 degrees. MOPAR cylinder head 18 degrees. Titanium exhaust valves are prohibited. Titanium intake valves permitted. Maximum valve spring diameter 1.57 inches.
10. Any steel or cast-iron camshaft may be used. Roller tappets and rev kits are permitted.
11. Any readily available, production type, intake manifold is permitted. Grinding or polishing of the intake manifold ports is permissible. An adapter plate, with a straight bore and a maximum thickness of 1½ inches, may be used between the intake manifold and carburetor. NO chamfering, tapering, or beveling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used on the adapter plate. Adapter plate may be claimed for \$75.00.

604 GM Crate Engine

1. Engine to conform with every aspect current FRRC Pro Late Model rules governing the 604 GM Crate Engine

ACE

1. Chevy and Ford engines with a minimum displacement of 350.0 cubic inches and a maximum displacement of 362.0 inches are permitted. The maximum displacement for a Mopar aluminum engine is 360.0 cubic inches. The maximum compression ratio is 10.50 to 1.
2. Engines may only run a dry sump pump with a maximum of 4 stages with max cost of \$1500
3. Block must be an OEM or aftermarket factory production cast iron block with external measurements identical to the standard production engine. Angle milling of block is prohibited. All engine block markings must remain. No aluminum engine blocks permitted. The maximum cylinder bore is 4.060 inches. The minimum cylinder bore is 4.000 inches.
4. Only cast iron or forged steel crankshafts are permitted. Titanium crankshafts are prohibited. The maximum stroke is 3.500 inches. Crankshafts with journal sizes less than 1.980 inches or Undersized journals less than original factory specifications are prohibited. Pendulum, Lightweight, Knife-Edge and Undercut Crankshafts are prohibited. No Honda journal crankshafts allowed. Minimum crankshaft weight is 43 lbs. Steel and Aluminum Balancers are allowed. Aluminum Balancer must have steel hub.
5. Any flat top, dished, or inverted dome piston may be used. Valve reliefs may be cut into pistons. No part of the piston may protrude above the top of the block. Only magnetic steel connecting rods, with minimum 3/8 inch rod bolts, are permitted. Titanium, aluminum, or composite rods are prohibited.
6. Steel and Aluminum oil pans allowed. Oil pan must be equipped with a 1 inch plug for inspection. The plug must be directly in line with a rod journal. If equipped with a windage tray must provide a hole in the tray, in line with the plug.
7. Only BRODIX ACE cylinder heads may be used. All cylinder heads must be registered with FRRC. Coating of the cylinder heads is prohibited. Cylinder heads must be unmodified. Machining, cutting, grinding, abrasive blasting,

or any alterations to the cylinder head is prohibited. A three angle (max) valve job is permitted. No cutting down or reshaping of the valve guides is permitted. Exhaust port matching is prohibited. Intake port matching is prohibited. Use of titanium valves is prohibited. Valve stem diameter may be 11/32 or 5/16 inch. Only the following valves may be used: (Engine Manufacturer Intake Exhaust)

8. GENERAL MOTORS / FORD BRODIX BR81019 BR81621, Engine Tech BR810198 BR81621, FERREA F1121P F1476P, MANLEY 11818 11595, REV CL-1643 CL-1604 CL-8003 CL-1171. CHRYSLER CORP. BRODIX BR60029 BR60037
9. The maximum allowable spring diameter is 1.570 inches. Steel or titanium valve spring retainers are permitted. Cylinder heads may have one extra water line per head. Valve job may be blended into combustion chamber 3/8 inch from seat.
10. Any magnetic steel, or cast-iron camshafts may be used. Camshaft journals must be stock for engine. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.625 inches, measured at the valve. The maximum camshaft duration is 270 degrees at 0.050 inches lift. Roller tappets and rev kits are permitted. Any, all steel, lifter is permitted. Only steel push rods are allowed. Roller rocker arms are permitted. Maximum rocker arm ratio is 1.6 to 1. Shaft type rocker arms are permitted on Chrysler motors only. Stud girdles are permitted.
11. Any readily available, production type, intake manifold is permitted. Retail cost must not exceed \$550.00. No material may be added to the manifold. Grinding or polishing of the ports is prohibited. Port matching of the intake manifold is permitted to a maximum of 1 inch.
12. The maximum height of the manifold, as measured from the top of the cylinder block to the base of the carburetor (including adapter plate and gaskets), is 7.25 inches.
13. The A.C.E. motors may run a tapered spacer. Ford intake part number 2934 can only run 5/8 spacer. Only one flat gasket, with a maximum thickness of 0.120 inches, may be used between the
14. Intake manifold and cylinder head. No spacer or wedge type gaskets are permitted between the intake manifold and head.

ACE 2.0

1. All from ACE above except for cylinder heads
2. Cylinder heads from Southern Parts Motor below

Southern Parts Motor

1. Southern Super Parts Engine May Be Claimed for \$21,000 + pulling fee
2. Maximum Engine displacement is 362 cubic inches.
3. Maximum compression ratio is 11.5:1 with +.5 tolerance.
4. Any flat top piston permitted with 927 wrist pin and 1mm x 1mm x 2mm ring package only. Pistons must not extend out of the top of engine block. Max. racer cost of \$1500.00 per set. Cast Iron engine blocks only. No lightened blocks. 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.
5. 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 \$2200.00
6. Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. Maximum racer cost of \$1600.00 per set. No titanium rods permitted. Minimum rod weight 540 grams.
7. 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 227-SSPE. Must retain min. valve angle of 21-∞. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel. No Titanium valve springs permitted. Maximum racer cost: \$500.00 per set. Titanium retainers permitted. Lock angles not specified.

8. Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104-∞ intake centerline +/- 1-∞. Roller lifters, maximum racer cost of \$750.00 per set. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm racer cost of \$1,600.00 per set. Magnetic-type push rods only. No keyway guided lifters permitted. Maximum 5 stage dry sump oil pump permitted. Max. racer cost of \$1,500.00. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Max. racer cost of \$700.00.
9. Mandatory 7800 RPM Rev Limiter must be installed and fully functional, per these rules. Absolutely no crank trigger pickups permitted. RPM limit subject to reduction in 2022.
10. Maximum 1" carburetor spacer permitted on Ford Motor only. Maximum 1,½" carburetor spacer permitted on Chevrolet motor

Carburetor

- **500cfm 2bbl = Holley, 500cfm, Model #0-4412.** Aluminum carb allowed; Ultra style HP not allowed.
- **650cfm 4bbl = Holley, 650cfm, Model #4150HP.**
 1. Carburetor body may not be polished, ground or drilled in any way. Choke may be removed. Choke horn may not be removed. Boosters may not be changed in any way. Venturi area may not be altered (casting ring must remain stock). Butterflies must not be thinned or tapered. Throttle shafts must not be thinned.
 2. Only a single, flat gasket may be used between the intake manifold and carburetor adaptor plate.
 3. Air may not enter the intake manifold anywhere other than the carburetor venturi(s).

Ignition System and Battery

1. One MSD compatible ignition box will be allowed. Box must be mounted out of the reach of the driver. Ignition box must be capable of RPM limiting chip/device when required by engine selection. Magnetos and crankshaft-triggered ignitions are prohibited. 12-volt battery and electrical systems only.
2. A, labeled, centrally located, master on/off switch, to cut off all electrical power to the car, is required. The battery must be located between the frame rails and be securely installed. The battery may not be in the driver compartment. The battery may not be located forward of the radiator, or behind the rear end of the car.

Exhaust System

1. All cars must have a complete exhaust system that must be equipped with a muffler. All exhaust must exit the car behind the driver but not past the fuel cell protector bar of the car. Max of 5.0 inches o.d. after the collector.
2. A single heat shield between the fuel cell and exhaust is allowed. It must be flat, parallel to the fuel cell and provide no aerodynamic advantage. Heat shield material, design and mounting must be approved.
3. If equipped, side exhaust systems must be flat plate mounted to the body. Exhaust exit pipes are to be welded in the center of the plate with the ends flush to the plate. A maximum of 2 holes are allowed in the side of the body panel.
4. No custom, exotic, lightweight, titanium or inconel headers allowed

Drive Train

1. Two, three, or four, speed (American made) manual transmission, Bert or Brinn transmissions (with internal clutch are permitted). Bottom load, automatic, and drop cluster transmissions are prohibited.
2. All transmissions must work in reverse.
3. A 5.5" or larger clutch with maximum retail cost of \$1500 is required and must be mounted to the crankshaft. Carbon fiber clutches are prohibited.
4. All cars must be equipped with a scatter-proof bell housing. Cars equipped with an enclosed clutch are not required to have a scatter-proof bell housing. A 3-inch diameter hole is required in the bottom of the bell housing for inspection purposes.
5. Drive shaft must be steel or aluminum. 2 driveshaft loops to surround the driveshaft required. Loops must be 1/8" x 1.5" steel and attached to frame or cross member 6" to 8" behind the front u- joint.

Rear end

1. Quick change or full floating rear ends are mandatory. Non-Spoiled rear ends allowed with a 50-pound penalty.
2. Rear end ring gear minimum O.D. is 10"
3. 1.0-degree max camber on axle tubes. Axles and axle tubes must be steel. Aluminum axle tubes will be allowed for up to 3 nights at penalty of 10lb each.
4. Minimum axle diameter is 0.94"

Fuel cell and fuel system

1. Must have a 1/8-inch-thick fuel cell tub, or 18 or 20-gauge fuel cell can protected by 1/8-inch thick steel plates. Fuel cell must be located behind the rear end, between the frame rails. No Fuel Cells Allowed in Front of Rear Axle
2. 1/8-inch-thick fuel cell tub must be steel (11 gauge) and have 1 inch lip at top. The front, bottom and rear must be a single piece of steel. The top may be 18- or 20-gauge steel and must have two 1 by 1/8-inch steel straps in both directions.
3. 18 or 20-gauge fuel cell can must have two 1-inch by 1/8-inch steel straps around all sides of the can in both directions. Additionally, 1/8-inch steel protector plates must be permanently affixed to the outside of the frame to protect both sides and the rear of the fuel cell. Plates must be solid excepting a 2" hole for safety pickup points.
4. The fuel cell must meet FIA – FT3 specifications. Rubber type fuel cell bladders mandatory. Fuel cell must be filled with foam manufactured for use in fuel cells. All fuel cells must be equipped with check balls or flaps. Fuel cells must be bolted in with at least 14-1/4 bolts with flat washers on top and lock washers on bottom.
5. Electric fuel pumps are prohibited, all fuel lines must be between main frame rails and flange for fuel filler (if used) must be inside the quarter panel.
6. Only automotive gasoline is permitted. Gasoline may not be blended with any additive or other fuels.

Safety

Competitor safety is the responsibility of the competitor. The requirement below are minimum standards only and do not establish a level of safety or liability. The competitor must ensure their own safety. If the minimum standards below are not met the competitor will not be allowed on the racetrack.

1. A metal quick release steering wheel coupling is required. Steering column must be collapsible or have impact collar no less than 1 ½ inches in diameter forward of the support column.
2. A racing seat, made of aluminum or carbon fiber with a fully padded cover and headrest.
3. A quick release lap belt and double shoulder belt no less than 3 inches wide or the Schroth racing 2-inch-wide strap wide, and submarine belt. Seat belt and shoulder harness must be date stamped and not more than three years old for SFI Rated belts and not more than 5 years old for FIA rated belts.
4. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. The belts and harness must be attached to the roll bar cage no less than 3/8inch in diameter.
5. A helmet that meets SA2015 Snell Foundation specifications, head and neck restraint system, and fire-retardant suit (free of rips and tears) and gloves.
6. A fully charged and fully functional fire control system with a full indicator gauge. Minimum 5 lb. capacity of Halon 1301 or equivalent.
7. Minimum 12" window net is required. Net must attach to roll cage at bottom of net and have an approved style release at the top/front corner of the window.

Radios

1. Two Way radios are permitted. It is required that all teams submit their frequency to FRRC officials. A

single spotter, with a two-way radio, must be in the area designated for spotters.

2. A receiver or scanner capable of receiving track personal instruction is required by all team spotters. Information relayed from track personal must be relayed to the driver via spotter.
3. Failure to comply with instructions may result in disqualification or black flag from the event.

Transponders

1. Transponders are required on every car and are to be working and turned on whenever the car is on the racing surface.
2. Only 1 transponder allowed per car.
3. Transponder to be located 8 inches forward of the front side of the rear end axle tube to the center of the transponder.

Wheels

1. Only 15" steel racing wheels are permitted and may no more than 10.0" wide. Bare wheels must have a minimum weight of 17.0 lb.
2. Wheel studs must be a minimum diameter of 5/8". Wheels must be attached with 5, 1.0" steel lug nuts. Lug nuts may not be altered.
3. Wheel covers are not permitted.

Tires

Racetech Chassis is the preferred Hoosier Racing Tire Vendor of WIR and will be at WIR weekly selling and mounting new Hoosier Racing Tires. The FRRC recommends you utilize their services.

1. Hoosier F3035 10.0-27.0-15 Economy (left side) Hoosier F3045 10.0-27.0-15 Economy (right side)
2. A FRRC approved tire is unaltered in any way from the manufacturer. The tire must be used on the correct location, have the correct FRRC markings, and if not new, be from your used or impound inventory. Tires not meeting these specifications must be pre-certified by FRRC Tech.
3. The four (4) tires used during a car's qualifying must be used on that same car for all events within that program.
4. Four (4) new tires are permitted the first FRRC racing program of the current year, each of the Red, White, Blue programs and select FRRC programs as authorized by FRRC Officers. Red, White, Blue series will be 3 tire shows. A left side tire must be presented to tech before the start of the night with 5/32 or less of tread depth or a current year previously marked FRRC tire.
5. The tire shed will be closed during Red, White, and Blue nights. Competitors must run separate tires.
6. All other FRRC racing programs will follow a strictly enforced two (2) new tire rule, which is... Maximum of two (2) new tires and two (2) previously impounded tires. A car that begins a FRRC two (2) new tire program using more than two (2) allowed new tires will forfeit any qualifying points and money earned, will start the first heat, semi-feature (if scheduled) and feature (by way of transfer) in the rear.
7. Red, White and Blue tires may not be used in non-Red, White and Blue events without prior officer or tech approval.
8. Prior to post qualifying weigh in, every car must submit its dated program tire sheet to FRRC tech. This sheet will identify, via bar code numbers, the six (6) tires available to that car. The six (6) bar code numbers will include the new, impound and spare tires.
9. A spare tire is one that has within the current racing season, been previously used by that car for one entire FRRC racing program or been impounded after a FRRC racing program by that car. Exceptions subject to FRRC tech.

10. Failure to submit dated program tire sheet within the specified timeline will result in that car forfeiting any qualifying points, and money earned. That car will start the first heat, semi-feature (if scheduled) and feature (by way of transfer) in the rear.
11. Every competing car must present two (2) tires to the impound area within 15 minutes of the car's final event of the program. Those tires must be warm. No warming devices allowed.
12. Tires for impound must have correct FRRC markings. Non-compliance will be subject to discipline by FRRC Officers. A tire sheet for the following week must be turned in with the 2 warm tires for impound.
13. If a FRRC program is canceled after qualifying and before heat races begin, all four (4) qualifying tires will be impounded. These four (4) tires will be released at the next FRRC program, changing that program into a no new tire program. for those cars present at the cancelled program.
14. On four (4) new tire programs, excluding the season opener, the tire impound area will be closed to super late models. No tires in. No tires out.
15. The impounded tires will be released at the beginning of the next FRRC racing program. The impounded tires are to be used only on that car that impounded them. The four (4) tires used during a car's qualifying must be used on that same car for all events within that program. Spare tire usage being the only exceptions.
16. A car requiring a replacement tire any time after qualifying will be dealt with as such: new tire by another new tire, start in rear of all remaining events in that program. New tire by designated spare, keep earned starting position in remaining events in that program.
17. Replacing an impounded tire with a new tire is NOT AN OPTION. Replacing an impound tire with a designated spare, keep earned starting position in remaining events in that program.
18. FRRC Officers/Tech have the right to confiscate at any time, tires/wheels that are to be evaluated to confirm their legality.
19. Tire rule violations will be classified as major infractions and punished as such unless specified else wise. Major infractions result in a loss of all points and all money earned during the program.