

# 2023 CCMS RULES AND REGULATIONS



## GENERAL RULES:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Carolina Pro Late Model Series (CPLMS) and Carolina Crate Modified Series (CCMS) shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of CPLMS/CCMS Officials. Their decisions are final. . Carolina Pro Late Model Series and Carolina Crate Modified Series retains the right to make all decisions and reserves the right to make any rule changes/amendments with dispute or appeal.

The interpretation and application of the CPLMS/CCMS rulebook, by CPLMS/CCMS Officials at a race event, shall be final, non-appealable and non-litigable. In order to promote racing, to achieve prompt finality in competition results and/or governing of race competition, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS OF BY CPLMS/CCMS OFFICIALS AS AN ENTITY, TO THE APPLICATION AND INTERPRETATION OF THE CPLMS/CCMS RULES AND GUIDELINES SET FORTH, ARE NON-LITIGABLE AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST CPLMS, CCMS, OR ANY PERSONS ACTING ON BEHALF OF THE SERIES, OR ANY OF ITS SUBSIDIARIES WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS.

Regulations and specifications set forth herein are automatically amended by revision(s) contained in subsequent Technical Bulletins issued by the Carolina Pro Late Model Series / Carolina Crate Modified Series or Rulebook Amendment(s).

**CPLMS/CCMS reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate. Any interpretation or deviation of these rules is left to the CPLMS/CCMS officials.**

Any decision of and by CPLMS/CCMS officials is final. All cars must go through technical inspection prior to the car taking to the track for practice. Cars will be weighed with driver, and may be done prior to or after qualifying and prior to or after the feature. Reading of designated scales will be official. Any issue that is discovered in pre-practice or qualifying that is not fixed to officials' satisfaction by post-race tech will result in disqualification. Any competitor that finishes in the top 5 that does not have the CPLMS/CCMS seal may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes. Any CPLMS/CCMS sealed engine that finishes in the top 5 and is subject to question will be pulled and taken to the dyno. If found legal there will be no cost to the competitor.



### **DRIVER ELIGIBILITY REQUIREMENTS:**

All competitors are subject to CCMS official's approval. Any minor must submit in writing a racing resume for approval. All minor competitors must have parent and/or legal guardian sign parental release form.

### **MEMBERSHIP AND REGISTRATION REQUIREMENTS:**

Any person who desires to participate in a CCMS event as a Driver must purchase a CCMS - Membership. The membership is non-transferable and only the member to whom it is issued may use it. If a member intentionally or unintentionally assigns or otherwise permits another person or entity to use or attempt to use the membership card, then the member shall be subject to disciplinary action and shall indemnify and hold harmless CCMS from any loss or expense incurred by as a result. Once a membership is issued to an individual, regardless of who pays for the membership, the membership is the property of that individual. CCMS may revoke the membership for improper usage.

*If driver membership and/or entry fee is not paid prior to race it will be taken from the drivers/car owner's payout.*

### **ENTRY FEES:**

CCMS 1 year Membership fee \$75.00 CCMS one time trial Membership \$30.00

CCMS entry fees are for regular point's event

Early entry of \$60.00.

Received 7 (seven) days prior to the event \$75.00.

Received on the day of event \$100.00



## ELIGIBILITY SPECIFICATIONS:

Any type race car built with Industry accepted Touring Modified Specifications with a wheelbase between 105" – 108" is permitted. Listed with-in the specifications below are exceptions or additions to Touring Modified Specifications that are permitted for competition. If not specifically addressed, CCMS will determine the approved usage allowed.

Weights, carburetors and rev chips will be as follows Minimum weights for engine packages, carburetors and rev chips/limiters will be as follows

Engine	Minimum Weight	Left side %	Carburetor	Rev chip
<b>Stock GM602</b>				
CPLMS Seals	2625	56%	4 Barrel 650	6200
New Style GM Seals 2019 or newer	2625	56%	4 Barrel 650	6200

Weight will be adjusted according to the competition per tech CPLMS/CCMS officials.

All engines are subject to be pulled by CPLMS/CCMS and dynoed if deemed necessary for competition purposes.

**To schedule a Dyno appointment call 850-791-1236.**

**All engines must have CPLMS/CCMS seal or GM Factory Seal. No breakaway seals allowed.**

All specified weight requirements will be with gas, oil, water and driver prior to racing. Added weight must be in block form of no less than five-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. **Any lost weight will result in a \$10 per pound fine to the Driver.** No Tungsten or similar weight allowed. Titanium or exotic metals are not allowed anywhere on car for use unless specified. Added weight must not be used as panning or aero advantage.

## WEIGHT RULE:

Minimum weight is 2625 pounds with a 56% maximum left side weight with the driver in the car as he/she would race.



## **ENGINE REQUIREMENTS:**

ONLY THE 602 GM CIRCLE TRACK CRATE ENGINE P/N 88958602 or 19258602 PERMITTED  
No 30 over motors allowed.

ENGINE MUST BE STOCK EXCEPT FOR THE FOLLOWING;

- Valve Spring may be updated to the PAC Spring 1210X.
  - Polylock rocker arm nuts will be permitted.
  - Hastings Rings P/N 2M-4860 may be used.
  - NO GAPLESS RINGS ALLOWED; rings must have .015" end gap minimum.
  - Clevite Rod Bearings P/N 663-P may be used.
  - Clevite Main Bearings P/N 909-P may be used.
  - GM Factory gaskets ONLY. Only a single carburetor spacer plate of aluminum is permitted, with a maximum height of 1.00". Maximum gasket thickness is .065".
  - Offset air cleaner may be used for distributor clearance.
  - Stock harmonic dampener only. 8" is the stock 602 circumference.
  - Oil pump must be stock. Melling P/N M-55 or M-155.
- Oil Pan may be changed to any 6 1/2" or 7" circle track style pan.

## **CARBURETOR - NO MODIFICATIONS:**

- Holley 650cfm P/N 0-80541-1
- Venturi size 1.25" / Throttle Bore 1.688"

Must have Holley body untouched. Billet metering blocks and base plates are allowed.

## **ENGINE LUBRICATION:**

- Any oil is permissible.
- Combustion enhancing additives are not permitted.
- Dry sump or air over systems are not permitted.
- Oil drain lines will not be permitted.
- Inside valve cover oiling systems will not be permitted.

## **HEADERS**

- ANY type mild steel headers are permitted.

## **INTAKES:**

- GM P/N 12366573
- NO CUTTING, PORTING OR POLISHING OF ANY TIME.



## **ENGINE COOLING SYSTEM:**

The engine cooling system/components must be acceptable to officials and meet the minimum requirements set forth in the rule book. Icing, Freon type chemicals or refrigerants must not be used in or near the engine compartment. Additional water lines must not be added to or from the water pump or intake manifold to the cylinder heads or engine block. Portable cooling machines or cooling devices will **not** be permitted. Heating pads, blankets or any other heating devices will not be permitted for warming the cooling system.

### **FAN:**

- Engine-driven fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.
- Electric engine cooling fans are optional. When an electric fan is used, it must be mounted parallel to the radiator.
- If an engine-driven fan is used, it must be standard magnetic steel or plastic fan with a minimum of four (4) blades. Removal of the fan blades or fan belt will not be permitted.

### **RADIATOR:**

- The radiator must remain stock appearing and remain standard position not to exceed two inches from vertical.
- Radiator dust or shaker screens will be permitted.
- Radiator installation must be acceptable to officials.
- Car must have a radiator overflow can.
- The radiator overflow tube may be in the rear cowl area ahead of the windshield directed rearward or may be relocated to the rear of the car.
- A pressurized cooling system or radiator overflow hose will exit out of the right rear tail cover with a 45 degree fitting at the end of the hose pointing upward is required. • Purposeful disconnection or redirection of overflow, any fluid loss may result in disqualification.
- A non-antifreeze coolant type or water is permitted. Water is recommended.

### **WATER PUMP:**

- Only aluminum or cast steel mechanical water pumps in the stock location, turning in the same direction of the crankshaft rotation, will be permitted.
- Water pump impellers may be altered.
- Coolant flow must be in the same direction as the approved production engine.
- Only standard production V-type or flat type V-ribbed belts and pulleys will be permitted.



## ACCESSORIES:

Except as provided below, cars and drivers will not be permitted to carry on board computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his/her possession or in his/her car a device(s) at Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

## BODY:

- A Car must be neat. All body styles and configurations must meet the approval of the official's safety and visibility are the prime concern.
- Bodies must be installed on frame in a manner acceptable to the officials. The height of the rear quarter panel will be 36" maximum from the bottom of the rear spoiler to the ground. 44" maximum total height from the ground to the top of the spoiler.
- Bodies may not extend below the frame rails.
- A car will not be allowed to compete with excessive body damage as determined by officials. • The top part of the hood is mandatory. Safety clips installed are required on both sides, front and rear. Hood must cover the cowl and top part of the radiator with openings only for air cleaner and distributor.
- All cars must have rear wheel openings on the left and right side of no less than 12 inches, and no more than a 15-inch radius from the center of the rear axle.
- No belly pans permitted. A belly pan is defined as any object or material that alters the flow of air under the car as determined by officials. Panel of the front nose piece may not extend past the rear edge of the harmonic balancer.
- A front windshield that is straight is permitted on the driver's side. Maximum width of 24", with a minimum 0.125" thickness, Only Lexan permitted. Curved style windshields are allowed. • No interior spoilers, wings, or wind deflectors permitted. No double panels with any surface.
- An approved single rear Spoiler is permitted. Maximum height of rear spoiler is 44" from ground to top of spoiler measured with the driver in the car. Dimensions: Maximum Height 8", and no wider than 48" and centered within rear quarter panels.
- "Blewett" Bars are recommended and should have Two (2) vertical & One (1) horizontal 1 3/4" OD x .095" wall thickness seamless tubing.
- Roof made of Steel or Approved Fiberglass roof allowed.
- Any fiberglass roof without a serial number is subject to approval by officials.
- Anti-Intrusion Roof Plate is recommended for all cars.
- Roof Height will be measured with the driver in the car. The overall height will be measured 6" back from the leading edge along the centerline of the roof, minimum height of 40". The rear of the roof at the highest point will be a maximum of 43". NOTE: At maximum tire pressure of 14 lbs. on the left side tires.
- "B" pillars must not extend above the height of the bottom of the rear spoiler. Must be the same style and dimensions from side to side.
- Rear taillight panel must be enclosed from top of rear frame rail to bottom of the rear spoiler with a metal panel. 1/2" Maximum above frame rail.
- No sail panels on the body will be allowed.





## **FRONT AIR DAM:**

Approved air dam may be mounted to the front underside of the vehicles. An optional metal or vinyl front air dam must be mounted perpendicular to the ground and not more than three (3) inches behind the leading edge of the nose panel or outside the front frame rails. The front nose panel and air dam must not extend past the rear edge of the front bumper. The nose panel and/or air dam must maintain a minimum ground clearance of 2.00" All support brackets must be mounted to the rear of the air dam. Horizontal or flat air deflectors must not extend past the outer edges of the front nose panel side walls.

## **GRILLE:**

The metal grille air intake housing at the radiator must maintain a rectangular shape across the front of the nose with the opening covering a minimum of 165 square inches. B. Only a single layer of screen wire. Horizontal or flat air deflectors must not extend past the outer edge of the grille air intake housing.

## **BUMPERS/SIDE RAILS:**

The bumpers, side rails and corner rails must be acceptable to officials and meet the following minimum requirements: A. Front bumpers must be made of two (2) pieces of 1-1/2 inches minimum to 1-3/4 inches maximum round magnetic steel tubing four (4) inches to six (6) inches apart, mounted to the front frame rails, spindle height, with a minimum of four (4) vertical connectors The maximum width of the front bumper must not exceed more than two (2) inches per side of the front frame rails. The maximum distance from the center of the front spindle to the front of the front bumper must not be less than 30 inches and not more than 30-1/2 inches. Rear bumpers must be made from an Ibeam extruded from aluminum. The width, when measured across the rear of the vehicle must be a minimum of 48 inches and a maximum of 50 inches and be mounted on the centerline of the rear subframe rails. The minimum I-beam size permitted will be 2-3/4 inches by four (4) inches by 3/16 inch thick. The bumper must be mounted at rear axle height. Holes and/or modifications that, in the judgment of officials, have been made for weight reduction, will not be permitted. C. All vehicles must be equipped with rear corner rails and side rails.

## **BODY DIMENSIONS – LENGTH:**

- Doors: Minimum 72" Maximum 78" when measured from the center of rear axle housing forward to the front most part of the door.
- Quarter Panels: Minimum 34" maximum 42" when measured from the center of rear axle housing to rear most part of the body.

## **BODY DIMENSIONS – WIDTH:**

- Doors: Minimum 43" Maximum 45" when measured beneath the car at the rocker panels, at the front of the doors and just in front of the rear wheels.
- Quarter Panel: Top: Minimum 49" Maximum 60" when measured across the body at the top rear most part of the quarter panels. • Bottom: Minimum 58" Maximum 60" when measured between the outer edges of the rear quarter panels at rear bumper height.

**Note: Exception to the above rules are all pre 2001 chassis cars which are not subject to dimensions listed above. These pre 2001 chassis are "grandfathered" due to the difference in frame width. An Exception will be reviewed by the Technical Director for approval.**



## **CHASSIS:**

- All front sub-frame assemblies must maintain a minimum of a 30° angle from the side frame rails up to the top of the subframe.
- Floors must be completed in the driver's compartment. The floor must be minimum 1/8" steel.
- A steel firewall must separate driver from fuel tank and engine compartments.
- Firewall separating the driver from the engine compartment must not be any further back than the lower area below windshield opening. In front of the driver and behind the driver. Drive shaft Cover.
- All firewalls must be sealed on top, bottom, and sides.
- Driver side Anti-Intrusion door plates are mandatory.
- All front bumpers must be of rounded type, not to extend outward beyond the edge of frame more than 2" on each side.
- Rear nerf-bars may extend outward beyond the edge of the tires a maximum of 2". All nerf-bar ends must be capped, and edges rounded off.
- Bottom of front and rear bumpers must not be lower than 13" and not higher than 15.
- Double side rails are mandatory and must extend outward to be flush with or up to 2.00" beyond the edge of tires.

## **FRAME HEIGHT:**

NO MINIMUM FRAME HEIGHT

## **BRAKES:**

- Any brake combination may be used.
- After-market brakes allowed. No titanium or carbon fiber allowed. Conventional braking systems only. No enhancing devices or electronics in the braking system. Exception brake safety kill switch.
- Any brake pads.
- Brake bias control is allowed.
- Four-wheel hydraulic brake systems operational at all times are required.

## **SHOCK RULES:**

- Any shock/spring combination allowed, including coil binding and the use of bump stops.
- Shocks with external reservoirs are not allowed. NO CANISTER STYLE SHOCK WILL BE LEGAL.

## **STEERING:**

- Any rack and pinion system allowed.





## **SUSPENSION:**

**All suspension systems, components, and parts must be acceptable to CPLMS/CCMS officials. Unless otherwise authorized by officials, non-ferrous suspensions parts will not be permitted.**

- Front spindles must be attached to the frame using two (2) tethers, per spindle. Tethers must meet CCMS specifications. Magnetic steel spindles only.
- Front suspension will be independent only. No straight axles.
- The front sway bar **MUST** be used for the purpose of anti-roll only. The front sway bar **MUST** rotate freely in its mounts. The movement of the front sway bar must not be prevented or restricted beyond that of the normal use of an anti-roll bar.
- Only magnetic steel front sway bars are permitted.
- There will be no oil filled hubs allowed.
- Wheel bearings must be tapered cylindrical (Timken Type) bearings. No ceramic bearings are allowed in the car.
- There will be no chassis adjustment controls in the car such as hydraulic weight jacks attached to the coil springs, sway bar etc. **NO** adjustments allowed in the driver's compartment.
- **NO** electrical, pneumatic, hydraulic, remote control, or any other device that changes the handling characteristics or height of the car will be permitted.

## **DRIVE TRAIN:**

The drive train/components must be acceptable to officials and meet the following requirements.

- Magnetic steel drive shafts only. 2" minimum OD.
- Transmissions must meet the following requirements:
- The only aftermarket transmissions allowed will be Jerico #2-SP two speed manual transmission and the Jerico #3-SP three speed manual transmission or Richmond part # RIC70200. No titanium or carbon fiber parts allowed. No ceramic type roller bearings. No overdrive type transmissions allowed. Machining the bottom of the transmission case for clearance is permitted.
- A maximum of four (4) forward speeds.
- A forward and a reverse gear must be in working order.
- No automatic or semi-automatic transmission.
- No transmission will have a gear ratio between 1.00 and 1.15. The only high gear transmission ratio permitted will be 1.00:1.
- Officials must approve all transmissions.

## **BELL HOUSING:**

- Only metallic bell housings allowed.
- Bell housing must be the same design as an OEM-type production type bell housing. The bottom of the bell housing may be cut off horizontally a max of one inch below the bottom of the transmission. Cutting on the sides of the bell housing above this cut will not be permitted.
- Holes and/or other modifications that, in the judgment of officials, have been made with the intent of weight reduction, will not be permitted.
- The starter mounting position must remain on the right side.



## **CLUTCH:**

- Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted.
- No Pneumatic assisted clutches permitted.
- The clutch assembly must be bolted to the flywheel located inside the bell housing.
- Multiple disc clutches will be permitted up to a maximum of three discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be push type design.
- The minimum clutch disc diameter is 5-1/2 inches.
- Clutches must be a positive engagement design. Slider or slipper clutch designs not permitted.
- Only solid magnetic steel discs and solid magnetic steel floater plates will be permitted.
- A multi-disc clutch is allowed. Clutches must have steel discs. The clutch, pressure plate and flywheel must be bolted to the end of the crankshaft, No ram couplers, No direct drives. No carbon fiber or composite materials. Minimum 5 1/2 "clutch. Pressure plates may be aluminum.
- No traction control allowed, operational or not. Disqualification for Event and Fine of all earned points for the season.
- After-market rear end allowed. No titanium or carbon fiber parts. Rear spur gear quick change only. No ratchet-type or limited slip differentials.

## **DRIVE SHAFT:**

- The drive shaft, universal joints, and yolks must be magnetic steel and be similar in design to the standard production type.
- The drive shaft must be made of one-piece magnetic steel.
- Two 360-degree solid magnetic steel brackets, with no holes or slots, not less than 1 1/2 inches wide and 1/4 inch thick, must be placed around the drive shaft. The front bracket must be welded to the rear suspension crossmember and the rear bracket must be welded or bolted, with a minimum of two minimum 3/8-inch diameter bolts on each side, to the horizontal tunnel bar.
- The drive shaft must be painted white.
- All cars must have driveshaft loops at the front and rear of the driveshaft positioned within 12.00": of each U-joint. Loops must be steel plate 1/4"x 2.00 wide and be a full 360 x 2.00" wide and be a full 360 and will be inspected by officials.

## **FLYWHEEL:**

- Only a magnetic steel flywheel will be permitted.

## REAR ENDS:



- ANY STYLE REAR END IS LEGAL FOR COMPETITION IN 2023.
- ANY STYLE REAR SUSPENSION AND COMPONENTS MAY BE USED. FOR SAFETY

PURPOSES: All trailing arms and brackets, and all linkages of any type must be acceptable to officials. Axels must be same diameter on both sides.

## TRANSMISSION:

- Only Jerico or GM 2 speed or 4 speed transmissions with reverse gear are working. No straight cut gears are permitted.

## TREAD WIDTH:

A maximum tread width of 82", when measured from the outside of the wheel bead to the outside of the wheel bead.

## WHEELBASE:

A minimum of 105" to 108" Maximum.

## WHEELS:

- 10" maximum wheel width. 10" x 15" steel wheels only - 5 lugs – 5 X 5 or wide 5 hubs allowed.
- Wheels are permitted ANY offset.
- All 4 wheels must be the same width of 10"
- No bleeder valves permitted
- At least 1-1/2 to 2 threads must be visible outside the lug nut on all steel wheel studs and lugs.

## TIRES:

### 4-2 tire rule

- Hoosier F-45 Tire Only.
- No soaking or altering of tire in any manor allowed.
- For the first series race, a maximum of 4 new tires can be purchased. After that, only 2 new tires will be allowed to be purchased per event. At the completion of each event, each competitor must turn 2 tires into impound that he/she just raced on. Failure to turn in tires will result in loss of pay and forfeit the position at the end of the night.
- Any new competitor racing for the first time will purchase 2 used tires from CPLMS/CCMS and 2 new tires from the track.
- If you break or go out early you will be required to put laps on tires determined by officials during practice at the next event.
- Tires will be assigned to a car number and CAN NOT be switched to other cars they must remain with the car number they have been assigned too.
- The car must start the race on the tires which were used in qualifying.
- Each car will have two (2) spares marked at each event.

**Tires will be logged under car numbers and must stay with the same car. Tires will be checked throughout the event and post-race.**



## ELECTRICAL SYSTEM SPECIFICATIONS:

- All ignition systems must be acceptable to CPLMS/CCMS officials.
- MSD 6ALN (part #6430) is required for all CCMS cars.
- Electronic distributors will be permitted. All electronic distributors must be stock type housings, equipped with a magnetic pick up, gear driven, and mounted in the stock location.
- Single or dual point camshaft driven distributors will be permitted.
- Modifications to ignition amplifier boxes will not be permitted. Officials may use ignition amplifier boxes provided by respective manufacturers as a guide in determining whether modifications have been made.
- Computerized, multi coil, dual electronic firing module amplifier box, or crank trigger systems will not be permitted. Magnetos will not be permitted.
- Adjustable timing controls will not be permitted.
- Retard or delay devices will not be permitted.
- Accessories to regulate the power supply will not be permitted.
- The ignition amplifier box must have a six-pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate manual operation and testing of the ignition components during inspection. The wiring sequence must be the same as General Motors ignition amplifier.
- A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. Any other wires will not be permitted to enter or exit the amplifier box.
- All ignition wiring harnesses, switches, and connectors must be acceptable to officials. All wiring must be point to point and each wiring connection must be easily traceable and removable from the car for inspection purposes. Ignition system wiring should remain viable and accessible. Taping wires together, heat shrink wrap, and / or banded wire looms should not be used.
- Officials may, at their discretion, inspect, test, and / or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc. • All connectors must allow for the application of a sealing device applied by officials.
- No enhancing devices or electronics in the braking system. Exception brake safety kill switch.

**ALTERNATOR:**

The alternator system when used must be mounted on the front of the engine in the standard location with the center of the alternator higher than the center of the water pump and must not exceed 14.9 volts of output.

**BATTERY:**

- Battery must be located between frame rails, between front and rear tires. Only one standard 12 volt battery not to exceed 13.5 volts. No accessories to regulate power will be permitted.
- Battery is not permitted in the driver's compartment and must be securely fastened down. Positive terminal covered

**SPARK PLUGS:**

Any make or brand of spark plug may be used.

**STARTER:**

The self-starter must be in working order and may be forward or rear mounted. Only OEM type production starters will be permitted. After the race is underway, cars may be started by hand pushing in the pit area only but under no circumstances is any car permitted to be rolled onto the racetrack from the pit area during race.

**SWITCH LOCATIONS:**

All electrical switches must be operable and located within reach of the driver. The labeled on / off rotary type master switch with "on" being in the clockwise direction, must be located at or on the front of the dash panel in the center. The on / off switch must be wired to the battery cable in a manner that would cut off all electrical power in the car.



## FUEL:

- Fuel will be supplied on-site at all CCMS events and should be used for practice, qualifying and the race exactly as supplied by the official supplier. CCMS asked that you purchase 5 Gals from the track.
- The Competitors are responsible for any and all fuel purchased in bulk and must pass a fuel specification inspection.
- Fuel samples may be taken at any time and tested. Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, or other additives are not permitted. Use of such substances or additives will result in immediate D.Q.

## FUEL CELL:

- The use of a manufactured fuel cell acceptable to officials must be used.
- Maximum of 22-gal fuel cell required. Fuel cell must be inside the body. Bladder age, maximum 5 years from the date of manufacture. No plastic fuel cells. Fuel cell must be centered with the driveline of the car. The bladder must have a rollover check valve in the fill plate. Fuel cell protector bars must have round corners. Fuel cell height from the ground a minimum 5".
- A fuel vent flap is recommended for all tracks
- No fuel lines are not permitted with-in driver's compartment, routing must be acceptable to officials.
- Fuel cell / tanks must be vented to the outside of the body through the rear panel
- Fuel shut off valve, marked OFF and ON, must be in reach of driver and accessible to safety crews. A fuel shut off indicator with an arrow on the passenger side window ledge required. Arrow to line up with the shut off valve.
- Steel or aluminum fuel filters only.
- No electric fuel pumps.

**SAFETY REQUIREMENTS:** IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE CPLMS/CCMS OFFICIALS OR REPRESENTATIVES, THE PROMOTER OR TRACK REPRESENTATIVES, TO ENSURE THAT HIS/HER SAFETY DEVICES / SYSTEMS ARE APPROVED, CORRECTLY INSTALLED, MAINTAINED, PROPERLY USED.

- Cars must have a steel roll cage.
- Minimum of 1.00" OD x .090" tubing.
- Four horizontal bars are mandatory on the driver's side door, three on the passenger's side.
- Roll cage must be welded securely to the frame.
- Threaded pipe, pipe fittings, and lap weld pipe are not permitted.
- Blewett Bars required with a Minimum 1 3/4" OD x .095" Thickness
- The front and rear firewalls, and the drive shaft tunnel must be fully enclosed. Made of magnetic steel with a .024" minimum thickness. • Anti-Intrusion Roof Plate is Mandatory.

© 2020-2023 Carolina Crate Modified Series, LLC, All Rights Reserved.





## PERSONAL PROTECTION EQUIPMENT:

- A fire suit is mandatory. It must be Nomex material, double-layer, clean, and in good condition.
- SFI rated fire retardant gloves and shoes required at all times while in the car.
- A full-face helmet is mandatory and must be a minimum Snell SA 2005.
- Hans, Hutchins II, Hutchins Hybrid or NecksGen devices are the mandatory Head and Neck Restraints and must be SFI approved. Head and Neck Restraints are MANDATORY EVERYTIME a driver is on the racetrack
- A fire extinguisher in working order and mounted within reach of the driver is mandatory. On board fire suppression systems are highly recommended.
- Two throttle springs mandatory and subject to CCMS approval.
- Toe strap on foot throttle mandatory.
- Aluminum racing seat required. The seat will be bolted to frame with six (6) 3/8" bolts with a minimum of 1.00" OD flat washer's .085" minimum thickness 3/8" USS Lawson "Tuff Torq", or equivalent.
- Four (4) bolts through the floor of the seat and two (2) on though back seat frames must be mounted securely to the roll cage.
- Right side headrest mandatory.
- Choice of an approved left side headrest, or auxiliary net mandatory.
- Must have a minimum of a quick release 5-point seat belt with a 3.00" minimum width. Seat belts must be securely mounted to the frame or roll cage. Belts must not be more than five (5) years old. No visible wear or tears allowed.
- All bars in reach of the driver must be padded with a fire-resistant padding. No foam rubber padding permitted.
- Must pass CCMS Technical Inspection A window net is mandatory and must be web or mesh style. The net must be secured to the roll cage with two steel rods or bars, with top being of quick release design and must fall when opened. Latch must be forward and driver accessible. Officials must approve the condition of window net and release.
- Steering wheel centers must be padded. Steering wheel stop is mandatory on the steering shaft below the top mounting point. Wheel quick approved release hub is mandatory.
- All add-on weights must be securely mounted outside the driver's compartment with a minimum of two grade 5 3/8" bolts. All add-on weight(s) must be painted white with the car number on them. If add-on weight comes off during any race, the weight may not be added back to the car to make minimum. No add-on weight will be below the bottom of the frame rails. • Electrical switches must be marked "off" and "on" and accessible to safety crews from outside the car. Cars must have working water temperature and oil pressure gauges.
- Mirror allowed in the middle of the car or in front of the driver. 4" Peep mirrors allowed.



## RADIOS:

- Two-way radios between the Driver, Crew Chief and Spotter with (1) scanner and/or radio used to monitor the Race Control, per team are MANDATORY.
- 1 SPOTTER per car in spotter area with headset marked with team number.
- **CPLMS/CCMS Race Control 456.4000**

## YELLOW FLAGS:

- If you are involved in an accident on the speedway at any time, you will be placed at the tail for the restart.
- If you are involved in 2 solo yellow flags during one race event, you will be disqualified from that event.
- If you are involved in a caution on the initial start, you will not receive your original starting spot back. You will go to the tail.
- At the discretion of the CPLMS/CCMS race control if you stop to avoid an accident, you will get your spot back.
- The Tap Out Rule, if you are hit during the race and spin out and the driver that spins you taps on roof, you will get your spot back and the driver doing the spinning will go to tail.

## IDENTIFICATION AND LETTERING:

- Cars must be numbered; with a number approved, assigned and registered by CCMS. Numbers must be affixed on both doors and on roof 18" minimum height. Roof number must be read from the passenger side of the car.
- Car number must be affixed on the right rear and on the right front. Numbers must be legible as determined by the Race Director.
- Numbers will be distinctly contrasting to the color of the car.
- Maximum two-digit numbers - **NO DUPLICATE NUMBERS ALLOWED.**
- Cars must be neatly painted. No obscenity or other derogatory items will be allowed.
- Cars must display contingency sponsor's decals to be eligible for contingency awards in the locations designated by CCMS. Contingency sponsor decals must not be altered in any way.
- Contingency decal packets and Window decal banner - 1<sup>st</sup> set are included with your membership packet. If you remove and need additional sets they will be available depending upon the circumstances fees could incur.



### **ENGINE PROTEST RULE:**

It must be done by driver. Driver must give CCMS \$2000.00 to protest. \$500.00 for Dyno and \$250 for CCMS. Driver must finish within 2 (two) positions of the car you are protesting. If engine is deemed illegal protested car will be fined and lose event earnings and points for said event. Engine must be made legal before car can return to CCMS event. If engine is legal protested car will receive the remaining money of \$1250.00 from protesting competitor.

### **MODIFIED RULE ENFORCEMENT:**

The Chief Tech Inspector shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than stipulated.

**Any interpretation or deviation of these rules and procedures is left to the discretion of CCMS Officials their decisions are final.**

**NOTE:** If you are unsure of any rule, whether contained within these rules or not, it is the responsibility of the driver to question this prior to any competition. You may contact the CCMS Technical Director for clarity. It is the responsibility of the Driver, NOT the Technical Director or Tour Promoter or Track Representative, to ensure that his/ her race car meets the specifications noted prior to entering any Event.

**NOTE:** All safety requirements, whether mentioned in regulations or not, are the sole responsibility of the driver, not CCMS Official, Car Owner or Track Promoters or Representatives to make sure they are in place and functioning properly as designed.

**Keith Graham-** 850-791-1236 or by email [cplms09@gmail.com](mailto:cplms09@gmail.com)

**Wendi Graham-** 850-791-1092 or by email [carolinaprolatemodelseries@gmail.com](mailto:carolinaprolatemodelseries@gmail.com)