



2024 CPLMS 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 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 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 CPLMS Officials 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 CPLMS event as a Driver must purchase a CPLMS 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 CPLMS 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. CPLMS 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:

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

CPLMS 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



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	Restrictor	Spacer
Stock GM602						
CPLMS / Factory GM Seals	2700	59%	4 Barrel 650	6200		
Stock 604						
CPLMS / Factory GM Seals	2725	58%	2 Barrel 500	6200		
CPLMS / Factory GM Seals	2750	58%	4 Barrel 650	6200	1.200	½ inch
Upgrade 604						
CPLMS sealed/approved	2800	58%	4 Barrel 650	6200	1.150	½ inch

Weight will be adjusted according to the competition per tech CPLMS officials.
Restrictors are subject to adjustment per competition / CPLMS tech officials

All engines are subject to be pulled by CPLMS 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.



ENGINES:

1. GM 88869602 (602 crate).

2. Crate engines may be refreshed, but must retain all manufacturers' specifications unless specified.

No reground cams. Maximum compression all engines 10.0. 602 motors and anyone claiming a stock 604 must be 100% stock parts from GM. Only modification allowed will be short oil pan for hood clearance, rocker arm upgrades will not be permitted on stock crate motors. *Aftermarket valve springs will not be permitted - Only spring upgrade allowed will be on the box stock 602 part# pac 1210x*

ENGINE PLACEMENT:

Measured from the center of #1 spark plug hole to the center of the top ball joint with in ¼" tolerance. Chevrolet – 4". Engine must be in center of frame with 1" tolerance. Center of crankshaft to ground clearance 10".

CARBURETORS:

604 crates will use Holley #4412 500 2 barrel. GM 602 option engines will use Holley 650 HP 415080541 four-barrel Carburetor must bolt directly to the top of the intake on 602. CPLMS seal and the 2019 and newer GM seal Stock GM602 only will be allowed a 1 inch super sucker spacer. 604 option motors may run a maximum one-inch (1") spacer allowed between carburetor and intake to carburetor base plate will be considered a spacer. Body of carburetor - no polishing, grinding, or drilling of holes permitted. No paint or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor. No alterations allowed with the exception of the choke horn may be removed. A minimum of two return springs is required. Throttle stops recommended.

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.

EXHAUST MANIFOLD:

Any type single flange steel tubular header permitted. Exhaust system must exit behind driver. Exhaust should exit through the door.



ENGINE COOLING SYSTEM:

All cars must have catch can or hose to exit at windshield. 2. Water only must be used in cooling system. Any additive to water, i.e. Water Wetter, must first be approved by a CPLMS Official. Any driver found using unapproved coolants must pay a \$100 fine before driver can compete at Speedway. No cool down units, pumps, exotic fans allowed in the race track. **No grill tape allowed at any time during the event unless otherwise directed by CPLMS officials.**

IGNITION:

MSD 6AL series ignitions, stock type HEI and Crane/Fast Ignition part # 6000-6701 will be permitted. Mandatory 6200-RPM. One battery permitted. Maximum 16 volt and mounted securely outside of driver's compartment. NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event and fine will be implemented. All stock type HEI distributors must run external rpm amplifier box to accommodate series chip rule. The MSD ct soft touch rev limiter will be allowed for all "stock" type HEI ignitions. It is the responsibility of the competitor to have the appropriate chip/RPM setting for the motor application being used. Chips/boxes may be set by tech director and sealed. Any competitor found using to high of a chip will be disqualified.

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:

ABC Five-Star Gen6 bodies and AR Bodies Revolution body are approved for competition. Refer to CURRENT ABC Rulebook for all body rules and all panels must have ABC stickers. The Minimum nose height is 4". Maximum nose width, fenders and doors shall not exceed 80" wide. Maximum tread width allowed is 66.5" Only ABC manufacturer's standard grill screens may be used for the radiator opening in the nose. No panels allowed extending top edge of doors. The car body must be acceptable to CPLMS Officials at all times. No car will be allowed to start a race without a full body. No nose panning of any kind radiator duct work cannot exceed the width of the grill opening.

FRAMES:

Straight rail, perimeter and OEM front clip frames permitted. No chassis adjustment from inside car except for brakes. Frame and roll cage, including weight box, must be inside of left front and left rear



ROLL CAGE:

CPLMS Officials must approve roll cage designs. Round steel tubing 1 3/4" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support. Left door must have four bars and must have 1/16" minimum steel plate on all door bars. No Bowman Gray style bumpers. All bumper bars must be within rear bumper cover.

INTERIOR:

Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment. No driver adjustments in car other than one brake bias adjuster allowed. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON/Off positions must be clearly marked. It is recommended that all roll bars surrounding driver be padded. Padding should be acceptable to CPLMS Officials. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs. Rear view mirror permitted inside of car only.

AIR CLEANER:

Cold air box may be used. Maximum opening of 2.5" x 20" and draw in at the cowl. May not be sprayed or soaked with any type of chemicals or liquids. Nothing may direct or control the flow of air inside the air cleaner housing except the air cleaner element.

TRANSMISSION:

Must have transmission with at least two forward and one reverse working gear. Jerico type transmissions permitted. No Rankin or direct drive type, quick-change or automatic transmissions permitted. BERT, BRINN, WINTERS RAPTOR TRANSMISSION (PART #60200 TWO SPEED) OR MAGNUS sealed "MUNCIE STYLE" TRANSMISSION (PART #13100 TWO SPEED) ARE APPROVED NOTE--NO WEIGHT BREAK FOR USING THESE TRANSMISSIONS)

CLUTCH:

Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 1/2" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal. Clutch housing assembly or cover may be made of steel or aluminum.

SPINDLES:

Aftermarket, homemade and 3/4-ton steel spindles permitted.



BRAKES:

Front and rear disc brakes mandatory. Only cast steel rotors. No carbon fiber, fiberglass or titanium brake parts allowed.

BRAKE COOLING:

All air intakes must be routed either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

SHOCKS:

One shock per wheel. Shocks must be only mechanical in nature and no part of suspension or shocks may utilize electricity.

- 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.**

SPRINGS:

Steel Coil over or bucket type springs permitted only. No titanium, air or carbon fiber

REAR-ENDS:

Any style Quick change and 9" rear ends permitted. Axles must be same diameter on both sides. No Independent rear suspension. Cambered rear ends permitted 1.5 degree maximum. Titanium Axles will not be allowed. No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. 6. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move. **All links must be solid.**

DRIVE SHAFT:

Steel or Aluminum drive shaft only and must be painted white or silver. No carbon fiber wrapped in aluminum. Minimum one 360-degree loops, 1" x 1/8" steel.

Sway Bars "Howe style" 1 piece and 3-piece spline sway bars will be permitted. The main body of the front sway bar must be made of steel and may be splined for attaching to the main body. Heim joints may be used for attaching the sway bar arms to the lower control arms.



FUEL SYSTEM/CELL:

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. Manual block mounted stock type fuel pumps only. No electric fuel pumps. Fuel cell mandatory, maximum 22 gallons vented with maximum 1" vent to outside left rear of body. Minimum ground-to-fuel cell 8". It is recommended that the Fuel cell have a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell.. Cars are also strongly encouraged to have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end.

Fire suppression system is mandatory.

WHEELS:

Only 10" Racing steel wheels. No Air bleeders permitted. NO BLOWERS OR HOSES WILL BE ALLOWED TO BLOW AIR ON TIRE OR WHEEL.

TIRES: 4 New tires per event

- Hoosier F-45 Tire Only.
- No soaking or altering of tire in any manor allowed.
- 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 must stay with the car once they leave the impound area. Tires will be checked throughout the event and post-race.



DRIVER SAFETY:

Approved helmet and fire suit, shoes and gloves required any time vehicle is on racing surface.

- Head and neck restraint will be mandatory
- 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 mandatory.
- Two throttle springs mandatory and subject to CPLMS approval.
- Toe strap on foot throttle recommended.
- 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 washers .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 2" 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 CPLMS 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 weight. 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.
- If your spotter is not on race control. You will be parked immediately. It is your responsibility to be RACE READY prior to race day.
- **CPLMS/CCMS Race Control 456.4000**

YELLOW FLAG:

- 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 CPLMS 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 CPLMS. 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.
- 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 appearing. 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 CPLMS. Contingency sponsor decals must not be altered in any way to get paid points.
- Contingency decal packets and series decal banner - 1st 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:

Driver must finish within 2 (two) positions of the car you are protesting. Protest must be made within 10 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. Protested competitor cannot counter-protest in the same event. Protest fee must be made in cash immediately.

Protest must be done by the driver. Driver must give CPLMS \$2000.00 cash to protest. \$500.00 for Dyno and \$500 for CPLMS. If engine is legal protested car will receive the remaining money of \$1000.00 from protesting competitor. If engine is deemed illegal protested car will be fined (\$1500), lose event earnings and points for said event. Motor will be held until \$1500 fine paid. Engine must be made legal before car can return to any CPLMS event.

Any time an engine is protested and driver/car owner accepts protests and agrees, the engine being protested must be removed immediately by person(s) appointed by driver and/or car owner and impounded by CPLMS. Protested engine will be sealed by CPLMS Officials to insure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money).

Fines collected will reimburse fees and go into points fund.

PRO LATE MODEL 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 VARIANCE OF THESE RULES BY PARTICIPANT THAT MAY ULTIMATELY LEAD TO A REDUCTION IN SAFETY, OR AN INCREASED RISK, TO ANY PARTICIPANT, SHALL BE EXCLUSIVE RESPONSIBILITY AND LIABILITY OF PARTY OR PARTIES RESPONSIBLE FOR THE VARIANCE. THE MANAGEMENT OF THE CPLMS AND THE PROMOTERS SHALL NOT BE RESPONSIBLE OR LIABLE FOR RULES AS PROVIDED. OFFICIALS RESERVE THE RIGHT TO CONFISCATE THE PARTS.

Any interpretation or deviation of these rules and procedures is left to the discretion of CPLMS 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 CPLMS Technical Director for clarity. It is the responsibility of the Driver, NOT the Technical Director or Series 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 CPLMS Official, Car Owner or Track Promoters or Representatives to make sure they are in place and functioning properly as designed.

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