



# 2025 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 the CPLMS/CCMS Officials. Their decisions are final. Carolina Pro Late Model Series and Carolina Crate Modified Series retain the right to make all decisions and reserve the right to make any rule changes/amendments without 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. 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 CPLMS/CCMS OFFICIALS AS AN ENTITY, TO THE APPLICATION AND INTERPRETATION OF THE CPLMS/CCMS RULES AND GUIDELINES, SET FORTH, ARE NON-LITIGABLE. 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) 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 by CPLMS/CCMS officials is final. All cars must go through technical inspection before the car takes the track for practice when Tech is available per CPLMS/CCMS. All cars will be weighed with the driver before and/or post-qualifying. Reading of designated scales will be official. Any issue discovered in pre-practice or post-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 car owner/driver. If found illegal car owner/driver will lose winnings, points, and pay all CPLMS/CCMS and dyno fees.



**DRIVER ELIGIBILITY REQUIREMENTS:**

All competitors are subject to CPLMS officials' approval. All drivers must be at least 12 years of age. Any minor must submit a racing resume for approval in writing. All minor competitors must have a parent and/or legal guardian sign the parental release form.

**REGISTRATION REQUIREMENTS:**

*If the driver entry fee is not paid before the race it will be taken from the driver/car owner's payout.*  
All cars, full or part-time, must be registered and inspected before racing for any event.

**2025 ENTRY FEES:**

CPLMS entry fees are for regular points event

Early entry	\$75.00
Received Sunday - Friday the week of the event	\$100.00
Received on Saturday the day of the event	\$125.00

All drivers must be physically fit to participate in racing. CPLMS reserves the right to request medical certification of fitness at its sole discretion. New drivers will be monitored by officials, and their abilities will be continuously evaluated. CPLMS officials reserve the right to approve or deny any driver based on their ability to safely and competitively participate in the Series.



## GENERAL RULES:

1. Drivers, car owners & crew members will always conduct themselves in a calm and sportsmanlike manner.
2. The driver/car owner alone will be the sole spokesman in any and all matters pertaining to the race and must talk with the CPLMS/CCMS officials in charge. Team Owner is responsible for the driver and crew.
3. CPLMS/CCMS reserves the right to refuse entry to any car or person without question.
4. Open drinking of intoxicants in the pit area by drivers/crew will not be tolerated. Offenders will be subject to immediate ejection.
5. Any person found with any weapon on him or his vehicle is also subject to arrest.
6. The following activities will result in fines, loss of winnings and points, and be subject to suspension and arrest: Loud and abusive language toward CPLMS/CCMS and track officials, Starting or engaging in a fight, deliberate contact during caution laps or after the race has completed, Subjecting any employee or official to improper or abusive language or profane signs. Penalty will be at the official's discretion.
7. Any fines, suspensions, and/or protests must be settled with CPLMS/CCMS management before a driver, car owner or crew member will be allowed to enter restricted area at another event.
8. Two (2) features wins in a row the driver or car must start the next race from the rear. Special events are the exception, and the following regular scheduled event will have the driver/car starting from the rear.
9. Stock means that you cannot modify this part. (If the rules don't say you can, then you can't.)
10. Car number(s) must appear on the roof and both sides to be scored.
11. SFI Head Restraints, an approved full containment seat, and a fire suppression system are required.
12. Fire Retardant driver suit, window net, helmet, five-point harness, and fire extinguisher required. If caught at any time without these items, you will not be allowed to race and will forfeit all points and money.
13. 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 the CAR NUMBER in RED or BLACK on Front and Back and ANY and ALL available sides. Any lost weight will result in a \$10 per pound fine to the Driver***
14. Crossing the racetrack during a race is not permitted unless directed by an official.
15. Any situation not specifically covered by this rulebook will be acted upon by the race director, tech man, pit steward or management and decisions shall be final.
16. Ignorance of rules will not be accepted as an excuse for their violation.
17. Interpretation of rules and decisions of CPLMS/CCMS officials will be final.



## **PRE-RACE PROCESS:**

1. Attendance by driver or car owner and spotter at every driver's meeting is mandatory.
  1. Each CPLMS driver and/or car owner will be responsible for attending the 'driver, crew chief, spotters' meetings. Failure to attend the meeting(s) will result in that car being a **1-lap qualifier**.
2. Scale area is off-limits to pit crews during any official weighing. No car will be weighed until the area has been cleared.
3. All drivers must have a transponder when required on track.
4. All spotters must have race control during a race. (456.4000)
5. 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.
6. All drivers must be ready to compete in the event for which they are scheduled. If you are not staged in line up when cars are called to the track, you will start tail of the field.

## **RACE PROCESS:**

1. Again any cars not lined up when called to the track will start in the rear.
2. The Race Director is in full control of the race procedure and on-track activities. His/her decisions will be final.
3. Drivers may not exit the car on track unless instructed by the race director or safety crew. Exiting the car for any other reason will be grounds for disqualification from the event.
4. STARTS - All initial starts are double file at the start line. Inside driver sets the pace and starts the race at the line. It is the outside driver's responsibility to stay beside him. NO JUMPING STARTS - After 2 double file failed attempts you will be put back one row. Drivers cannot leave distance or be under the car in front of them.
5. RE-STARTS - Double file, Leader picks inside/outside with one to go. The leader must start the race on the line off of turn 4. NO JUMPING STARTS After 2 double file failed attempts you will be put back one row. Drivers again cannot leave distance or be under the car in front of them.
6. MULTI-CAR WRECK ON FIRST LAP: All cars get their spot back. Single car spin will go to the rear. Any cars going to the pit will go to the rear.
7. Any car deliberately stopping before the completion of the first lap to bring out the caution will be put to the rear or penalized a lap at the discretion of the Race Director.
8. Deliberately stopping and bringing out the caution to keep from going a lap down will be scored one lap down.
9. Any car(s) involved in any accident that brings out red or yellow flag will be lined up in the rear of the field. (This does not include cars that stop or spin to keep from hitting the other cars.)



10. Lap traffic must stay to the inside of the speedway. (Any cars trying to hold up leaders will be blackflagged.) If race control feels leaders were taken out by a lapped car they will get their spot back unless they go to the pits.
11. Any car that cannot maintain race pace may be warned to increase their speed, park it, or be black-flagged by Race Control when considered necessary.
12. No work can be done on race cars on the track other than pulling sheet metal from tires by track officials. No tools or crew are allowed on the track!
13. Any driver stopping on the track and exiting a car to argue with officials for any reason will be fined \$1000. Any car going the wrong way at any time will be disqualified and parked. (unless told by an official)
14. No car can receive any assistance from another car during the last lap of the race.
15. Rough driving will be dealt with through fines and/or suspensions.

#### **POST RACE PROCESS:**

1. Cars will exit the track and enter the pit area at a safe speed.
2. Any driver or crew member showing aggressive behavior during or after the race will forfeit any winnings and points for that event, safety is our top priority!
3. Scale area is off-limits to pit crews during official weighing. No car will be weighed until the area has been cleared.
4. Top five (5) cars must cross scales for inspection unless otherwise instructed.
5. Top five (5) cars must stay at scales until the okay is given to leave by a CPLMS/CCMS tech official.
6. If driver wants to protest or claim they must have money on them and they have 10 minutes after they cross scales to have the money in a Head Official's hand.
7. If a protest happens only FOUR (4) members of the car getting protested are allowed in the tech area. Only TWO (2) members of the protesting car are allowed in the tech area.
8. Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that the rule book may not cover every situation or issue. Let's talk!
9. Officials have the final say on ALL protested or claimed item issues.



Weights, carburetors, and rev chips will be as listed below.

**NOTE: The minimum weight requirements for engine packages, carburetors, and rev chips/limiters will be enforced during all official inspections (e.g., post-qualifying and post-race).**

**ZERO Tolerance for weight Post Qualifying**

Engine	Minimum Weight	Left side %	Carburetor	Rev chip	Restrictor	Spacer
<b>Stock GM602</b>						
CPLMS / Factory GM Seals	2700	59%	4 Barrel 650	6200		
<b>Stock GM604</b>						
CPLMS / Factory GM Seals	2725	58%	2 Barrel 500	6200		
CPLMS / Factory GM Seals	2725	58%	4 Barrel 650	6200	1.150	½ inch
<b>Upgrade 604</b>						
CPLMS sealed	2750	58%	4 Barrel 650	6200	1.100	½ inch

**ALL GM SEALS MUST BE VERIFIABLE BY CPLMS/CCMS TECH  
100 lbs WILL be added to the minimum weights above that do not have  
GM VERIFIABLE seals or CPLMS/CCMS seals.**

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

Restrictors are subject to adjustment per competition per CPLMS tech officials

**To schedule a Dyno appointment call ----**

**Rankin's Race Engines 910-462-0292 / Harrington Machine Shop 828-632-7835 / HPH 860-205-8148**

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

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

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 the car for weighing after the race. ***All added weight must be painted WHITE with the CAR NUMBER in RED or BLACK on Front and Back and ANY and ALL available sides. 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 permitted anywhere on the car for use unless specified. Added weight must not be used as panning or aero advantage.

**NOTE: The minimum weight requirements for engine packages, carburetors, and rev chips/limiters will be enforced during all official inspections (e.g., post-qualifying and post-race).**

**ZERO Tolerance for weight Post Qualifying**



## **ENGINES:**

### **GM602, GM604**

GM 88869602 (602 crate).

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*

### **GM 604 upgrade**

GM # 88958604 / 88869604 with the following updates only, GM Cam #24502586, 1.6 rocker arms (1.65 max), Comp Cam valve springs #941-16 (inner spring removed), Champ oil pan # CP106LTRB and Balancer. SCAT Pro Stock connecting rods # 2-ICR5700P (Minimum weight of 580 grams) and Mahle "drop in" pistons #930127800 are approved replacement parts.

## **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:**

GM 602 crate will use Holley 650 HP 415080541

GM 604 crates can use Holley #4412 500 2 barrel or Holley 650 HP 415080541.

GM 604 upgrade will use Holley 650 HP 415080541.

GM 602 carburetor can bolt directly to the top of the intake.

GM 602 only will be allowed a 1 inch maximum spacer.

GM 604 will run a maximum half-inch (.50") Allstar Performance Adjustable Aluminum Carburetor Spacer between carburetor and intake to carburetor base plate will be considered a spacer.

*Part number ALL26180.*

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:**

FAST Ignition part # 6000-6701 or 'JMS – Daytona Sensors' part # 6000-6701K or 7702K only as produced on the original plate from original manufacturer (Highly recommended but will be mandatory in 2026) and mounted on the right side, out of reach of driver with dials set at 6200 rpm, pointed out the passenger side. The mag positive & negative shall be a maximum length of 62". Must remain uncut or spliced and on top of dash in clear view.

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. It is the responsibility of the competitor to have the appropriate RPM setting for the motor application being used. Boxes may be set by tech director and sealed. Any competitor found exceeding 6200 RPM will be disqualified.

#### **ACCESSORIES:**

Except as provided below, cars and drivers will not be permitted to carry on board computers, cell phones, 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 a transmission with at least two forward and one reverse working gear. Jerico type transmissions are 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 ½" 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 ¾-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.

#### **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 **spools only**. Axles must be same diameter on both sides. No Independent rear suspension. Cambered rear ends permitted 1.5 degree maximum. Magnetic Steel Axles ONLY. 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 1/2" 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.

**A 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 THE TIRE OR WHEEL.

**TIRES:** 4 New tires per event

- Hoosier ST1/ST2 Tire Only.
- No soaking or altering of the tire in any manner allowed.
- The car must start the race on the tires that 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, fire suit, shoes, and gloves are required any time the vehicle is on the racing surface.***

- A firesuit is mandatory. It must be Nomex material, double-layer, clean, and in good condition.
- SFI rated fire retardant gloves and shoes are required at all times while in the car.
- A full-face helmet is mandatory and must be a minimum Snell SA 2015.
- Hans, Hutchins II, Hutchins Hybrid or NecksGen devices are the mandatory Head and Neck Restraints and must be SFI approved.
- 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 the 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) through 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 are allowed.
- All bars in reach of the driver must be padded with fire-resistant padding. No foam rubber padding permitted and 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 the top being of quick release design and must fall when opened. The latch must be forward and driver accessible. Officials must approve the condition of the window net and the quick 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 are 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 designated spotter area with headset marked with team number.
- If your spotter is not on race control. You **will** be parked immediately.
- **CPLMS/CCMS Race Control 456.4000**
- It is your responsibility to be RACE READY **before** race day.

#### 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 risk being 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. If the driver that spins you stops under the flag stand and taps on their roof, you will get your spot back, and the driver that caused the caution and tapped will go to the tail of the lead lap.



## **TECH INSPECTION:**

1. Each team is responsible for weighing their car at the track on race day before the official tech inspection begins.
2. The top three cars will go directly to the scales after they leave Victory Lane. After weighing, they will undergo a post-race inspection in the Tech area. Failure to comply with this process or attempting to make changes to the car before this process may result in disqualification.
3. Team members must remain by their respective cars at all times.
4. At the request of CPLMS/CCMS, positions 4 and 5 will be held for inspection if needed.
5. Any random car that did not finish in the top three may also be selected for technical inspection at any time.
6. At any point, any random car in a race may be required to stop on the front straight directly after the feature race for tires to be durometer checked for softness, then go directly to the area they are released to (I. E. tech or their pit).
7. No more than (2) team members being a car owner, driver, or pit crewman per team are allowed in the Tech area during a protest inspection.
8. Tech Officials reserve the right to make adjustments on a case-by-case basis.
9. Any adjustments, including weight penalties, imposed by a Tech Official can only be altered by the same official who made the initial adjustment. This policy ensures consistency and fairness in the evaluation process.
10. Cars may be randomly inspected in the pit area at the Tech Official's discretion.
11. CPLMS/CCMS reserves the right to send any part(s) in question during a technical inspection to an outside party to determine if they conform to CPLMS/CCMS rules and regulations. CPLMS/CCMS also reserves the right to swap items in question with a new out of the box item if deemed necessary.
12. If any part(s) must be sent to an outside party to determine if it complies with CPLMS/CCMS rules and regulations, those positions will not be paid until items have been deemed legal.
13. If you have questions regarding technical rules or criteria, or if you need a car from a different track or series evaluated for participation in a CPLMS/CCMS event, please contact a CPLMS/CCMS Tech Official directly. Remember, fellow competitors, spectators, and other track officials are not qualified to guide on these matters. Information from external sources may not be accurate.
14. The decisions of the Tech Officials on the interpretation of rules will be final.

**The following penalties will be imposed (but not limited to) on any competitor found illegal any technical inspection.**

### **Qualifying**

1. Disqualification from qualifying will result in starting at the rear for the race.

### **Post-Race**

1. All points and money earned that night will be forfeited.
2. Upon returning to the competition, you must go thru Tech to prove the infraction has been corrected before the competition.

### **Tire Soaking**

1. If you are caught soaking tires you will be fined \$250 and must start in the rear for the next two events you attend.



## **IDENTIFICATION AND LETTERING:**

- Cars must be numbered; with a number approved, assigned, and registered by CPLMS. Numbers must be affixed on both doors and roof 18" minimum height. The 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 - 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.

## **WINDOW DECAL:** *Approximately Top 5" of windshield---Full width of windshield*

The following decal is not to be manipulated (re-colored, reshaped, etc.) in any way. Failure to display correctly can result in an automatic 10% deduction in purse.

## **SERIES SPONSOR DECALS**

The following areas on the race car are reserved spaces for CPLMS sponsors. The series' sponsors play a crucial role in enabling various incentive programs for the competitors. Please refrain from using these areas for team sponsors. No competing series decals may be displayed on cars competing in CPLMS.

ALL contingency decals are NOT to be manipulated (re-colored, reshaped, etc.) in any way. Failure to display contingency decals prior to qualifying will result in an automatic 10% deduction in purse.

*Side windows between B and C posts---both sides*

*B post on both sides*

*From A post forward---both sides*



### **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. The 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 the protesting competitor. If the engine is deemed illegal the protested car will be fined (\$1500), and lose event earnings and points for said event. The motor will be held until \$1500 fine is paid. Engine must be made legal before it can return to any CPLMS event.

Any time an engine is protested and the driver/car owner accepts protests and agrees, the engine being protested must be removed immediately by the person(s) appointed by the driver and/or car owner and impounded by CPLMS. Protested engine will be sealed by CPLMS Officials to ensure that it has not been tampered with, and to verify the 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 the points fund.

This section may be updated as needed.

### **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 THE 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 before 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 before entering any event.**

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

**Keith Graham- 850-791-1236**

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