



2026 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 deviations 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. 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. 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.

All cars must go through technical inspection before taking the track for practice, when technology is available per CPLMS/CCMS guidelines. All cars will be weighed with the driver both before and/or after qualifying. The readings from the designated scales will be considered official. Any issues discovered during pre-practice or post-qualifying that are not resolved to the satisfaction of the officials by the time of post-race tech will result in disqualification.

Any competitor who finishes in the top 5 without the CPLMS/CCMS seal may be required, at their own expense, to remove the intake, heads, and/or oil pan for inspection purposes.

If a CPLMS/CCMS sealed engine finishes in the top 5 and raises questions, it will be removed and taken to the dyno. If the engine is found to be legal, the car owner/driver will incur no costs. However, if the engine is found to be illegal, the car owner/driver will lose their winnings and points, in addition to being responsible for all CPLMS/CCMS and dyno fees.



DRIVER ELIGIBILITY REQUIREMENTS:

All competitors are subject to CCMS 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.

2026 ENTRY FEES:

CCMS 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. CCMS 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. CCMS 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. The 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 a 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 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***
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 a 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.



ELIGIBILITY SPECIFICATIONS:

Any type race car built with Industry accepted Touring Modified Specifications with a wheelbase between 105" – 108" is permitted. Listed within 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 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
Stock GM602				
CCMS Seals	2625	56%	4 Barrel 650	6200
Unsealed	2725	54%	4 Barrel 650	6200

ALL GM SEALS MUST BE VERIFIABLE BY CPLMS/CCMS TECH

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

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

To schedule a Dyno appointment call ---- Keith Graham 850-791-1236

All engines must go through the dyno / engine inspection program and have a CPLMS/CCMS seal to run the minimum weight listed above.

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



WEIGHT RULE:

The minimum weight is 2625 pounds with a 56% maximum left side weight with the driver in the car as he/she would race for a CCMS sealed engine. See the above for all required weight rules.

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 allowed anywhere on car for use unless specified. Added weight must not be used as panning or aero advantage.

ENGINE REQUIREMENTS:

- ONLY THE 602 GM CIRCLE TRACK CRATE ENGINE P/N 88958602 or 19258602 PERMITTED
- ENGINE MUST BE STOCK APPEARING AND WEIGHT
- Any engine that does not meet stock replacement requirements will be disqualified.

Dyno verification:

Pull oil pan, dyno, and seal – \$650.

We will baseline with our spec carb and headers. Power not to exceed 390 and 425 torque.

Included in that price is running your carburetor, adjusting fuel curve as needed for best power.

Please have 2 (two) bolts drilled in each location for CCMS seals:

lower head bolts, intake manifold bolts, timing cover, and oil pan.

We will sell parts to CCMS racers at a discounted price:

- Eagles SIR rods part #SIR-5700BPLW for a cost of \$300 + tax and shipping.
- Federal Mogul H-815DCP in .020 or .030 for a cost of \$206 + tax and shipping.
- Piston rings for the above pistons for a cost of \$74.00 + tax and shipping.

All engine parts must be used as they come out of the box.

NO MODIFICATIONS OF ANY KIND to pistons, rods, or piston rings.

NO total seal back cut or low tension rings.



Carolina Crate Engine Parts List

Pistons

- Silv-O-Lite 3470 – STD to .030
- Federal Mogul H-815DCP – .020 to .030

Piston Rings

- 1.5, 1.5, 3mm minimum ring pack
- Stock only — no gapless, gas-ported, or exotic rings
- No ring spacers
- Piston ring must take the entire land space

Connecting Rods

- Scat Part # 3-ICR5700P
- Eagle Part # SIR-5700BPLW

Rules:

- No lightening of connecting rods — must be used as shipped
- Wrist pins must be press-fit to the connecting rod
- No machining for floating bushings
- Maximum connecting rod cap clearance, with rods forced to the edge of crank radius: .026 max

Valve Springs

- PAC 1210x16
- Comp 981-16
- GM Performance 602 spring

Rules:

- No cryo-tempering of springs
- Maximum seat pressure: 85 lbs ± 5 lbs

Engine Oil Pan

- 1 inch inspection plug required (25lb penalty if not installed)
- Champ CP106LTRB with pickup 1011SB
- Canton 11-102T pickup Part # 20-30
- Moroso 21329 pickup Part # 651101



Timing Chain

- Melling 3-202SA
- Cloyes 9-1100

Rules:

- No roller thrust-bearing timing gears
- No adjustable timing gears
- Alignment pin on cam must fit tight to the alignment hole on the gear

Compression Rule

When building any engine, it is the builder's responsibility to keep the compression ratio under 9.7:1.

Thicker head gaskets may be required to achieve this.

Crankshafts

- If journals require service, the crankshaft must maintain a maximum stroke of 3.480 on all four rod journals.
- No stroke-correcting allowed

Valves

- Stock replacement valves only
- No titanium or exotic materials
- Stainless stock-replacement valves allowed
- Must maintain stock GM 602 sizes:
 - 1.940" intake
 - 1.500" exhaust
- Must use stock retainers and keepers supplied with the 602
- No titanium or exotic retainers/keepers

Final Note

All specs can be found in the 602 Technical Handbook.

In the spirit of 602 racing — keep it simple, keep it cheap.



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. A 1 inch maximum spacer is 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.
- No EVAP Systems allowed of any type.

HEADERS

- ANY type of 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.

No grille tape allowed at any time during the event unless otherwise directed by CPLMS officials.

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 min 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 in 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.

No forced air onto any brake/wheel assembly. (ducting/fans/air deflectors and etc.)

**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.

No grille tape allowed at any time during the event unless otherwise directed by CPLMS officials.

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 I-beam 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

Although it is your responsibility your car **MUST** be able to roll across scales pre and postrace with no issues.

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.

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.
- After-market rear end allowed. No titanium or carbon fiber parts. Rear spur gear quick change only. No ratchet-type or limited slip differentials.

BELL HOUSING:

- Only metallic bell housings are 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.

DRIVE SHAFT:

- The drive shaft, universal joints, and yokes 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.
- ANY STYLE REAR SUSPENSION AND COMPONENTS MAY BE USED. FOR SAFETY
- AXELS MUST BE THE SAME DIAMETER ON BOTH SIDES.

PURPOSES: All trailing arms and brackets, and all linkages of any type must be acceptable to officials.



TRANSMISSION:

Only Jerico or GM 2-speed or 4-speed transmissions with reverse gear. No straight cut gears 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-45star Tire Only.
- No soaking or altering of tires in any manner 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. After each event, each competitor must turn 2 tires into the 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. Unless discussed with the series.
- 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 to.
- The car must start the race on the tires that were purchased that day and 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.
- Any style MSD box is required for all CCMS cars.
- HEI cars must use - MSD 8727CT Digital Soft or MSD 8728 Soft Touch Rev Limiter Control
- 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.
- All cars must have a sealable Rev Limiter. *****
- 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.
- 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 the 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.
- Pump gas is allowed but MUST pass inspection.

FUEL CELL:

- A manufactured fuel cell that is 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. The 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 is a minimum of 5".
- A fuel vent flap is recommended for all tracks
- No fuel lines are permitted within the 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 within reach of the driver and accessible to safety crews.
- A fuel shut-off indicator with an arrow on the passenger side window ledge is 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.

PERSONAL PROTECTION EQUIPMENT:

- A firesuit is **mandatory**. It must be Nomex material, double-layer, clean, and in good condition.
- SFI-rated fire retardant gloves and shoes are **mandatory** and always required 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.
- Head and Neck Restraints are **MANDATORY** EVERY TIME a driver is on the racetrack
- A fire extinguisher must be in date, in working order, and mounted within reach of the driver is **mandatory**.
- Onboard fire suppression systems are **highly recommended**.
- Two throttle springs are **mandatory** and *subject to CCMS approval*.
- Toe strap on foot throttle **mandatory**.
- 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 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) 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 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 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 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 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 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 the roof, you will get your spot back and the driver doing the spinning will go to tail.

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 (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.
3. Will start SCRATCH in the Feature of the next regularly scheduled event that you compete in.

Tire Soaking

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

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 the roof 18" minimum height. The 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 - 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.

WINDOW / ROOF DECAL:

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 vehicles are reserved spaces for CCMS sponsors. The sponsors of the series 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.



ENGINE PROTEST RULE:

The 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 competitors cannot counter-protest in the same event. The protest fee must be made in cash immediately.

Protest must be done by the driver. The driver must give CCMS \$5000.00 cash to protest. \$500.00 for Dyno and \$500 for CCMS. If the engine is legal, the protested car will receive the remaining money (\$4000.00) from the protesting competitor. If the engine is deemed illegal, parts will be confiscated and the driver / team of the protested car will be fined (\$2000), lose event earnings, points for said event, and receive a three (3) race suspension. The motor will be held until fine is paid. The engine must be made legal before the car can return to any CCMS 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 CCMS. The protesting engine will be sealed by CCMS Officials to insure 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).

ENGINE PROTEST RULE

- The protesting driver must finish within **two (2) positions** of the car being protested.
- A protest must be filed **within 10 minutes** of the feature race's checkered flag.
- **Once a protest is declared, it cannot be withdrawn.**
- A protested competitor **may not counter-protest** in the same event.
- The protest fee must be paid **in cash immediately**.

Protest Fees and Procedure

- The driver filing the protest must pay **\$5,000 cash** to CCMS.
\$500 goes to the dyno.
\$500 goes to CCMS.
- If the engine is ruled **legal**, the protested competitor receives the remaining **\$4,000** from the protest fee.
- If the engine is ruled **illegal**:
 - Illegal parts will be **confiscated**.
 - The protested driver/team will be **fined \$2,000**.
 - They will lose **event earnings** and **all points** for that event.
 - They will receive a **three (3) race suspension**.
 - The engine will be **held by CCMS** until the fine is paid.
 - The engine must be brought back into **full legal compliance** before returning to any CCMS event.
 - Once all fees are collected \$5,000 will be returned to the protesting driver.

Engine Removal and Impound Requirements

- If an engine is protested and the driver/car owner accepts the protest, the engine must be **removed immediately** by person(s) appointed by the driver and/or car owner.
- The engine will then be **impounded by CCMS**.
- CCMS officials will **seal the engine** to ensure it has not been tampered with and to verify its identity.
- **Refusal to permit engine confiscation** will result in a full **disqualification for the event**, including loss of points and prize money.



Fines collected will reimburse fees and go into points fund.

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.

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