
# 2017 RULE BOOK

## 1. GENERAL

1.1. These rules have been written with three goals in mind; promote safety, ensure fair competition and help control costs. No set of rules can encompass all eventualities so there will be times when officials and drivers will have to work together to find an appropriate response to unforeseen developments. The APC Late Model Series officials reserve the right to amend any rule with prior (fair) notice to competitors. Regardless of all else, APC Late Model Series officials will be the final authorities in interpretation and application of these rules and the equipment used to enforce these rules.

1.2. Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating. In that case the Tech Director will determine if a penalty is in order.

1.3. Cars found non-compliant post-race could be subject to penalties up to and including disqualification.

1.4. Tech inspection centers on the pre-race formal check; however, the car is subject to inspection at any time from the start to finish of a race meet. Although the pre-race check often focuses on a specific theme at each meet to ensure all items get checked in the course of a season, there is no restriction on what is checked on a given car, nor is it required that the same item be checked on every car. The same is true of post-race inspections.

**2. SAFETY** will continue to be our number one priority – i.e. belts, fuel cell, on track. We will be working to ensure safety continues to be a non-issue.

2.1. Safety**:** In the pits and on the track takes precedence over all else.

2.2. Pit Safety: In the pits, safety will be greatly enhanced by attention to the basics including the wearing of protective clothing and eye wear at appropriate times; fire safety practices and the presence of a class “BC” fire extinguisher; proper storage and disposal of flammables, chemicals and wastes; elimination of distractions and horseplay and safe working practices such as the use of jack stands.

2.3. Driver Protection: Drivers are required to wear full coverage; one or two piece Nomex multi-layered fire suits which are S.F.I. rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves and shoes are mandatory. Driver helmets must be full face and conform to Snell SA-2010 or higher SA standards and have a certification sticker visible inside the helmet. Head & Neck restraint mandatory

2.4. Belts and Harness: A quick-release 5-point belt (shoulder and lap) of no less than 2" in width, and 2" width anti-submarine harness in good condition are mandatory. Shoulder harnesses must be mounted and secured at the driver’s shoulder height. Belts must be securely fastened to the frame, cross-member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in direct line with the direction of pull. Belts may not be any older than 3 years (manufacturer’s date). All belts and mounting will be subject to inspection.

2.5. Fire Control: It is HIGHLY recommended that APC Late Model Series cars have an on board fire system. On- board fire systems should be a 5LB system and spray into driver’s compartment. All entries must at least have a CSA approved fire extinguisher “ABC” rating, dated for the current year, which accompanies the car at all times. Fire Extinguishers, whether a suppression system or a stand- alone extinguisher, must be mounted in such a manner so the gauge is visible when looking in from outside the car**.**

2.6. No refueling during the race conditions.

2.7. Pit Paddock: Fueling on jack stands is not allowed in the paddock. Fueling in the paddock area shall not be done in trailers, buildings, or under pop up tents. It is highly recommended that anyone handling fuel, wear appropriate safety attire.

2.8. All teams are required to keep at least one 10 lb. “BC” rated fire extinguisher in the pit paddock and on pit road. 20lb “BC” rated fire extinguisher highly recommended

2.9. Window Net: An approved nylon ribbon type net must be installed in driver’s side window opening. Net sizing must be at least 16" x 18". Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top. Lever-latch releases are highly recommended.

2.10. Dash: Car must have a fabricated full dash from left to right. All gauges must be installed directly in front of driver and on a vertical plane of dash. No part of dash shall continue to floor panel.

2.11. Steering Wheel: All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded. Collapsible column highly recommended.

2.12. Roll Bar Padding: All roll bars within driver’s area must be covered with approved roll bar padding. No sharp edges, intrusions or bare metal near driver.

2.13. Seat: Aluminum full containment seat mandatory. Aluminum seats must be bolted or secured solid, so that seat will not shift or loosen on impact. A minimum 6 seat bolts, min .3/8 inch or larger will anchor the seat. Seat must be completely to the left of the centerline of the car and inside frame.

2.14. Sheet metal surrounding driver must be 22-gauge magnetic steel, including front firewall. Interior must be complete with no visible holes.

**3. Radios:**

3.1. 2-way radios are mandatory.

3.2. All cars must have one person in a specified area monitoring the race director and scoring officials with the ability to relay messages to their driver.

3.3. All radio frequencies MUST be registered with the APC Late Model Series.

**4. AIR CLEANER**

4.1. Filter element diameter 14" maximum, height maximum 4-1/2”.

4.2. All air shall be filtered through element. Top of air cleaner must be solid, no holes.

4.3. Element may not be sprayed or soaked with any type of chemicals or liquids.

4.4. Cowl induction will be acceptable, the front of the cowl must seal to the back of the hood when the hood closes. A rectangular opening maximum 20 inches long by 3 inches wide may be removed from the sheet metal at the center of the cowl.

4.5. No forward mounted air ducting allowed.

4.6. Air cleaner base must mount directly to carb, a thin gasket will be allowed.

4.7. Air cleaner must fit under hood without raising or distorting hood contour.

4.8. No high performance air flow enhancing air cleaners allowed.

**5. Battery/Electrical system:**

5.1. Must be anchored securely and separated from driver by a firewall. Minimum two 5/16” mounting bolts.

5.2. 12 VOLT electrical system only

## 6. Body:

6.1. ABC Body 103.5" minimum wheelbase. All vehicles will conform to the ABC body rules and templates. Minimum tolerances will be enforced both before and after events. Tire pressure will be set at 20lbs for roof height measurement.

6.2. ABC Body – As per 2004 and up approved Body Configuration Official rule book. http://www.abcbodies.com/images/ABCrulebook-web.pdf

6.3. No carbon fiber components.

6.4. All body panels and windows must be mounted and properly braced on the chassis to prevent deflection under racing conditions.

6.5. Roof must be mounted to conform to template and exhibit no side-to-side rake. The placement of the roof will be compared to the location of the spoiler using an "X" measurement from the top corners of the windshield to the outside edges of the spoiler.

6.6. Rear deck must not be dished or raked side to side.

6.7. Rear Spoiler: A 6.5" high X 60" wide rear spoiler, (measured across rear) with no side boxing is allowed. All rear spoilers will be centered side to side on the rear deck. Rear spoiler must be clear Lexan.

6.8. Windshield: Lexan windshield with a minimum thickness of ⅛" must be full and complete. No holes or ducting allowed. One brace from top to bottom must be on inside center of windshield. The car must run a rear window (minimum thickness of .093") and it too must be braced on the inside only. The passenger side window must remain completely open except for front 10½", which may have an air vent or clear Lexan installed (must match shape and dimensions of Five Star part # 000 – 6202). No additional material may be added in pillar area. The quarter windows should be Lexan. However, should the original fiberglass remain, the intended opening should be made to look like a window. Top 4 inches of windshield is reserved for series sponsor decals.

6.10. 3" X 14" mirror mounted in the stock location is permitted. In addition to the larger mirror, an optional left side mirror that is no larger than 4" maybe installed. The left side mirror may not extend or protrude outside the vehicle.

6.11. Numbers must be on the roof, readable from the right side of the car and both doors, at least 18" high and 3" wide. All numbers must be dark on a light background, or light on a dark background. No gold, silver, metal flake or trick numbers. A number must be placed on the front of the car, below the left headlight cover. NOTE: Both front fenders and doors of car shall be completely free of lettering, numbers and/or decals. APC Late Model Series reserves front fenders and in front of the numbers on the door.

6.12. Rear bumpers: No bars below rear bumper body cover.

6.13. Race cars must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by APC Late Model Series officials.

6.14. NO panning permitted. Only panning permit under engine.

## 7. Brakes:

7.1. Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only.

7.2. Maximum four pistons per caliper. Maximum one caliper per wheel.

7.3. Magnetic steel brake rotors only. No cast iron faced aluminum. No carbon fiber material is allowed.

7.4. Front brake rotors must be a minimum of 1 ¼-inch thick and made of magnetic steel.

7.5. Rear brake rotors must be a minimum of ¾-inch think and made of magnetic steel.
7.6. No holes allowed in brake rotor and pad surface.
7.7. No floating rotors allowed.
7.8. All cooling ducts must be routed from the front nose of vehicle. Two hoses per brake, with a maximum 3" flexible hose to the brake.
7.9. Electronic wheel speed sensors or brake activators will not be permitted. An on-board pressure adjustor is allowed.

**8. Chassis:**

8.1. Front Clip: Approved front fabricated frame sections. Fabricated (tube clip with 1971 to 1981 Camaro lower pickup points and or conventional late model strut type front fabricated frame sections are allowed.
8.2. Underslung-style chassis, Perimeter chassis, Straight rail, Coil-over permitted.
8.3. Front clip and main frame 2" x 3" x .095" minimum.
8.4. Chassis width 48" Min outside rail to outside rail.
8.5. Rear clip section: 2" x 3" x .083" minimum.
8.6. Fuel cell containment area: 2" x 2" x .083" minimum
8.7. Four-point roll cage 1-3/4" x .090" DOM minimum.
8.8. Minimum cage height 39" from the bottom of the rail to the top of the cage.
8.9. Minimum four left-side horizontal door bars. Minimum height 22" to bottom of frame.
8.10. Minimum length for door bars 39" centre to centre. Door bars to be plated with minimum 16 gauge magnetic metal.
8.11. Width of halo to be no less than 28" outside to outside. Length of halo to be 28" minimum.
8.12. Leg protection bar mandatory. Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section.
8.13. Driver to be protected from left-rear trailing arm intrusion by 1/8" plate, 12" x 12".
8.14. Towing Loops: Each rear frame rail must have a 3" inside diameter tow loop (strong enough to lift the car) securely fastened as far rearward as possible extending above the trunk floor.
8.15. Door bars – for driver removal in an emergency situation the following is HIGHLY Recommended for all APC Late Model series cars have the following;(Mandatory 2018 race season)

- 2 ½ inch hole in each door intrusion panel located near front & rear main roll bar.
- The 2 ½ inch hole must be located 3 inches from the door bar centerline.
- Each hole must be sealed.
- See Diagram 1.1 (at bottom of rule book)

**9. Suspension/Steering:**

9.1. Front Upper Control Arms: Any stock or aftermarket tubular Upper Control Arms. Magnetic steel only.
9.2. Lower Front Control Arms: O.E.M. type or approved tubular steel aftermarket control arms accepted. All control arms and mounting hardware must be magnetic steel

9.3. Rear Control (Trailing) Arms: Must be maximum of 30" from mounting hole centre to mounting hole centre. Steel solid rod ends, rubber bushing style or magnetic steel heim ends allowed. No hydraulic or spring devices allowed.

9.4. Upper Rear End Link: Maximum length 30" mounting hole centre to mounting hole centre. No coil, spring or hydraulic device allowed. Magnetic steel heim ends allowed. Rear mounting point for rear end upper link must be mounted above the rear axle assembly. NO torque arm 3 link systems.

9.5. No "BIRD CAGE" Assembly permitted in the rear suspension. Trailing arms must mount to rear end in a solid fashion (magnetic steel heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end housing.

9.6. Springs: Aftermarket coils permitted front & rear. Non-metallic spring spacers are allowed between coil windings. Magnetic steel springs only.

9.7. Sway Bar: Max Sway bar size 2 Inch diameter. Must be equipped with magnetic steel heim ends at connecting points.

9.8. Panhard Bar: Must use magnetic steel heim ends at connecting points. Panhard cannot be adjustable from driver seat.

9.9. Shocks: The following shocks will be permitted from competition in the APC Late Model Tour Series.

9.9.1. Any steel bodied gas race shock with a retail price no greater than $200.00 CDN.

9.9.2. The QA1 62 series, and the Pro aluminum threaded body, NON- adjustable shock will also be permitted for competition.

9.9.3. The only adjustable shock permitted is the Pro Shocks rebound only adjustable smooth and threaded body shocks. PART # "PROAC" or "PROA"

9.9.4. 1 shock per corner.

9.10. Bump stops: External bump stops will be allowed

9.11. Steering and Hubs: Steering components, steering box and spindles must be magnetic steel (NO ALUMINUM SPINDLES ALLOWED). Magnetic steel Steering arms only. Hubs with a 5 x 5" bolt pattern. Wide five hub optional. Stock or aftermarket. Rack and pinion steering allowed. MAGNETIC Steel heim ends must be used for tie rods (5/8-inch minimum).

9.12. ALL Steering/Suspension mounting hardware must be magnetic steel. NO TITANIUM.

9.13. No chassis/suspension adjustments permitted from inside of car. All chassis/suspension adjustments must be made from outside cockpit.

**10. Wheels/Tires:**

10.1. Wheel stud threads must protrude through nuts.

10.2. Bleeder or pop-off valve devices are not permitted.

10.3. No Blowers or hoses will be allowed to blow air on the tire/wheel

10.4. Wheel rim: Rim size 15"X10". Wheel rims must be magnetic steel only.

10.5. Wheel rims must be identified with team # on ALL wheel rims.

10.6. No soaking or altering of tire in any manor allowed. Drivers/teams soaking or altering tires will received major penalties.

10.7. All tires MUST be purchased at track from APC Late Model Series approved tire vendor.

**11. WHEELBASE-TRACK WIDTH:**

11.1. 103.5 Inch wheelbase min.
11.2. Wheelbase must not exceed 1/2" from one side to the other.
11.3. Track width: 80.5” in maximum measured from outside to outside of tire sidewall measured at spindle height.

**Engine,Drivetrain,etc**

**12. Cooling system:**

12.1. Radiator must remain stock in appearance and remain in standard position.
12.2. Stock type water pump only.
12.3. Radiator dust screens permitted.
12.4. Radiator must include liquid over flow can (minimum capacity 1 liter) mounted ahead of engine firewall. Over flow vent must exit the vehicle at the base of the windshield
12.5. Fan shroud cannot extend more than 1" behind blades.
12.6. No anti-freeze allowed in the cooling system.

**13. Clutch Assembly:**

13.1. Triple or Twin disc of a 5.5 inch minimum diameter and flex plate permitted.
13.2. All cars must have magnetic steel or aluminum steel bell housing. Starter motor must be in stock location.
13.3. If using stock-type flywheel & clutch assembly, a shatter-proof bell housing must be used
13.4. No carbon fiber or extensively modified units.

**14. TRANSMISSIONS:**

14.1. The following are the only approved transmissions for APC Late Model Series:
- ✓ Two-speed oval track Richmond transmissions (T-10 case)
- ✓ Winters 60200 “Raptor” Transmission. No Magnesium transmissions allowed. The Winters 60200 “Raptor” Transmission must weigh a minimum of 39 pounds.

14.2. No overdrive gear ratio permitted in any transmission.
14.3. No less than 123:1 ratio permitted in any transmission.
14.4. Shifter: Conventional-type shifter or rods. Shifter must have boot or cover at all times. Shifter boot must have a wire wrap sealing the top of the boot to the shifter.

**15. Rear Axle Assembly:**

15.1. Rear axle ring and pinion may be of any gear ratio. Full floating quick-change or 9-inch permitted.
15.2. Rear differential housing must be centered in car. Aftermarket spools are permitted. No cambered rear axle assemblies allowed. No limited slip or posi-traction devices permitted.
15.3. Magnetic steel axle shaft assemblies only. Aluminum axle tubes are allowed.
15.4. Matching white lines are to be painted on each hub to indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side - i.e. both lines would run from the 3 to the 9 o‘clock position.

**16. DRIVE LINE:**

16.1. Drive shaft and universals must be similar to standard production type.

16.2. Steel, 360-degree retainer loops, 1/4 inch thick by 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U-joint.

16.3. No aluminum or carbon fiber drive shafts.

16.4. Magnetic steel drive shaft must be painted white.

**17. TRACTION CONTROL:**

17.1. Cars will not be permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital readout gauges.

17.2. Violators will be suspended.

**18. Ignition System/Electical:**

18.1. **Any tampering, alterations, or violations with respect to the ignition box and related components will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by series official.**

18.2. Car must be self-starting & must have a master disconnect switch mounted in centre of the car.

18.3. All cars must have any of the following ignition boxes. All ignition boxes must mounted on the right side of the dash within 6" (six inches) of the "A" post

- ✓ MSD 6AL or 6ALN, MSD 6425 - Digital 6AL Ignition Control
- ✓ MSD 6CT - 6427
- ✓ Crane Cams Ignition part # 6000-6701
- ✓ FAST ignition system part # FST6000-6700 or FST6000-6701.

18.4. The operational rev chip must be accessible through the passenger window all ignition wiring to remain open and clearly visible for inspection. All ignition modules must have 6400 RPM limit chip or ignition module set to 6400 RPM.

18.5. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional or stock type MSD distributor. Only one (1) ignition box, one coil, and one wiring harness per vehicle. No other electrical devices are allowed anywhere on the vehicle.

18.6. All ignition wiring to remain open for inspection. All wiring must use weather pak connector 6 and 2 pin at ignition box, and 2 pin at the distributor. Male connectors are required on the box and distributor. 4 pin connector required and must be accessible on the rear of the tachometer See notes below:

- ✓ All 6AL wiring to be standard:
- ✓ Red wire/ ignition switch
- ✓ Use a brown wire/ tach output
- ✓ Black wire/ coil negative
- ✓ Orange wire/ coil positive
- ✓ Green wire/ dist. Negative
- ✓ Purple wire/ dist. Positive
- ✓ Connectors to be within 12 inches of the ignition box.
- ✓ Battery pos. and neg. may be hard wired to master disconnect and

chassis ground

18.7. Distributor pickup positive (Purple/violet wire) & Distributor pickup negative MUST be routed separately from all other wiring & MUST remain open for inspection. Both wires must be routed directly from ignition box to distributor and CAN NOT be connected to any other wires/components.

18.8. Transponder: Transponder MUST be wired directly to main battery switch.

**19. Fuel Cell:**

19.1. Bladder-type cell mandatory.

19.2. 22 U.S. gallons maximum size allowed.

19.3. Fuel cell is to be mounted in the trunk area behind firewall area between the frame rails.

19.4. The fuel cell and or cell guard will be no lower than 8" from the ground while at the minimum frame height.

19.5. Fuel cell must be complete with safety flap foam and check vent assembly vented to the outside of the car.

19.6. A minimum of 22 gauge magnetic steel is to be used for fuel cell case.

19.7. Dry break system allowed. If used, filler system to be located on the left side rear quarter panel behind the rear wheel FIRMLY supported from within.

19.8. Filler cap assemblies must be grounded to the chassis for the prevention of static build-up.

19.9. Max 11 gal approved refueling container allowed.

19.10. Intrusion plate mounted on both front & rear of fuel cell is mandatory. ¼" inch aluminum or 1/8 Inch magnetic steel. Must be same dimension as fuel cell container

**20. Fuel line(s) & Fuel System**:

20.1. Must be a single AN-8 Max Armored/Kevlar hose.

20.2. If fuel line is routed through cab and must run through a steel tube and painted either yellow or red in direct contrast to the colour of the car. The conduit will extend at least 2 inches beyond each firewall

20.3. The conduit in the car in addition to being painted in the contrasting colour will also be labeled" Fuel line, Do Not Cut".

20.4. In-Line fuel Safety Check Valve MANDATORY. Ex. Part # OBERG FILTERS SV-0828 FUEL SAFETY CHECK VALVE

20.4. Fuel Pump: Mechanical pump only

**21.** No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

**22. Fuel:**

22.1. Fuel: VP Race Fuel RX96

22.2. Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitromethane or other performance enhancing chemical additives will not be permitted. Fuel may be tested from time-to-time and/or submitted for verification by designated APC LATE MODEL SERIES Officials to VP Race Fuels.

**23. Carburetor:**

23.1. **GM Crate Engines:** Must use Holley #80541-1. Carb must be unaltered & pass "go- no-go" test. Maximum gasket thickness is .065". "602" only crate engine allowed carb spacer (See 602 Engine Package).

23.2. **Ford Crate Engines: <u>NOTE: Specific track application for restrictor plate to be determined:</u>**

*23.2.1. D347SR/SR7 engine must be equipped with a one piece, 4 hole, 1" thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.250" base plate inserts PN# ALL26066 produced by Allstar Performance. Base plate & plate inserts must be purchased from APC series*

*23.2.2. Engine must have carb studs with holes drilled in two carb studs for tamperproof seals. Tamperproof seals will be installed by APC Tech Official at track*

*23.2.3. The base plate and inserts must be exactly as supplied from the manufacture. Any non-factory modifications, taper, bevels, sanding, polishing and/or polishing marks (even from cleaning) will not be allowed.*

*23.2.4. A one piece paper gasket maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and adjustable base plate. A one piece paper gasket maximum .065" thickness must be installed between the adjustable base plate and the intake manifold.*

23.3. No screens allowed in and or under the carburetor.

23.4. No altering of the intake manifold with respect to the fuel atomization is allowed.

23.5. Any attempt to pull outside air other than down through venturi's is not permitted.

23.6. Mandatory two throttle return springs in opposite directions.

**24. Exhaust system:**

24.1. Headers: Maximum primary tube size of 1 3/4" and maximum 3" collector allowed. Tri-Y headers allowed. Magnetic steel only (No Stainless). Only 1 maximum 3" balance tube between the right and left header system is allowed

24.2. Exhaust must exit right side of car. Pipes to be cut flush to the body and above the frame rail.

24.3. MUFFLERS: mufflers must be removable for inspection, and must remain unaltered in appearance. A decibel reading of 98db or less at 100 feet will be enforced.

**25. Heights & Weights:**

**24.1.Weights:**

| Engine Package | Total weight Sauble, Flamboro, Sunset, Peterborough | Total Weight: Delaware Speedway /Jukasa Speedway | Left-Side % | Rev Chip |
|---|---|---|---|---|
| **GM "604" CRATE:**<br><br>**Ford 347 Sealed Crate Engine Part # M-6007-D347SR/SR7:** | **2800 lbs.** | **2800 lbs.** | **57%** | **6400** |
| **GM "602" CRATE:** | **2725 lbs.** | **2650 lbs.** | **57%** | **6400** |

**24.2. Weight Penalties:**

| | |
|---|---|
| **Straight Rail Chassis** | **15 lbs. added to total weight** |
| **Engine setback – ½" – 4"** | **15 lbs. added to total weight** |

24.3. Rear Weight: 52.5% rear weight max.

24.4. Ride Height: Minimum of 3.5" ground clearance at all points. One lift on car allowed for measurement purposes. Ride Height & all body heights measurements will be taken with driver out of car.

24.5. All weights will be checked before race with car race ready

24.6. All weights will be measured with driver sitting in driver seat with hands on steering wheel, helmet on driver lap & driver sitting fully in driver seat.

24.7. Minimum Crankshaft height: 11 inch, measure at crankshaft centerline

24.8. Engine must be located where the front most spark plug must be centered or ahead of the upper ball joint line

**26. Weight Location:**

26.1. Weight must be no lower than frame rails and in block form, no less than 10 lb. pieces.

26.2. No weight to be added rearward of fuel cell.

26.3. All ballast weight must be either fastened to or encased within the frame rail.

26.4. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted.

26.5. All added weight must be double bolted and painted white, with car number clearly marked on each piece.

26.6. Loss of add-on weight will result in a severe penalty.

26.7. If stacked or bolted weight exceeds 30 lbs. it must be bolted into an approved weight tray.

## ENGINE OPTIONS

**Any crate engine that fails technical inspection will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction.**

**Further monetary fines and reduction of points will be assessed by the technical committee. The engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The APC LATE MODEL SERIES reserves the right to destroy all tampered with parts.**

**APC LATE MODEL SERIES RESERVED THE RIGHT TO IMPOUND ENGINES FOR FURTHER INSPECTION AT APPROVED.**

**27. Approved Engines:**

**Approved engine packages for APC Late Model Series**

- ✓ GM "604" Crate Engine: Part # 88958604
- ✓ Ford 347 Sealed Crate Engine Part # M-6007-D347SR/D347SR7
- ✓ GM "602" Crate Engine: Part # 889586602/19258602 with following changes. – See Section 28 for details
  - Double Roller Timing Chain.
  - 6-3/4 magnetic steel, non-fluid balancer.
  - 7" deep oil pan, kick-out allowed
  - 1" carburetor spacer with maximum .065 gaskets on either side

**28. GM "604"Crate Engine & Ford 347 Part # M-6007-D347SR/D347SR7**

28.1. Engines MUST maintain factory specifications. SEE APC LATE MODEL SERIES ENGINE PROGRAM
28.2. Crate engine must use damper supplied by manufacturer.
28.3. ALL engine repairs MUST be approved by APC Late Model Series Tech Director.
28.4. Any approved repairs MUST be completed by an APC Late Model Series approved engine repair facility.
28.5. Must have an operational 6400 RPM rev chip installed.

**29. GM "602" Crate Engine:**

29.1. Engines MUST maintain factory specifications. SEE APC LATE MODEL TOUR ENGINE PROGRAM
29.2. ALL engines Repairs MUST be approved by APC Late Model Series Tech Director.
29.3. Any approved repairs MUST be completed by APC Late Model Series approved engine repair facility.
29.4. Approved "602" changes: Double Roller Timing Chain & 7" deep oil pan, kick-out & 6-3/4 magnetic steel, non-fluid balancer must be completed by APC Late Model Series approved engine repair facility.
29.5. Oil Pan: All oil pan bolt holes and bolt hole flanges must be visible.
29.6. Must have an operational 6400 RPM rev chip installed.

**NOTE: Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. APC Late Model Series reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.**

**APC LATE MODEL SERIES RESERVES THE RIGHT TO IMPOUND ANY CAR OR COMPONENT FOR FURTHER INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY END IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.**

**ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR APC LATE MODEL SERIES EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL.**
**ALL RULES SUBJECT TO INTERPRETATION BY APC LATE MODEL SERIES OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS.**

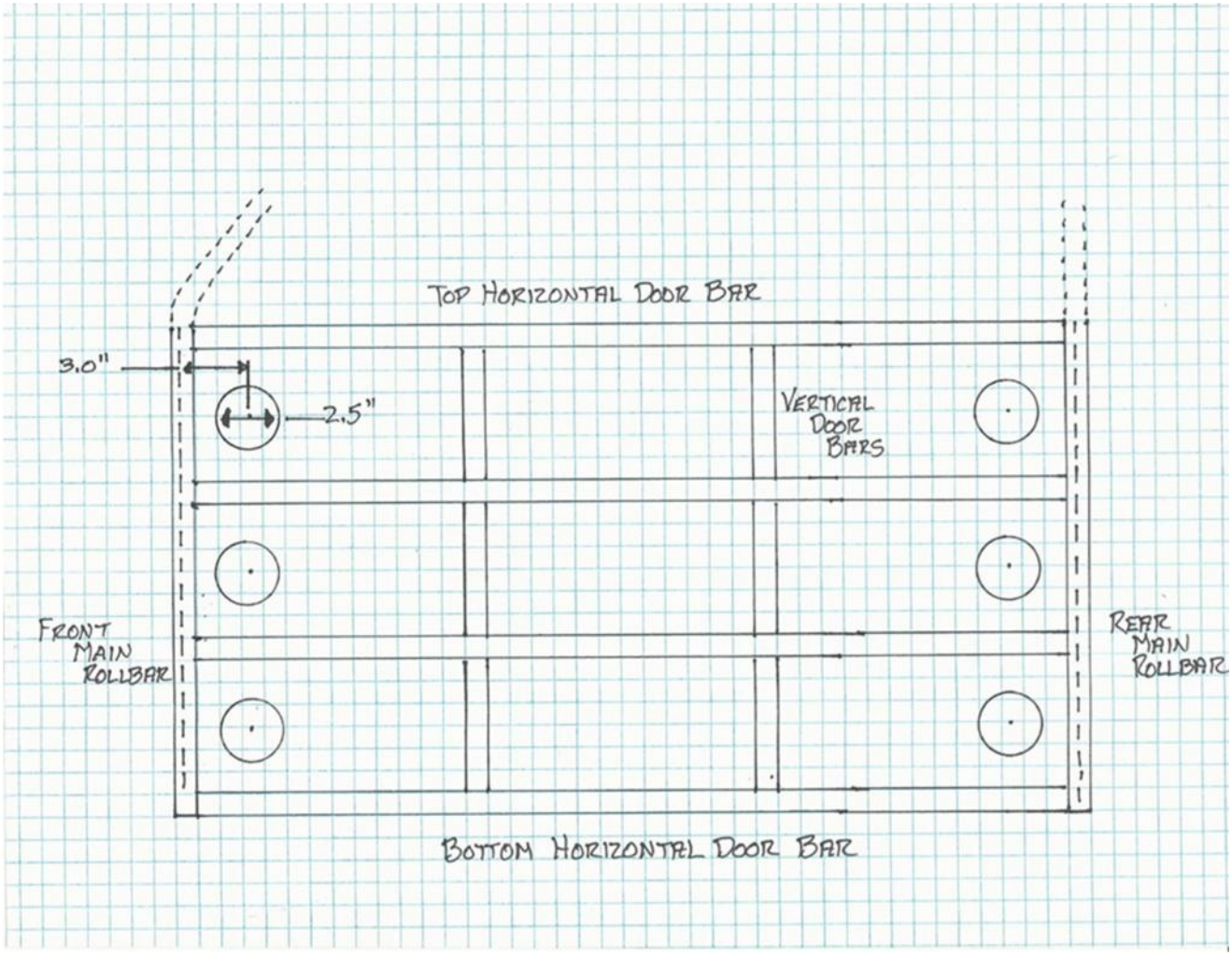
**ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO APC SERIES TECHNICAL DIRECTOR, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.**

**APC LATE MODEL SERIES RESERVES THE RIGHT TO CHANGE THE RULES**

**NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST**

**For questions contact Darryl Timmermans**
**dtimmermans38@hotmail.com**

Diagram: 1.1


TOP HORIZONTAL DOOR BAR
3.0"
2.5"
VERTICAL DOOR BARS
FRONT MAIN ROLLBAR
REAR MAIN ROLLBAR
BOTTOM HORIZONTAL DOOR BAR