

ARCA West Late Model Challenge Series

2007 CAR RULES & REGULATIONS

BODIES:

A-B-C bodies are highly recommended. Additional approved: 1999-current 'standard' and tour-legal bodies. NO DOWNFORCE BODIES OR PANELS ALLOWED. Must be stock appearing and mounted per manufacture guidelines. Professional appearance must be maintained. No flaring of nose, no body skirting, nor streamlining will be allowed. Frame & body clearance 4" min. without driver. 47" roof height required. Rear spoiler max. 6.5" x 60", clear lexan.

TREAD WIDTH:

maximum

Coil-overs:

65.0"

Big Spring*(fabricated & stock stub):

67.5"

(*Big Spring means 4-3/4" min. diameter, front & rear)

BASE WEIGHT:

(min. weight / max. left %)

- with cast iron heads

2950 lbs, 58% left side

- with Brodix "spec" heads

2850 lbs, 58% left side

HEADS:

Brodix Spec Head (recommended) Part #SP-CH/FO/MO

Spec heads have CNC combustion chambers, valve bowls, and intake ports. NO grinding, blending, polishing, welding and/or use of any substance to alter head flow whatsoever. Flat-milling only. Valve angle must remain as manufactured. No titanium valves or springs, steel only. Valve stem min. 11/32" diameter. May only be used on motors 360cid or less. (To order, contact Brodix directly at 479-394-1075 and mention LMCS)

Cast iron heads: Approved heads (max. 200cc styles only): GM Bowtie & Vortec, Dart Iron Eagle & Platinum 200s, World Products Sportsman II, Ford Motorsports, and Mopar W-2. ALL UNTOUCHED with ID markings intact. No porting, polishing, port matching and/or acid dipping allowed. (NOTE: All heads must check within 10cc's of manufactured volume, this allowance for valve replacement & casting variance only). Approved valve angles: chevy-23, ford-11, mopar-15

WEIGHT PENALTIES / BREAKS:

- GM Bowties & Vortecs, untouched:

minus 50lbs

- Oversize Motors > 360cid: (max 410cid) add 150lbs-57% left
- Any car with altered or modified panels, or not within manufacture dimensions may be assessed a 100lbs penalty per infraction.

MOTOR:

- Cast iron blocks only. Engine must match body: GM-to-GM, Ford-to-Ford, etc.
- Centerline of crankshaft must be within 1" of the centerline of the tread width. Engine set back: GM - 2", Ford and Mopar - 3" measured from the most forward spark plug hole to the centerline of the upper ball joints. Crank height minimum 10".
- Dry Sump systems allowed.
- Flat tappet cams only; no mushroom, or radius-bottom lifters allowed. Max. lifter size .875 for GM & Ford, Dodge max .904
- 'Standard' aluminum open-plenum intake manifolds only with minimal (1" maximum) port matching permitted on runners. No additional flow improvement work or drilling allowed.
- Maximum intake height, measured from plenum floor to include spacer and gaskets may not exceed 5-1/8".
- Any 4-barrel carburetor permitted.
- Distributor type ignition only, no magnetos.
- Max. exhaust sound level 95 db. at 100 feet.

FRAME & SUSPENSION:

- Frame must be minimum 3" x 2" square tubing.
- Minimum wheelbase 101"
- Big Spring cars must have shocks mounted outboard of the coil springs, not inside the spring.
- Adjustable shocks are allowed. Only one shock per wheel. No remote reservoir or remote adjustable shocks allowed.
- Major steering components including tie rods, drag links, centerlink, spindles etc, must be OEM or fabricated steel. Aluminum heim joints are not permitted.
- Rack and pinion allowed with aluminum sleeves.
- One piece tubular trailing arms only; No spring-loaded trailing arms or shock-dampened third links allowed. No rear sway bars permitted. No cambered rear axle housings.
- No shock, spring, or weight adjusting devices will be allowed in the driver's compartment
- Added weight must be securely mounted, painted white with car number. Solid block lead only, no pellets or liquid.
- No devices for shifting weight will be permitted.
- No electronic traction control devices permitted. Officials reserve the right to exchange any ignition boxes, tachs, etc.

- Steel racing wheels only, maximum width 10”.

FUEL:

Gasoline only; no blended or exotic fuels, nor fuel additives allowed. No electric fuel pumps. 22-gallon maximum commercially manufactured fuel cell with rubberized fabric bladder is mandatory. A fuel cell protector bar and minimum 22-gauge steel container are required. Minimum 10” fuel cell ground clearance. 14 gauge reinforcement plates in front and behind the fuel cell container are strongly recommended.

TIRES:

LMCS series-specific (stamped) tires unless otherwise stipulated. Designated right & left mounting. No altering of tire or tire softening chemicals allowed. Tires must be purchased from LMCS / Losch Motorsports or LMCS approved dealer. The series reserves the right to implement a limit on the number of tires teams can purchase per event.

Cars must start and finish the feature on the same tires they qualified. A tire may only be changed during the feature if it is flat or going flat, subject to official’s approval. Cars which run in the last chance race may change tires prior to that race, but must return to the qualifying tires for the feature.

SAFETY:

- Helmets should be 2000 Snell or better without visible damage
- Aluminum racing seats with padded headrest required, with rib protection and leg extensions recommended.
- Seatbelts and shoulder harness no less than 3” wide is compulsory and must connect with a quick release buckle. Belts older than 5 years will not be allowed.
- A capable form of head and neck restraint is strongly recommended (ie: Hans or Hutchins device, or at minimum a neck collar).
- 1” mesh window net with quick release required.
- A metal quick-release steering wheel coupler must be used. 2” steering wheel pad recommended.

FIRE:

All racecars must have fire extinguisher equipment mounted within reach of the driver. A built-in halon or equivalent system is strongly recommended. Driver’s suits of fire-resistant material that cover the body from neck to ankles and wrists are mandatory. A multi-layer, fire resistant driving suit and fire-

resistant gloves, socks, shoes, headgear, and long underwear are strongly recommended. Fire-resistant clothing and head & eye protection is also strongly recommended for all crewmembers. All cars will have in their pit a 10lb. minimum Halon or dry chemical fire extinguisher.

RADIOS:

Two-way radio communication between the driver and minimum one spotter for each team is required. **Spotters are requested to monitor officials' frequency by scanner: 461.450mhz.**

GENERAL:

1. In order to compete, each driver must be registered with the series and have paid required fees.
2. The driver of each car is responsible for all actions of their crew and others affiliated with their team. General appearance of drivers and crews must be neat and clean. This series is designed to be an upper level event, and all teams must maintain professional attitude and conduct.
3. All cars will run under the approval of the tech inspectors. All cars must pass tech inspection and scales prior to hot lapping. Decisions on the interpretation of rules and specifications by tech inspectors will be final.
4. These rules and regulations are intended as a guide. Use of equipment which is not within the acceptable rules and regulations will be considered illegal, and may result in a fine, disqualification, and/or confiscation.
5. Penalties for prohibited parts and/or rule and conduct infractions will be determined by officials. This may include forfeiture of purse money and/or points, a fine, or instructions to fix it by next event. Repeated or flagrant rule violations and infractions will not be tolerated, and will lead to suspension.
6. In the interest of fairness, the rules may be adjusted by the officials to create a balance in competition. All decisions made by the officials will be in the best interest of safety and for parity of competition. Their decision is final.
7. Standard safety rules apply and will be strictly enforced. Any item that the tech inspectors judge unsafe on your car must be corrected.
8. It is the responsibility of the driver to see that his car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to all that his car has satisfied all applicable rules, safety and other, whenever such driver participates in warm-up, practice, or competitive laps.

DISCLAIMER:

The car 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 EXPRESSED 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 race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

More Information:

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