

SUPR Late Model Series Rules and Late Model Specifications

The Rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these Rules and/or Regulations. They are intended as a guide for the conduct of the SUPR Late Model Series and are in no way a guarantee against injury to participants.

These Rules and/or Regulations will apply to all SUPR Late Model Series races.

SUPR Late Model Series Officials shall have full authority over said sanctioned racing events.

All late model race cars are subject to be inspected by the Technical Inspector at any time at any event/race.

The SUPR Late Model Series reserves the right to alter or amend these Rules and/or Regulations in the interests of fair competition.

The SUPR Late Model Series is **NOT** responsible for the payment of any purse monies, bonus monies, or appearance monies. There has never been a problem over payments at a SUPR Late Model Series event. Should problems occur, the SUPR Late Model Series will attempt to resolve these problems on behalf of the drivers.

At the discretion of the Technical Inspector, certain variations may be allowed on cars running for the first time under these rules. Any variation may incur additional weight penalties to be mounted in front of the motor plate.

TRACTION CONTROL DEVICES

a) All Traction Control Devices are strictly prohibited during ALL SUPR Series events.

b) All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing, or fuel delivery will be strictly prohibited.

c) At NO time will there be any type of ping control devices, dial a chip controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.

d) NO telemetry or data acquisition systems will be allowed in any car at any time.

e) ANY competitor found with any of the above mentioned devices shall be subject to Fines, Disqualifications, Suspensions, or Permanent Bans from SUPR Series events. Any device found shall be confiscated, and will NOT be returned to that driver.

f) There will be a \$250 claim on MSD boxes. The claim shall be in written form along with the \$250 cash before the Feature Race. (Refusal to sell shall forfeit ALL Monies & Points.)

NOTICE: SUPR reserves the right to confiscate any and all ignition components at any time and shall supply such racer with another ignition system whether it be an MSD or Magneto.

BODIES

NOTE: All dimensions are in the drawings.

Standard dirt style bodies are required. A “stock appearing” nose or a slope nose is legal. NO wedge style bodies. NO roof mounted spoilers or wings. All upper and side panels must run parallel to frame. NO MIRRORS. NO offset quarter panels, EXCEPT TOWARDS CENTER OF CAR. Nose extensions must be flexible. If a “stock appearing” nose is used, it must be made of moulded type material and MUST be mounted level. NO material may be removed from nosepiece. All cars must have a number, visible and identifiable from both sides. In the event of duplicate numbers, a car number may be changed to avoid scoring errors. NO electronic communication devices allowed in race cars.

ROOFS

Roof must be stock appearing and level (must run parallel to body). Roof posts are mandatory. Rear roof panels must be flat, not curved to channel air to spoiler. Both rear roof panels must be the same size. NO flat roofs. No partial roofs. NO tilted or curved roofs.

SPOILER AND SPOILER SUPPORTS

- a) The rear spoiler must be manufactured of adequate strength material such as lexan or aluminum.
- b) The maximum overall length of the material used on the rear spoiler is eight inches (8”). The maximum width of the rear spoiler and supports is seventy two inches (72”).

NOTE: The SUPR Spec engine may use a spoiler 12" (twelve inches) in height and 72" in width. Curls are allowed on the upper edge of the spoiler and spoiler braces, but their length will be included in the height measurement.

- c) The rear spoiler is not permitted to be suspended above the deck to create a "wing effect".
- d) The rear spoiler must begin where the quarter panels end.
- e) No more than three spoiler supports are permitted. The front edge of the spoiler supports must be in line.
- f) The outer spoiler supports cannot be mounted wider than the top of the quarter panel.
- g) Spoilers will be measured according to the total length of and width of the material, in any shape or form. If an aluminum angle is used to brace the upper edge of the spoiler, it may not add to the spoiler height or length in any way.

Amendment: A 3rd Spoiler will be allowed at the center (36 inches from each side) of the rear deck with the following measurements with either option a SUPR spec engine or a open motor engine.

CHASSIS/FRAME

NO aluminum frames or front clips. All frames must be of STEEL construction and must be a minimum of 2" by 2" square or rectangular, with a minimum thickness of .083 inches. If round tube frame, tubing must have a minimum 1 3/4" outside diameter with a minimum thickness of .083 inches. NO front bumpers allowed. Rear bumpers allowed with NO rear extensions except for push bar. Push bar must not extend more than 6" (six inches) beyond rear quarter panels. Rear bumper can be no wider than center of rear tires.

ROLL CAGE

All cars must have a suitable STEEL roll cage protecting the driver's compartment. Side roll bars are mandatory and must extend into the door panels. A minimum of three (3) bars must be used on the left side. Each bar must be at least 1 1/2" in diameter with a minimum thickness of .095 inches. Roll cages must be welded to the frame.

DRIVER COMPARTMENT/SAFETY

A FULL metal firewall must encompass the driver's compartment-front, rear, both sides, and floorboards. Driver's seat must be of a proper racing seat design located on left side of car and securely mounted to frame. A full racing seatbelt harness MUST be used. Harness MUST be secured to frame,

not seat. All cars must have a quick-release type steering wheel. All cars must have a working starter, operated from inside car. Battery must NOT be located in driver's compartment. All cars must have an approved fire extinguisher system, securely mounted within easy reach of driver. A 5 pound Halon system is recommended. All drivers must wear FULL fire resistant uniform, helmet and gloves. Fire resistant shoes are recommended. No adjustable shocks or adjustable suspension components from driver's compartment.

RACECEIVERS

Each SUPR Late Model Series Participant will be required to use a Raceceiver one way radio device (available from the series) to receive communication from the SUPR Late Model Series Race Director during all events. Events include the hot laps, time trials, heat races, consi features and the A-Main event. Generally, the driver should have his Raceceiver installed and tuned in to the designated frequency with the volume turned up to receive communications at any time they have their helmet on and are prepared to compete. This would include the times during line-up and the running of the event and until returning to their own pit space. Drivers need to make sure their Raceceivers are turned on and in working order before they go on the race track. SUPR officials can communicate a request for you to the Race Director for a Raceceiver radio check. It is the responsibility of the driver to make sure they have a new battery installed in their Raceceiver each time you come back to your pit area. Keep spare batteries with you at the track. Should your Raceceiver not work properly, remove the battery and put it back in to reset the unit. If that doesn't fix the problem, try putting in a new battery. If it still doesn't work, consult with a SUPR official.

FUEL CELL/FUEL

An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box, secured by a minimum of two (2) 2" by 1/8" steel straps. All fuel cells must be completely visible from rear of car. Fuel cell may NOT be mounted lower than bottom of rear end housing. NO fuel injection systems, electric fuel pumps, or pressurized fuel systems. ONE four-barrel carburetor only. Gasoline or alcohol okay. NO nitrous oxide, nitro methane or nitrate additive, or propylene oxide.

TRANSMISSION

Drive train MUST have transmission, mounted on rear of 4.

engine. No direct drive or in-out boxes. Any transmission, with working forward and reverse gears, is permitted, and must lead to ONE drive shaft. Manual transmissions **MUST** be equipped with a working clutch. All drive shafts must be painted white and **MUST** have a loop or sling around it.

REAR END

Any type of rear end/differential is permitted.

BRAKES

All cars must have operational four wheel braking system. NO carbon fiber brake systems.

WHEELS

Any type of wheel is okay, must be mounted with lug nuts. NO knock-offs or center locks.

TIRES

Front, any. Rear, SUPR branded tire only. No defacing of tire in any way. No softening.

HEADERS/MUFFLERS

REMEMBER: MUFFLERS ARE MANDATORY AT ALL EVENTS

- a) Collector type headers required.
- b) ***Mufflers will be required at all tracks and all events - No Exceptions.*** The muffler rules, will be as follows:
 1. Any ***Commercially manufactured, SUPR approved muffler is legal.*** Provided it does not exceed 95 decibels at 100 feet.
 2. ***Mufflers must be securely attached to all cars. Pop-riveting of mufflers will not be permitted.*** It is recommended that mufflers be welded to the headers.
 3. All exhaust must run parallel to the frame rails, no out of door exhaust or fender well exits will be permitted.

A 25 lb. weight PENALTY will be given to all cars not running a set of Borla XR-1 Raceline mufflers. (oval - pt. #40005/round - pt. #40004 or 40004s new 8", Schoenfeld 112535 or Dynatech 76-006352).

The mufflers must be mounted complete, with no alterations, in order to be legal. The Series reserves the right to alter this

list, with adequate notice, if required, for any reason concerning muffler performance.

WEIGHT

Weight of each car will be determined by engine type and size. All weights are with driver in car, after race. **No wheel covers or rear end covers will be allowed at any time!** NO weights may be attached to rear bumper. SUPR Spec engine "S"- 2,150 pounds. "A"- 2,300 open competition. Letter for weight of car will be posted on roll cage at all races.

ENGINES

Steel or aluminum okay. 6" (six inch) engine setback measured from top of ball joint to #1 plug, maximum. GM heads must have 1-2-1 exhaust. NO canted valves and no more than two valves per cylinder. NO titanium crankshafts or connecting rods.

SUPR "SPEC" ENGINE

Minimum 350cid -maximum 362cid using steel block, Maximum bore size is 4.060 Flat top pistons only. Bore-stroke combinations to achieve this: 3.480 or 3.500 on Chevrolet and 3.500 on Ford. Steel block for Chevrolet will have 9 inch deck and steel block for Ford will have 9.2-inch deck. Brodix SUPR spec heads (with 60cc minimum combustion chambers). Chevrolet engines must have a Brodix HVI intake with no modifications except for port matching 3/4" to FelPro 1206 Ford engines must have a Edelbrock Victor Jr. intake with no modifications except for port matching 3/4" to FelPro 1262. **NO LIGHTENING OF BLOCKS.** If found, a 25lb. weight penalty will be assessed in front of the motor plate.

ADDITION TO SUPR "SPEC" ENGINE PARAGRAPH

SUPR "Spec" heads with SUPR cast logos.

Chevrolet SUPR "spec" head with SUPR cast logos.

Ford SUPR "spec" head with SUPR logo on the outside and SPEC logo on intake and exhaust ports.

1. Intake port opening NO larger than original opening and may be port matched. Chevrolet may use a FelPro 1206 gasket and FORD may use a FelPro 1262.

2. **Chevrolet**-intake opening may be ground or polished 3/4" or NO farther into port than the closest edge of the closest letter of the SUPR logo. **Ford**-intake opening may be ground or polished 3/8". Intake port polishing will be allowed NO more

than 1 1/2" below the bottom of the original seat ring on the back side of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.

3. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.

4. Polishing will be allowed in exhaust ports as long as the original SUPR logo is NOT affected or port shape is not altered.

5. NO intake or exhaust port relocation, raising, enlargement, or reshaping of any type.

6. Valve angle and placement may NOT be altered in any way on the SUPR "spec" head. NOTE: SUPR has and will be using, Brodix supplied checking templates and tools on the SUPR head. DON'T GO past these points or templates and tools will disqualify you.

7. In the rules above, if it doesn't say you can, then don't.

NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal.

NOTICE: As of January 2004 all heads will require 11/32 valves. NO EXCEPTIONS.

SUPR logo must remain, with NO changes, in all locations. Flat top pistons ONLY. No titanium valves, crankshafts, or connecting rods. Engine may be claimed by any 1st through 10th place finishing driver from the Feature race. Claiming price is \$8,000 and includes intake manifold, valve covers, heads, block, oil pan, water pump, crank dampner, and internal components.

If engine is claimed on first day of a multiple race weekend, winnings will be held and claim will be held until after last race of that series.

SUPR will reserve the right to claim any SUPR engine at anytime. Claims must be made within 5 (five) minutes of finish of Feature Race. Only drivers may claim and claim must be made in cash or certified funds. No driver may claim more than 4 (four) engines in a season. No one driver may claim any other driver more than once per season.

Final refusal to sell will result in loss of earnings/points, and a 2 (two) race suspension. Second refusal to sell will result in loss of earnings, ALL SUPR Championship Points, and indefinite suspension .

GENERAL RULES OF COMPETITION

SIGN IN

It will be the responsibility of All drivers to sign in, pay entry fee, and draw for heat race position at the SUPR Late Model Series table in the pit area at each track. Technical inspection will be held at a specified area and all cars must pass technical inspection before going out on the track. When the car is presented for technical inspection, the hood and air cleaner must be removed. No tire or wheel covers, rear end covers, skirts or car covers of any kind may be affixed to the car at any time, this includes going to or from tech inspection and the race track.

NOTE: It is a condition of entry that the driver's registration card is fully completed prior to the driver's first race of the season. It is the driver's responsibility to re-register. If a driver fails to draw for heat race position, driver will be lined up last in heat race and will not receive passing points. Driver's draw and registering will end 30 (thirty) minutes prior to the start of the racing program. Any driver registering after that time will be started scratch and receive no passing points, only finishing points for the heat race.

ENTRY FEES

All drivers/teams will pay an entry fee at each event. Entry fee for a one day race is \$100. Entry fees will be used by the SUPR Late Model Series for supplementing the Championship Points Bonus, payment of officials, and administrative costs. Refunds of entry fees will be allowed at the discretion of the SUPR Late Model officials, except in the event of a rain out, cancellation, or postponement (other than the next day) when all entry fees will be refunded or held over at teams request. NOTE: All late model team personnel will be required to pay for pit passes. In the event of a rain out, cancellation, or postponement (other than the next day), the promoter will refund the pit pass money ON PRESENTATION OF PIT PASSES. Do not lose or discard your pit pass. NO pit pass = NO refund.

RACE FORMAT

Drivers will draw for heat race lineup position at time of registration. The number of qualifying heat races will be determined by the number of entries. Number 1 will earn the pole in the first race, number 2 the pole in the second race, and number 3 the pole in the third race. 4 will start outside pole in the first race, with starting outside front row in race number 8.

2, and so on. Drivers will earn finishing points for their position at race's end and passing points (1 1/2 per car) for each car passed. The driver will receive points only for cars passed that take the green flag. A car that fails to start the race will not be considered passed. The total of these two points will be used to determine qualifying for the Feature Race. The top sixteen in passing points will qualify for the Feature Race. The balance of the field will line up in one or two (depending on number of entries) last chance races. They will be lined up by passing points from the heat races. Either 1-4 (if one last chance race is run) or 1-2 (if two last chance races are run) will qualify for the rear of the Feature Race. They will be lined up by the finish of the last chance race(s). A field of 20 (twenty) qualify for the Feature Race.

PROVISIONAL STARTS

The highest ranked 2 (two) drivers in the top 15 (fifteen) in SUPR points that fail to qualify for the Feature Race will be added to the rear of the field along with a promoter's option (if used). **Driver must present a race ready competitive car at tech in order to qualify for a provisional. At two day events, driver must compete both days to qualify for a provisional start.** Alternates may be used to fill the 20 car qualified field. NOTE: On two day special events, the format may be changed. Drivers will be notified well in advance of any race format changes.

POINTS CHAMPIONSHIP

The Overall Championship Point Bonus will total at least \$48,100. The overall championship is divided into three Regional Points Championships, each worth \$3,000. They will consist of: Master Vac Gulf Coast Region; Triple A Diesel ArkLaTex Region; and East Texas Region. You must run 80% of the races in each region to be eligible for the \$3,000 championship. To be eligible for the \$14,650 Overall Points Bonus, A DRIVER MUST COMPETE IN AT LEAST 80% OF ALL RACES RUN. Example, 31 of 38 races. Also, Series decals must be run to be eligible. Points will be awarded as follows: FEATURE RACE: 1st 100, 2nd 95, 3rd 90, 4th 85, 5th 80, 6th 75, 7th 70, 8th 65, 9th 60, 10th 55, 11th 50, 12th 45, 13th 40, 14th 35, 15th 30, 16th 25, 17th 20, 18th 15, 19th 10, 20th back 5. HEAT RACES: 1st 5, 2nd 4, 3rd 3, 4th 2, 5th 1. Last Change Qualifiers: 1st 4, 2nd 3, 3rd 2, 4th 1. **Paid entry and registered: 25.**

The Regional Championship Point Bonus in each Region is: 1st \$3,000, 2nd \$2,500, 3rd \$1,500, 4th \$1,000, 5th \$900, 6th \$800, 7th \$500, 8th \$400, 9th \$300, 10th \$250.

The Overall Championship Point Bonus is: 1st \$5,000, 2nd \$2,500, 3rd \$2,000, 4th \$1,250, 5th \$1,100, 6th \$1,000, 7th \$600, 8th \$500, 9th \$400, 10th \$300.

ROOKIE OF THE YEAR

There will be a Rookie of the Year for the 2007 racing season. There will be a product certificate (to be announced) sponsored by **Wall 2 Wall Performance Engines**. Driver eligibility for the award will be determined and announced prior to the start of the season.

PURSE STRUCTURE

The minimum SUPR Late Model Series purse will be as follows. 1st \$2,500, 2nd \$1,500, 3rd \$1,200, 4th \$1,000, 5th \$900, 6th \$800, 7th \$700, 8th \$600, 9th \$550, 10th \$500, 11th \$475, 12th \$450, 13th \$425, 14th through 20th \$400. Provisional Starters, (21st - 22nd) \$300. Any driver that does not start the Feature Race will receive \$50.

On two day specials, the purse may be lower on the first day and higher on the second.

RACE PROCEDURE AND RULES

Cars will be allowed ONE hot lap session prior to qualifying heats. Drivers will hot lap in order of heat events, unless notified otherwise by SUPR officials. Any driver that misses his hot lap session will NOT be allowed to hot lap with another session. NO EXCEPTIONS.

All races will be started by the flagman, not the drivers. The green flag, signifying the start will be the signal for the front row to fire. The green flag will not be waved until the front row comes off of turn four. It is up to the outside pole man to keep pace with the inside pole man. The inside pole man must give the outside pole man racing room. Remember, the pole man sets the pace, the flagman starts the race. If an unfair start is ruled, the caution flag will be thrown and the field realigned. If a good start is not delivered by the front row, they may be moved to the rear of the field. The option will exist to start a race single file if necessary. There is NO racing back to the flag under a yellow. When the yellow is displayed, stop racing and continue at a very reduced pace. In the event of a red flag, stop as soon as possible, safely, until told to move by track officials. On all restarts after the first lap, the cars will be realigned in single file in racing order from the last complete lap. Any car(s) sitting still when the yellow or red light comes on will be placed at the end of the restart order. Any car that causes a 10.

race to be stopped twice will be sent to the pit area.

No repairs may be made on a race car by the driver or the crew on the racing surface. All repairs must be made at the designated pitting area. Pit stops are allowed only in the Last Chance Races and The Feature Race. Any car that pits under the yellow will be placed on the rear of the restart lineup. Cars pitting under the red and returning to the racing surface prior to the restart will maintain its lineup position. Pit stops may be made at any time in the approved races. Lapped cars will be realigned on the restarts in their racing position. The only time a lapped car will be sent to the rear of the field is if it is in the process of being lapped when the race was slowed/stopped. At the rear, the car will remain on the lead lap due to the caution/red.

Restarts will be made between turns 2 (two) and 3 (three). Whenever possible, the Cone system will be used. An orange cone will be placed midway (start/finish line) between turns 2 and 3, approximately 1 1/2 car widths from the outside wall. The field **MUST GO BETWEEN** the cone and the outside wall. The leader **MAY NOT** fire until he reaches the cone. There will be **NO PASSING** before the Cone. Any car that hits the Cone or goes below the Cone will be put to the rear. After the ready to race signal from the flagman is given, the green flag will be thrown when the leader reaches the Cone. Be Ready! If the Cone system is not used, the restart will be judged as if the Cone is in use.

TIME

All events will be conducted along with other classes of cars. The SUPR Late Model Series Feature Race will be scheduled to start at 10 P.M. whenever possible. Line ups will be posted at pit boards and SUPR Late Model Series officials will have them also. It is the driver's responsibility to adjust the workload to be ready to race when called.

WEIGH IN/ENGINE CHECK

Cars will weigh in at the scales immediately following each race. Normally 1-3 in the heat races, 1-4 in the last chance races, and 1-3 in the Feature Races will be called to the scales. This will vary due to number of entries and race tracks. **NOTE:** All cars called to the scales must proceed directly from the track to the scales. Any detour, stop, or adjustment by crew member will result in disqualification. The winning engine will be checked for cubic inches with a P & G Meter after the Feature. If it is a SUPR "Spec" engine, the crew **MUST** disassemble the engine enough for Late Model SUPR Series officials to check heads and pistons. On a multi race weekend,

winnings may be withheld and engine checks may be done on the last day.

DRIVER CHANGES/SUBSTITUTIONS

Drivers may change cars at any time between heat races and the Feature Race. However, the change will result in the driver starting in the rear of the race. In such a case, car must have participated in hot laps. After heats, car must have participated in heat race. It is the driver's responsibility to notify officials of the change. Driver changes will NOT be permitted. Any driver who is unable to start in his allocated race will lose his position to the field or an alternate. Drivers may enter only ONE car per event.

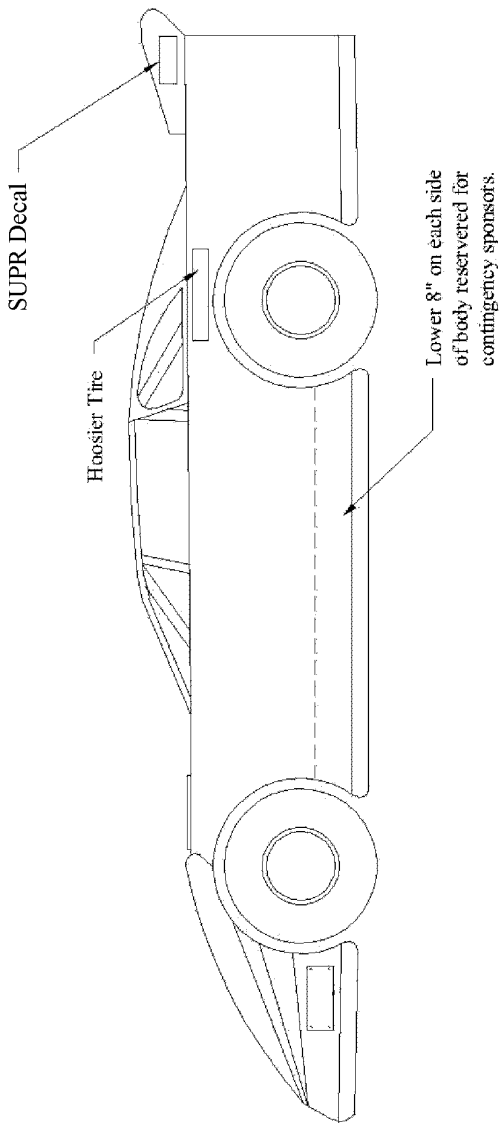
PROTEST PROCEDURE

All Protests must be made within 10 (ten) minutes of the finish of the race. All protests must be made in writing, with a specific rules violation, signed by the protestor, and be accompanied by cash only. If the protest is upheld, 80% of the protest fee will be returned. If the protest is not upheld, 80% of the protest fee will go to the protested. In all cases 20% of the protest fee will be retained by the SUPR Late Model Series. There is a \$250 protest fee to have internal engine parts checked. Any other protest will be \$150.

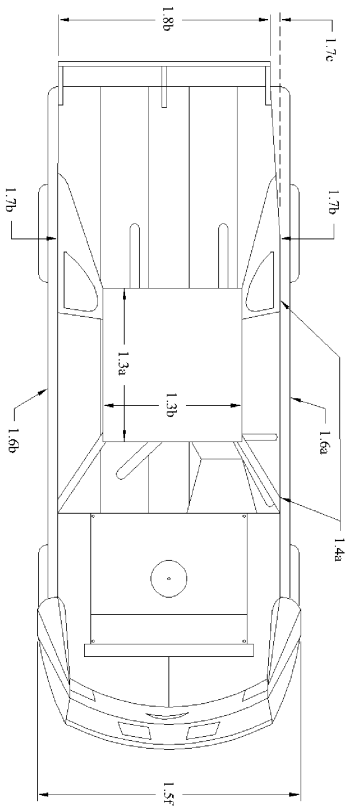
ATTENTION ALL DRIVERS, TEAM OWNERS, AND TEAM MEMBERS

Please remember that we are here because of the fans, sponsors, and promoters. While it is understood that there is a lot at stake when you are in competition, there is NO excuse for unruly behavior. To be a good member of our sport, you must protect, and promote, our sport. The SUPR Late Model Series is professional in its dealings with everyone, from driversto fans, from members of the press to Series and Team sponsors. The SUPR Late Model Series therefore reserves the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, both on and off the race track. The Series officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply may result in disqualification from some or all SUPR Late Model Series races.

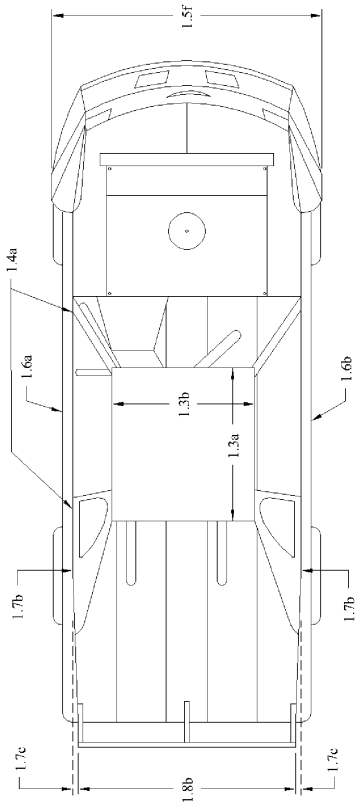


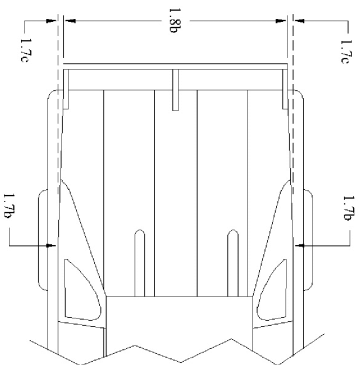


- 1.3a - Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- 1.3b - Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 1.4a - All roof side panels must extend to edge of decking.
- 1.5f - Front fender flares cannot extend beyond front tire more than one inch (1") in width with the wheels pointed straight.
- 1.6a - Door cannot exceed seventy-six inches (76") in it's entirety at top of door.
- 1.6b - Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- 1.7b - The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- 1.7c - Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72)" at the spoiler, on the left side only.
- 1.8b - Maximum spoiler width is seventy-two inches (72").



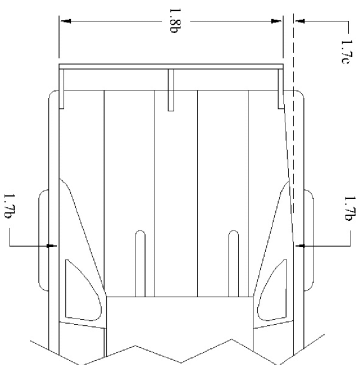
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- 1.6b - Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- 1.7b - The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- 1.7c - Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.
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Option 1

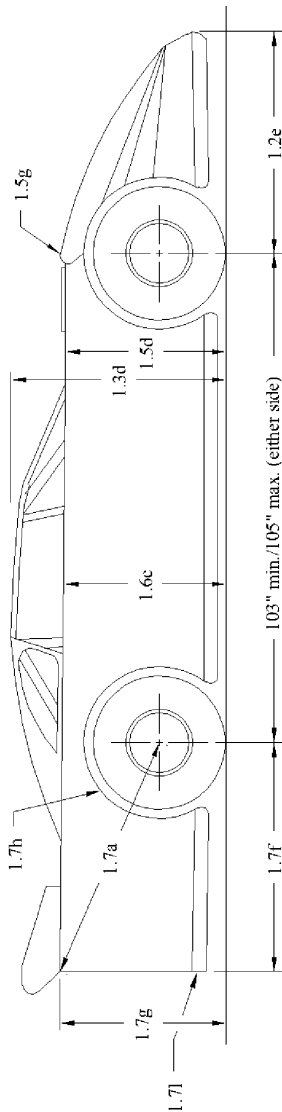
Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.



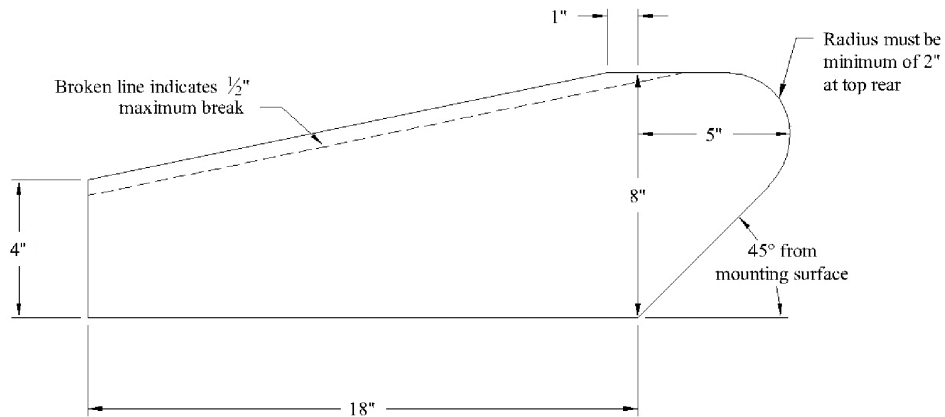
Option 2

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, on the left side only.

- 1.2e - Stock Nosepiece can extend a maximum of fifty-two inches (52") from center of front hub to farthest point extending forward.
- 1.3d - Roof height must be between forty-five (45") and forty-eight inches (48") from the ground.
- 1.5d - Front fenders can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.5g - The front fender flares may not be higher than fenders by more than two inches (2").
- 1.6c - Doors can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.7a - Fifty-two inches (52") maximum center of rear hub to top corner of quarter panel.
- 1.7f - Forty-eight inches (48") maximum length from center of rear hub to end of quarter panel.
- 1.7g - Thirty-eight inches (38") maximum height from top of deck to ground.
- 1.7h - Minimum of two inches (2") tire clearance from body.
- 1.7i - Any skirting can not extend beyond the quarter panel.



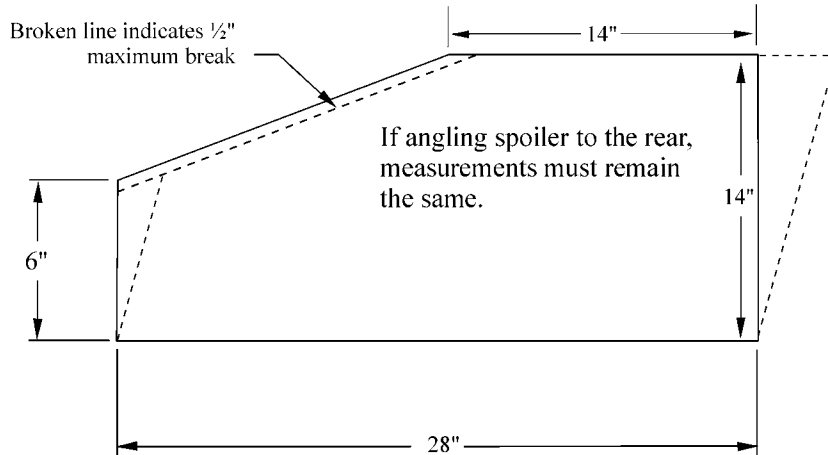
Open Competition & 3rd Spoiler



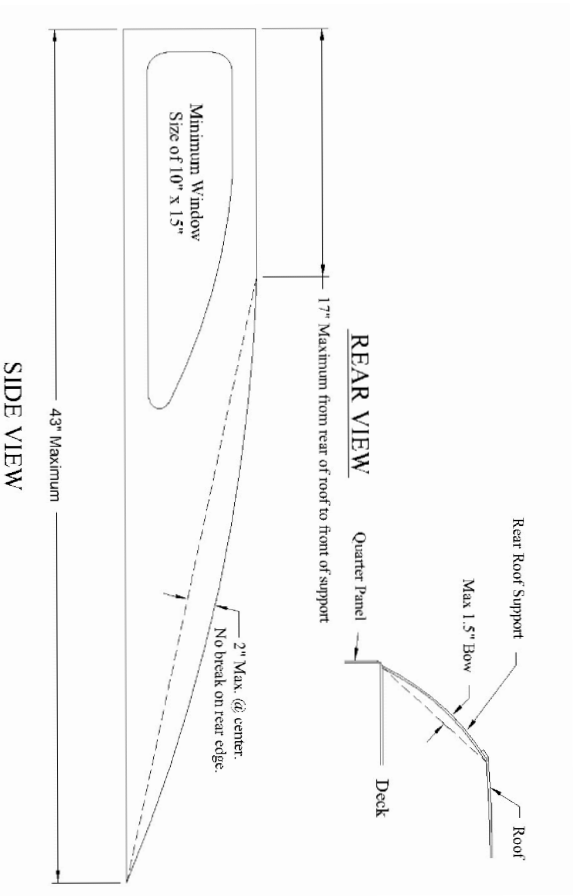
No more than three (3) spoiler supports permitted.

Dimensions Have Zero Tolerance

SUPR Spoiler



Dimensions Have Zero Tolerance





LATE MODELS
2007
RULES AND REGULATIONS



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