

A1 42" mavimum

A2 108" minimum

B1, 8" maximum (see Spoler Braces diagram).

B2. 20" maximum (see Spoler Braces diagram). B3 4" maximum (see Spoler Braces diagram)

C. 22" minimum, 37" maximum.

D. 39" maximum

E. Maximum 120" from back of engine to rear of deck. F. Top of door and deck to rear of block.

G. Door may be extended 8" past block at bottom. H. 12" minimum, maximum 18".

I Hood sides 6" maximum J. 53" minimum, 66" maximum (same front and back).

K. 56" maximum, 40" minimum,

1 50" maximum 44" minimum M. 6" maximum.

N 42" maximum

O. Sail panels must be the same on both sides.

P. Maximum 5" plastic skirt.

Q. Minimum 5". R. 20" maximum and same on both sides.

\$ 2" maximum and same on both sides

T. 20" maximum, 16" minimum, II. Deck must remain flat from side to side, except for

cockpit (maximum 8" rake from front to rear). If doors remain flat, only maximum 4" rake from rear of racing seat to rear of decking.

V. Nose may not extend past front bumper.

* 5" maximum front clearance and 2" back using a level ** Driver may be asked to exit car with helmet on for

*** 3" minimum ground clearance to body. 4" minimum for frame.

Spoilers

Option 1: Maximum Five (5) Inch Spoiler - includes USMTS/USRA spec engine, 23-degree steel-headed flat tappet engine, GM CT525 crate engine and open engine option #4.

Option 2: Maximum Six (6) Inch Spoiler - includes USMTS/USRA

Option 3: Maximum Seven (7) Inch Spoiler - includes GM 6054 crate

All spoilers shall be measured as complete material height including hinge and all hardware associated with connecting the spoiler to the decking. Rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck and must extend from right edge of deck to left edge of deck. Spoiler material must remain flat. Rear spoiler must remain separate from sail panels. A maximum of two (2) center supports and a maximum of two (2) side supports may be attached to the front of the rear smoller

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