

# **2017 CAMSO V8 SERIES RULEBOOK**

**Incorporating CAMSO, ELMS, SCSA and ASCARs**

## **1. SPORTING REGULATIONS GENERAL**

### **1.1. Jurisdiction:**

The Series organizers reserve the right to alter these rules at ANY time if in their opinion an unfair or uneconomical advantage is being gained or the actions of any driver or team are detrimental to the overall well-being of the formula.

### **1.2. Officials: Roland J. Vandermeersch; Xavier Vandermeersch**

#### **1.2.1. Coordinator: Roland J. Vandermeersch**

#### **1.2.2. Drivers Reps: Keith Whalley (GB); Wim Moonen (NL)**

#### **1.2.3. Scrutineer/s: Mark "Bulletman" Vantongerloo, Nicolas Carlier**

#### **1.2.4. Race Steward: Roland J. Vandermeersch**

#### **1.2.5. Start Marshal / 2nd Steward: Kristof Vandekerckhove**

### **1.3. Registration:**

**1.3.1. Entrants must be in possession of a valid 2017 Race License in order to race in the series. Charges are as follows:**

**Day Licence: 25€**

**Season Licence: 25€**

**Booking In: Entry price (20, 25 or 30€) + 20€. The Easter weekend is considered as 2 different race days.**

### **1.4. Scoring:**

**1.4.1. Competitors points will be awarded as follows:**

**Position Heat 1 Heat 2 Final**

**1st 15 15 15**

**2nd 14 14 14**

**3rd 13 13 13**

**4th 12 12 12**

**5th 11 11 11**

**6th 10 10 10**

**7th 9 9 9**

**8th 8 8 8**

**9th 7 7 7**

**10th 6 6 6**

**11th 5 5 5**

**12th 4 4 4**

**13th 3 3 3**

**14th 2 2 2**

**15th 1 1 1**

**To discourage running with a slow or crippled car points will still be awarded as though the driver had finished the race**

**Additional points: The additional 5 points for the leader halfway (as it was during the 10 years) are cancelled.**

**- Each driver which is leading minimum one lap, receives one extra point;**

**- The driver which is leading the most laps in a race, receives 2 extra points; in case of 2**

drivers which are leading the most laps, then both receive 2 extra points.

#### **1.5. Awards:**

**1.5.1. All awards are to be provided by the circuits**

### **2. SPORTING REGULATIONS RACE**

#### **MEETINGS & RACE PROCEDURES**

##### **2.1. Entries:**

**2.1.1. Competitors are responsible for booking in to race prior to the entry closing date which shall be TUESDAY MORNING BEFORE THE MEETING. Booking in per email to info@camso.com**

**2.1.2. Any withdrawal of Entry of Driver / Car changes made after acceptance of any entry must be notified to the CAMSO Race Coordinator.**

**See regulation 3.1.1**

##### **2.2. Briefings:**

**2.2.1. Organizers will notify Competitors of the times and locations for all briefings should they be required. All competitors must attend all briefings.**

**2.2.2. Any driver failing to attend the briefing, unless specifically excused by the Coordinator**

**and / or Race Steward may be liable to exclusion from the meeting.**

##### **2.3. Races:**

**2.3.1. The standard minimum scheduled distance whenever practicable shall be 2 x 25 lap Heats and 1 x 35 lap Final. Any race distance can be reduced at the discretion of the Race Steward/s. Special meetings such as 'The BIG One' (77 lap final), CAMSO Cup (60 laps) and the ' Budweiser 200' (50 lap final) will be run to a different format of which will be made available from the organizer prior to the event.**

**2.3.2. All competitors must be ready to take to the track 15 minutes prior to the start of the race. Competitors arriving after this time may be asked to start from the back of the grid.**

**2.3.3. All competitors must be in the correct starting order prior to joining the circuit.**

**2.3.4. Excessive weaving to warmup**

**tyres using**

**more than 50% of the track width,**

**and falling back in order to accelerate and practice starts are prohibited.**

##### **2.4. Pits & Pitlane Safety:**

**2.4.1. The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in and around the pits and pit lanes.**

##### **2.5. Race Finishes:**

**2.5.1. Do not slow down until the Red flag. After taking the Red Flag, drivers are required to:**

**Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance / Paddock Entrance as instructed, comply with any directions given by marshals or officials and to keep the helmets on and harnesses done up while on the circuit. The top three finishers of each race will be required for tech inspection with only those drivers in attendance.**

### **3. CHAMPIONSHIP / SERIES PENALTIES:**

#### **3.1. Cheating:**

**3.1.1. As an individual involved in car racing, it is your duty to protect the sport. If you know of, or suspect, cheating or any infringement of the rules likely to bring the sport into disrepute, report it to the CAMSO Coordinator**

**immediately.**

**3.2. Intoxicants:**

**3.2.1. Any driver or official who during the course of a meeting, takes or suffers from the effects of taking any drug or alcoholic liquor, shall be guilty of conduct prejudicial to the interests of the sport. Camso shall take whatever disciplinary action it deems necessary.**

**3.3. Deprivation of Rights & Privileges:**

**3.3.1. Camso has the power to deny an individual or team their rights and privileges.**

**3.4. Protests and Appeals:**

**3.4.1. All protests and appeals should follow the procedure as outlined below. Protests and appeals which do not follow the correct procedure will be disallowed.**

**3.4.2. The right to appeal to Camso against any decision, act or omission that may have been made or committed in connection with car racing, lies only with a licensed driver under these rules and regulations, not his team, family, mechanics, or sponsors. There is no right of appeal against a decision made by the Race Steward, Scrutineer, Coordinator, lap scorer or any other race official which has been based on a matter of fact.**

**3.4.3. Representation to the Steward questioning a declared result must be made by the licensed driver only on the day of the race concerned in order that lap sheets, witnesses and / or video evidence may be returned to in order to verify the result. The Stewards decision is final but appeal procedures may be employed in cases of doubt.**

**3.4.4. Protests by a licensed driver regarding the eligibility of a car must be accompanied by a €200 protest fee and may be made only by a licensed driver competing at that race meeting. If the protest is upheld the €200 protest fee will be returned. If the protest fails, the €200 protest fee will be rewarded to the driver against whose car the protest was made.**

**3.4.5. The method of lodging a protest at the meeting is as follows:**

**3.4.5.1. A verbal protest may only be dealt with by the race steward and / or the coordinator**

**and must be delivered on the day of the meeting. The protest will be arbitrated upon the first available moment in the proceedings.**

**3.4.5.2. Camso is the final arbiter in matters of protest and appeals, and all parties shall be bound by the decision.**

**3.4.5.3. Camso shall have the right to publish, or cause to be published, it's findings and / or decision relating to a protest or appeal, stating the names of all parties concerned which parties shall have no right of recourse against the publication of such information.**

**3.5. Infringements of Regulations:**

**3.5.1. Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Coordinator or Race Stewards for possible imposition of a fine, loss of points (see below) or a penalty which may include a race day ban and exclusion from the meeting or total suspension of the Camso license and exclusion from the Championship.**

**3.5.2. Competitors are responsible for the action/s of their team, family and friends therefore regulation 3.5.1 (above) also applies to any one associated to the competitor.**

**4. TECHNICAL REGULATIONS:**

#### **4.1. Introduction:**

**4.1.1. These rules have been formulated to provide as level and economic racing as possible. It should be clearly understood that if the following texts do not clearly state you can do it; you should adopt the principle that you cannot. If in doubt on any of the above seek the advice of the Series Coordinator.**

#### **4.2. Description:**

**4.2.1. All chassis must be approved by Camso.**

**Current approved chassis include Howe, Lefthander and Tanner.**

**To seek approval for another chassis manufacturer, please contact Camso.**

#### **4.3. Safety Requirements (Competition Car):**

##### **4.3.1. Seats:**

**The driver seat must be professionally manufactured from aluminum and include left and right hand side head rests.**

##### **4.3.2. Seat Belts:**

**The minimum size harnesses permitted for use are those of a five anchorage point type, using a minimum shoulder strap size of 3 inches (2 inch shoulder strap size is allowed when combined with a HANS device) with a turnbuckle or cam lock release.**

**The only anchorage points to be used are those fitted in the chassis by the licensed chassis constructor. These anchorage points are to be used to retain the seat belts only.**

##### **4.3.3. Window Nets:**

**A Driver's window must have a webtype safety net with latch link release**

**mechanism. Spring loaded releases are not approved. Net must be secured in place and centered in the door area, fastened to the upper roll cage horizontal member when the car is on the track.**

**It is not permitted to enclose the passenger side window.**

##### **4.3.4. Fire Extinguisher**

**Fire extinguishers must be either a plumbed system or a 1kg hand held extinguisher. The fixings are to be strong enough to resist the rigors of racing.**

**When using a plumbed in system, the pull cable / button inside the car must be within easy reach and be operational by the driver.**

**When using the 1kg hand held extinguisher, this must be within easy reach and be operational by the driver.**

**All fire extinguishers must be armed at all times when waiting in the holding area, on the circuit and in the pit lane.**

##### **4.3.5. Fire Walls / Bulkheads:**

**It is required that the bulkhead between the driver compartment and the engine bay is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.**

**It is required that the bulkhead between the fuel cell, oil tank, auxiliaries and the driver compartment is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.**

##### **4.3.6. Circuit Breaker / Electrical CutOff Switch:**

**An electrical isolation switch is required on all competing cars. This must be fitted between the Negative Earth terminal and the chassis and be capable of stopping the engine at any time.**

**On a Late Model car the minimum requirement is to have the externally**

operated switch located on the driver's side of the rear deck panel.

On an ASCAR the minimum requirement is to have an externally operated T pull cable that operates the switch which must be positioned in the area known as the quarter glass aperture in the leading edge of the driver's side (left hand) door.

#### **4.4. Safety Requirements (Driver):**

##### **4.4.1. Fire Proof Clothing:**

Fireproof underwear, balaclava, gloves and boots are compulsory.

##### **4.4.2. Helmet and Neck Support System:**

Helmets must meet or exceed one of the following standards:

- a) FIA88602004
- b) Snell SA2005, Snell SA2010
- c) SFI Foundation 31.1A, SFI Foundation 31.2A

The European standard helmet may be used in Fiberglass, Carbon or Tri Composite form only. NO POLYCARBONATE helmets are allowed.

##### **4.4.3. Visors / Goggles:**

Shatterproof visors / goggles must be worn at all times whilst on track.

4.4.4. A mandatory neck support system must be worn by all drivers at all times whilst on track, the system must be one of the following:

- a) HANS device
- b) Hutchens device
- c) D Cell device

##### **4.4.5. Race Radios:**

A Camso approved raceceiver tuned to the Race Steward and Start Marshall is compulsory.

Radios will be checked prior to the start of each race. In the event of a radio not working the driver will have to start  $\frac{3}{4}$  of a lap down.

No other radios are permitted.

#### **4.5. Chassis**

##### **4.5.1. Ground Clearance**

Minimum clearance from the lowest point of the main chassis structure to the ground must not be less than 3.5" (90mm)

4.5.1.1. A minimum of 2" (50mm) clearance is required, measured in a vertical plane between the bottom of the skirt and the ground.

4.5.1.2. Clearance is to be measured with full tank of fuel and driver onboard.

##### **4.5.2. Dimensions**

###### **4.5.2.1. Wheelbase (offset**

or straight up) must not exceed 105" (2667mm) side to side maximum tolerance = 13mm. See Drawing #004

###### **4.5.2.2. Track Width**

Late Models must not exceed 77" (1955mm)

SCSA / ASCARS must not exceed 74" (1880mm)

The track width measurement is taken from the lower outer edge of the tire just in front of the center line of the axle where the tire makes contact with the ground and just behind the center line of the axle where the tire also

makes contact with the ground. These measurements are then added together and divided by two (2) to obtain the final reading.

**4.5.3. All dimensions are measured with driver and can be taken at any time during the race meeting.**

#### **4.6. Bodywork**

**4.6.1. With the exception of the following, no modifications allowed to external or internal body panels, chassis or unitary construction: it is prohibited to cut holes in any panels unless specifically permitted by Camso.**

**4.6.2. The only body panels allowed in the championship are those built by Five Star or Craig Philips Enterprises. No Carbon Fiber bodies or body panels are allowed.**

**4.6.3. The bonnet must have a minimum of four (4) positive locating pins on the leading edge. Additional locating pins are permitted on the bonnet assembly.**

**4.6.4. The rear deck panel of body work must be hinged or removable and secured with quick release pins or fasteners.**

**4.6.5. A full, standard shape, molded front windshield representing the original manufacturer's model must be used. Windshield must be secured to prevent windshield from popping out under internal pressure. A minimum of two (2) windshield braces must be in place.**

**4.6.6. A full, stock dimension shaped rear screen is mandatory and must be held securely in place. It must also be securely braced internally to prevent bowing or distortion under racing conditions.**

**4.6.7. Side window apertures (driver and passenger) must remain as produced. All quarter panel windows must be fitted in stock window openings. No right hand side passenger window is allowed and must remain an open aperture at all times.**

**4.6.8. The front bumpers / grills must have mesh screen covering the air intake areas.**

**4.6.9. The front skirt, if fitted, must be in a vertical plane.**

**A minimum of 50mm clearance is required, measured in a vertical plane between bottom of skirt and the ground. Clearance to be measured with full tank of fuel and driver.**

**4.6.10. Vehicles must be fitted with one interior rear view mirror of either standard passenger car type, multi panel type or wide vision type. Vehicles should also be fitted with one driver's side externally mounted rear view mirror. All mirrors will need to be approved prior to use.**

**4.6.12. Roof mounted air vanes are permitted; if fitted they must be symmetrical to the car's centre line, maximum width 1066.8mm (42 inches). Two template gaps 4mm wide, 304.8mm (12 inches) and 609.6 (24 inches) measured back from the leading edge of the roof. Vane height on roof will be 25.4mm (1 inch) maximum. Rear window strake must be fitted on the left side only 44.45mm high (1.75 inches) maximum height. See drawing #009**

**A tolerance of +2mm 0mm**

**will be applied to the height measurements in this article.**

**4.6.13. The underside of the car must not be belly panned or flush paneled. Panels may not be added from the front bumper to the chassis or from the rear of the chassis to the rear bumper. No fixed or movable air directing devices are permitted underneath the car.**

**4.6.14. No panel may be bonded together to form a one piece front or rear end, nor is it acceptable to have panels repaired with race tape with the exception of a temporary repair carried out during a race meeting. It is not permitted to tape over any panel joints.**

**4.6.15. The rear spoiler must have a 3mm gap in the center. Spoiler supports are only**

allowed to be fitted on the rear face. It is permitted to radius the rear spoilers by 12.5mm. See drawing #008.

#### **4.6.16. Dimensions**

**Late Model SCSA / ASCAR**

**Roof Height (min) Drawing #003 47" (1195mm) 51" (1295mm)**

**Body Width (max) Drawing #004 79.5" (2020mm) 76.5" (1943mm)**

**Nose clearance from ground (min) 4" (100mm) 4" (100mm)**

**Front Skirt clearance from ground**

**(min)**

**2" (50mm) 2" (50mm)**

**Rear Spoiler Height (max) 7" (178mm) 7" (178mm)**

**Rear Spoiler Height (min) 5" (127mm) 5" (127mm)**

**Rear Spoiler Width (max) 59" (1498mm) 59" (1498mm)**

**Rear Spoiler Radius (max) 0.5" (12.5mm) 0.5" (12.5mm)**

#### **4.7. Engines**

**4.7.1. Engines are a controlled item; they are formally designated in the following way**

**Late Model Engines**

**GM Crate Engine 400/400 with NO Alterations Part # 88958604**

**Existing Engines as listed below are permitted until further notice.**

**Goodwrench Fast Burn 385 ZZ4 Partial Engine 12561723**

**Crankshaft 12556307**

**ConRods**

**10108688**

**Pistons 10159436**

**Rocker Arm Kit 12370839**

**Cylinder Head 12464298**

**Inlet Valve 2.00" 12555331**

**Exhaust Valve 1.55" 12551313**

**Valve Springs 12551483**

**Camshaft (Hot Cam) 0.519" 24502586**

**Inlet Manifold 12366573**

**Head Gaskets 12557236**

**SCSA / ASCAR Engines**

**SCSA Cars and ASCARS must be fitted with GM LS1 engines**

**4.7.2. The compression ratio on any engine must not exceed 200lbs. Compression measurements will be taken from any two (2) cylinders per bank (four (4) in total) and then averaged out to obtain the final reading.**

**4.7.3. No overboring is allowed without written approval by Camso.**

**4.7.4. The engine block must be externally identifiable and of the original material composition. It must remain on the original side of the front and rear bulkheads and orientated as fitted as standard.**

**4.7.5. The engine must remain in its original position plus or minus 3mm in the vertical or horizontal plane. Engine must be located in normal, upright position with both banks of cylinder bores at an equal angle to the vertical. A tolerance of +/-1**

**degree is permitted. The measurement is taken when the lower chassis rails are of an average equal distance from either a designated floor area or measuring system.**

#### **4.8. Ignition / Electrical Systems**

**4.8.1. Ignition systems for Late Model cars must comprise of the following components**

**Distributor MSD MSD85551**

**MSD Ignition Pack 6T (0186400)**

**/ 6AL (0186425)**

**/ 6A (0186200)**

**Standard GM HEI Distributor**

**It is recommended that Late Model type cars use the Bronze Distributor Gear MSD8471.**

**No other ignition system is permitted without WRITTEN permission.**

**4.9. Suspension**

**4.9.1. Shock Absorbers**

**Only the following shock absorbers may be used.**

**Late Model Cars**

**Afco 7" Shock Absorber in Standard Form 1075**

**Afco 7" Shock Absorber in Standard Form 1074**

**QA1 7" Shock Absorber in Standard Form 5075**

**QA1 7" Shock Absorber in Standard Form 5074**

**The shock absorbers as listed above may be fitted on any corner on the car.**

**Only one shock absorber may be fitted per corner.**

**SCSA / ASCARS**

**Penske type 7500 series with the following part numbers:**

**Left Front PS7546SAL**

**Right Front PS7546SAR**

**Left Rear PS7548SAL**

**Right Rear PS7548SAR**

**OTHER SHOCK ABSORBERS CAN BE ALLOWED BY CAMSO.**

**The shock absorbers as listed above may only be fitted in their designated position. Only one shock absorber may be fitted per corner.**

**4.9.2. Springs / Anti Roll Bars**

**4.9.3. Springs must be a single piece unit of up to 2 5/8" in diameter, rates and lengths are free.**

**4.9.4. The spring must be a replacement to the original unit and fit in the same manner without any modification whatsoever.**

**4.9.5. For SCSA and ASCARS only it is permitted to use a flat type spring assister up to a spring rate weight valve of 5kg to maintain spring caps in position.**

**4.9.6. Progressive springs are not permitted.**

**4.9.7. Springs / Shock Absorbers are NOT permitted to be fitted to the trailing arms.**

**4.9.8. All corners are to be fitted with coil overs. No leaf springs are allowed.**

**4.9.9. Front anti roll bars are free and optional but must be an "off the shelf item". It is not permitted to modify the anti-roll bar to gain a different torsional value. It must be mounted on the controlled chassis bracket as original design.**

**Adjustment is only permitted within its original capabilities.**

**4.9.10. Rear anti roll bars are NOT permitted.**

**4.9.11. Active systems that control any part of characteristic of the suspension or steering are not permitted.**

**4.9.12. Any system or device that enables the ride height or suspension geometry of the race car to be controlled by the driver or remotely by any other means is forbidden.**

**4.10. Transmission**



**4.10.1. All transmissions must be of an “off the shelf” part.**

**4.10.2. The clutch must be entirely mechanically / hydraulically operated by foot. The hydraulic slave cylinder is permitted to be internal or external to the bell housing.**

**4.10.3. Gearbox**

**Late Model Gearboxes**

**Brinn Gearbox fitted with an integral clutch BR70001**

**Flywheel / Flexplate GM14088765**

**Gearbox, Flywheel & Clutch 2 / 3 or 4 speed may be permitted subject to written approval from the promoter / scrutineer.**

**The bell housing must be made of steel. Typical Part No. 1708653**

**No magnesium / aluminum bell housings are allowed. The bell housing may be cut at the bottom for ground clearance.**

**SCSA / ASCAR Gearboxes**

**The specified gearbox is the four (4) speed Jerico WC4 with fixed ratios as listed below:**

**Gear Ratio**

**1st 2.07**

**2nd 1.58**

**3rd 1.18**

**4th 1.00**

**Taking these ratios it will equate to gear sets of:**

**Main Drive Set 27 / 22**

**First Gear Set 32 / 19**

**Second Gear Set 27 / 21**

**Third Gear Set 24 / 25**

**Fourth Gear Set 1 to 1**

**All power train components (bell housing, gearbox, prop shaft, differential)**

**must be located on the true centerline of the chassis. A tolerance of +/-3mm is permitted.**

**4.10.4. Prop shafts**

**The prop shaft manufacturer / supplier is free and must be a one-piece design**

**fitted with a Heavy Duty joint. The prop shaft must be made of steel and be painted white.**

**4.10.5. Rear Axle**

**The axle to be used is free**

**The rear axle gear ratio is free but must be of an “off the shelf” item.**

**The final gear ratio for a late model at Warneton must be between 5.04:1 and 5.88:1**

**The axle ratio for a SCSA / ASCAR is to be decided after developments.**

**4.11. Brakes**

**4.11.1. Brake discs / rotors are to be manufactured out of steel. Carbon discs are prohibited.**

**4.11.2. Brake linings / pads are free and must be an “off the shelf” item. It is suggested that Hawk pads are used if using the upgraded calipers, see regulation 4.11.6.**

**Hawk Part No's 1741019012E**

**and / or 17410113K17**

**4.11.3. Ducting for the purpose of cooling brakes or removing dust is permitted.**

**4.11.4. A minimum of three (3) wheels must be braked.**

**4.11.5. In car brake bias valves / adjusters may be fitted.**

**4.11.6. Brake Discs / Rotors and Calipers**

**Late Model Brakes Discs**

**/ Rotors must be steel 11.75"**

**Only the following calipers may be used**

**Howe Front 337 Standard**

**Fit**

**Howe Rear 33658 Standard**

**Fit**

**Lefthander Front L Wilwood 0061207429L**

**Upgrade**

**3.5" bolt**

**pattern**

**Lefthander Front R Wilwood 0061207429R**

**Upgrade**

**3.5" bolt pattern**

**A front XL spindle bracket will be required to fit the upgraded calipers. #**

**050075A**

**Wilwood's universal front caliper 12011136**

**may be used as a substitute for**

**part # 006120**

**7429L or part # 006120**

**7429R as listed above.**

**SCSA / ASCARS**

**Front brake discs / rotors vented directional vanes. Size 310 x 32mm**

**Rear brake discs / rotors vented directional vanes. Size 298 x 32mm**

**Only the following calipers may be used.**

**Front Right hand caliper Part No CP5805 250L**

**Front Left hand caliper Part No CP5805 350L**

**Front calipers are of six pot design. Configuration piston sizes 1.25 1.375**

**1.75**

**Rear Right hand caliper Part No CP4751 950L**

**Rear Left hand caliper Part No CP4751 850L**

**Rear calipers are of four pot design. Configuration piston sizes 1.375 1.375**

**4.12. Carburetors / Fuel**

**4.12.1. Only the following type of carburetor may be used on a Late Model racecar.**

**Bary Grant / Demon 650 CFM 1282010**

**Bary Grant / Demon 750 CFM 1402010**

**Bary Grant / Demon 750 CFM 2402015OT**

**4.12.2. No spacers are permitted to be used between the inlet manifold and carburetor.**

**4.12.3. Jetting is free. Metering blocks must remain as standard.**

**4.12.4. Roadside pump fuel to a maximum of 98 Octane can only be used. Racing fuels, Octane boosters or any type of additive is NOT permitted.**

**4.12.5. Air filters are free but must be an "off the shelf" item.**

**4.13. Wheels**

**4.13.1. The only permitted wheels to be used are a NASCAR type design.**

**Diamond Racing Wheel**

**Aero Wheel**

## **Bassett Wheel**

**4.13.2. All wheels must not exceed the maximum width of 10" (inches)**

**4.13.3. All wheels must not exceed the maximum back set of**

**5" (inches) for Late Models**

**4.5" (inches) for SCSA and ASCARS**

**4.13.4. All wheels must be fitted with bolt in valves.**

**4.13.5. Pop off**

**air release valves of any type are NOT permitted.**

**4.13.6. The wheel must be fitted with competition nuts.**

**4.13.7. No wheel spacer is allowed to be used whatsoever even within the makeup of the wheel rim centers or the hub assemblies.**

**4.13.8. Wheels and tires must fit within the confines of the bodywork, for bodywork dimensions see regulation 4.6.16.**

## **4.14. Steering**

**4.14.1. Quick release steering wheel hubs are mandatory.**

**4.14.2. Steering ratio is free.**

**4.14.3. Power assisted steering may be fitted or removed.**

## **4.15. Tires**

**4.15.1. Only American Racer EC84**

**tires may be used.**

**4.15.2. Universal Motor Sports, American Racer Tire EU, Daniel Bonne, Cocksdoorp (Holland) is the Camso official tire supplier and only tires supplied by them can be used in the championship. Each driver is permitted to use a maximum of 12 new tires per season for the Late Models and 15 new tires for the Ascars . Each tire shall be marked and it's serial number be registered with Camso officials.**

**4.15.3. Only 4 used tires can be carried forward from the previous season, these tires need to be nominated and registered with Camso prior to the start of Heat 1 of the first meeting of the season.**

**IMPORTANT: Non usual Camso drivers may only use maximum 2 new tires their first appearance; the second time they are racing at Warneton, they can use another new tire.**

**4.15.4. A split / unrepairable tire may be exchanged if in the scrutineer's opinion there was at least 50% life left in the damaged tire.**

**4.15.5. Use of tire warmers is prohibited.**

**4.15.6. Softening the tire by using any type of compound is prohibited. The use of any chemical mixture that is placed in the vicinity or applied to the tire that would restructure the compound of the tire is also prohibited.**

**4.15.7. A wet weather tire can eventually be tried at Warneton, to see if they are usable at the Warneton track.**

## **4.16. Silencing**

**4.16.1. Exhaust systems are free but are subject to promoters noise tests.**

## **4.17. Weights**

**4.17.1. The minimum weight limits and maximum left side weights are as follows:**

**Minimum Weight**

**Late Models 1180kg (2600lbs) with driver**

**SCSA / ASCARS 1260kg (2777lbs) with driver**

**Maximum Left Side Weight**

**Late Models 57%**

**SCSA / ASCARS 58%**

At the last meeting of the season 2016, several cars have been weighted.

#4 2467lbs

#8 2955lbs

#12 2757lbs

#19 2612lbs

#66 2619lbs

#71 2470lbs

#73 2594lbs

#88 2920lbs

#89 2653lbs

It was agreed that #71 may keep his weight of 2470lbs

4.17.2. Minimum weight and left side weight is the weight of the vehicle after it completes either a heat or a race and will include fuel and driver in full race clothing (including helmet). No topping up of fluids is permitted. The competing car can be weighed at any time.

4.17.3. All ballast weight must be mounted inside the vehicle and be flush with the bottom of the main frame rails or inboard of main frame rails. No ballast weight may be attached to the outside of frame rails of the front clip, center section, or rear clip. No ballast weight may be placed in battery trays. All ballast weight must be securely attached to the mainframe rail or major cross member structures with a minimum of grade 8.8 bolts. It is mandatory that all major ballast weight must be encased in steel tubing; this steel tubing can be welded or bolted to the main chassis structure as detailed above. All steel boxed enclosures must be approved by Camso. No lead shot or liquid type ballast is permitted.

4.17.4. Absolutely no weight transfer devices may be adjusted while the car is competing.

4.17.5. There is no maximum weight limit.

4.17.6. Weight limits may be varied at any time at the discretion of Camso.

4.18. Miscellaneous

4.18.1. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. All repairs must be approved by Camso.

4.18.2. Nuts, bolts, washers and locking devices are free except for Hollow Fixings which are NOT permitted.

4.18.3. Vehicles must be fitted with one interior rear view mirror of either standard passenger car type or multi panel, wide vision types and one driver's side externally mounted rear view mirror. Commercial truck type mirrors are not approved.

4.18.4. To allow for scrutineers' wire seals, every installed engine must have 1.6mm (1/16in.) holes drilled in at least two adjacent sump bolts and two adjacent rocker / cam cover bolts.

4.18.5. Engines and Final Gear housings may be sealed at any time by a Camso appointed scrutineer and only by written permission in advance from Camso may seals be broken.

4.18.6. Competition numbers as allocated by Camso shall remain as allocated until the end of the season in question.

4.18.7. All vehicles must display the current Camso issued number and any other advertising material associated with a series sponsor as required by Camso.

## 5. CHAMPIONSHIPS:

5.1 CAMSO championship: all the races in Warneton

16.04

17.04

14.05 “the big one” 77 laps

18.06 “ the Camso Cup 60 laps

20.08

03.09 “ Budweiser 200”

24.09

5.2 INTERNATIONAL CHAMPIONSHIP, named “New European Late Models Series”

14.05 Warneton

18.06 Warneton

23.07 Lelystad

03.09 Warneton

17.09 Lelystad

There are 5 trophies for this championship, that will be given at the last meeting at Lelystad.

It was agreed by all the Camso drivers that they will pay 100€ in advance to the Lelystad meeting, to honour their participation. In case they do not go, the 100€ will be lost. In case they go to Lelystad, they will receive their 100€ back. We need a driver (Wim Moonen ?) that collect the money of this arrangement.

## 6. SCRUTINEERING:

Mark “Bulletman” Vantongerloo and Nicolas Carlier will be responsible for the scrutineering. Before each meeting, cars will be weighted and controlled on security.

On each meeting, the winner of the final and 2 other cars at random (drawing) will be controlled. Keith will make a list with all the points that can be controlled at each meeting and each meeting 3 different points of these list will be drawn.

Keith will collect at each meeting 10€ from each driver to give to the scrutineers, to compensate a little bit their travel expenses.

Mark will make a Camso V8 pasport for each car:

CAMSO V8/ELMS CAR PASPORT CAR NO:

TYRES 2016 :

NEW TYRES 2017 NR:

1

2

3

4

5

6

7

8

9

10

11

12

13 ASCAR

14 ASCAR

15 ASCAR

RACE DATE: TYRE LF 1 TYRE RF 2 TYRE LB 3 TYRE RB 4

RACE DATE: WEIGHT FOR RACE WEIGHT AFTER RACE