



DY Enterprises LLC – Richmond, KY Office 859-893-7627

RULE BOOK DISCLAIMER

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

BUSINESS NAME AND MAILING ADDRESSES

DY Enterprises, LLC DBA ULTIMATE Heart of America Super Late Model Series

Corporate Office:	Office Phone:	Series Owner:	Series Director:
Mailing: PO Box 121	859-893-7627	Bill Lupinos	Bill Lupinos
Waco, KY 40385	WEBSITE: hoa.ultimatesupers		bill@fastrakracing.com

ALL RULES ARE AT THE DISCRETION OF SERIES OFFICIALS

Series Officials reserve the right to change, delete or amend the rules in the interest of "competition" and fair play. Series Officials calls are final and override track rules or decisions.

ARBITRATION AND APPEALS PROCESS

Any team has the right to arbitration and/or appeal for rules infractions or penalties thereof. Appeal(s) must be made in writing and signed by party requesting appeal. Appeal must be done no later than 5:00 PM of the first business day after infraction. Must be emailed to office at bill@fastrakracing.com

TECHNICAL UPDATES

Please make sure we have your email address for technical updates. We do not send anything via the US Post Office. You can also check the website for updates.

MEMBERSHIP FEES

Membership fee \$100 annually. Optional Insurance available for an additional fee. Membership fee must be paid by the 3rd race of the season.

NON- MEMBERS

You do not have to be a member to enter an event. Non-members are not eligible for any point fund monies. Nonmembers must sign non-members / tire testing agreement to enter an ULTIMATE event.

POINT FUND

\$10,000 - \$5,000 - \$3,000 - \$2,000 - \$1,500 - \$1,000 - \$700 - \$500

POINT SYSTEM

Driver Points ONLY

Awarded accordingly positions 1-24 in order

35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12 - All cars entering an event but not making the starting field will receive 11 points.

LOYALTY POINTS

25 loyalty points awarded to each driver for perfect attendance.

HARDSHIP POINTS

Hardship points are points for members only in case of personal emergencies, etc. Hardship points must be approved by the series. Hence a maximum of **11** hardship points may or may not be awarded - a maximum of (1) instance per race season.

ROOKIE OF THE YEAR

First place \$1,000.

Driver must be a member to be eligible. Must check off Rookie on the membership form. Driver must meet the 75% attendance requirement.

CONTINGENCY AWARDS

ULTIMATE will have contingency awards to be given out at the banquet and/or race events. Some awards may go to specific positions based on manufacturers' request Drivers must be a member to receive any contingency awards.

RACE FORMAT

(ALL EVENTS)

2 laps qualifying, heats, consis (if needed), main

Double file restarts. "Dixie Style" with leader out front by themselves. 2nd place chooses inside or outside on initial start.

Heats, consis go single file after 50% of laps or at Race Director's discretion. Feature goes single file with 5 or less laps to go or at Race Director's discretion.

PURSES

Checks will be pre-cut before event begins to be more time efficient. Should any differences occur due to technical or other reasons, checks will be mailed from office on the next business day after results are posted. Note we do this to protect your personal information for 1099's etc. Prize money will be held on any competitor-awaiting tire testing results. If tires check legal, checks will be mailed the next business day after receiving report or can be picked up at office.

\$5000, 2500, 1500, 1200, 1000, 900, 850, 800, 750, 700, 675, 650, 625, 600, 575, 550, 525, 500 18TH – 24TH.

\$7500, 4000, 2500, 1750, 1250, 1100, 1000, 900, 800, 750, 725, 700, 675, 650, 625, 610, 605, 600 18TH – 24TH.

\$10,000, 5000, 3000, 2200, 2000, 1500, 1200, 1100, 1000, 900, 875, 850, 825, 800, 775, 750, 725, 700 18TH – 24TH.

****Please note the ULTIMATE Super Late Model Series is not responsible for paying the purse. The SERIES will work on behalf of the teams to ensure the track does pay as stated in event contract. We cut checks that are preprogrammed in our computers at the office so at the end of the year we do not have to disclose your personal information to tracks for 1099 info. 100% of your information is kept confidential in our corporate office.**

RAIN OUTS

Any event with 50% of scheduled laps +1 completed shall be considered FINAL. Should an event be postponed due to inclement weather, the event will be rescheduled, and event will start all over. No qualifying, heats, etc. will be held over. COMPLETE NEW SHOW! *Exception could be holding the event over until the following day.

PROVISIONALS

The series will have up to two (2) provisional starters at each event. These provisionals are based on point standings. Member drivers are in line first. Then all other drivers that have accrued points are eligible. A driver must make an attempt to qualify for an event via time trials, heat race or last chance race to be eligible for a provisional. There are no limits on the number of provisionals which a driver may use during the course of the year. Emergency provisionals may be used twice during the season by ONLY member drivers. These starts award no cash until after the driver surpasses the "start money" threshold. And only the amount over the starting money is received.

TIRE TREATING AND/OR CHEMICAL ALTERING

ANY tire treating and/or chemical altering is illegal.

Tires not conforming to the manufacturers' submitted benchmark would also be deemed illegal. ANY/ALL competitors are subject to tire inspections and/or samples being taken at any time. Samples will be sent to lab for a professional diagnosis of chemical altering. Competitor with tires being tested will not be awarded any monies until results are back from lab. (Normally 4-5 business days) If tires are found to be legal, checks will be mailed immediately. Results of all lab tests will be posted on ULTIMATE web site and on side of trailer at next event.

*Fines for tires deemed illegal and/or non-conforming:

1st Offense: \$2500 fine, loss of points, loss of any prize money.

2nd Offense: \$5000 fine, loss of points, loss of any prize money-suspended for the remainder of the season, loss of all point monies earned. (In either case competitor will not be allowed to participate again until fine is paid)

TIRE PROTEST

\$150 Tire protest - Anyone in the top five finishers may protest tires. Must be within 10 minutes of end of event with cash in hand to a SERIES Official.

PROTEST

Visual Protest: \$300- Must be made any time before the start of the race with cash in hand to a SERIES Official(s)

Engine Protest: \$800- Must be made within 10 minutes of end of event with cash in hand to a SERIES Officials(s)

ENTRY FEES

Entry fee \$110.00 - \$10 goes towards tire lab testing.

PERSONAL SAFETY EQUIPMENT

Drivers must always wear gloves when they are on track, during practice and competition. Drivers' gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label. Snell SA2010 or SA2015 Standard or SFI Spec 31.1A, 31.1/2010 or 31.1/2015 helmets are REQUIRED. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers installation and use instructions) connected to an approved head and neck restraint. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label. Otherwise, a driver must sign an opt out waiver of liability. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

SEATS

All racecars must be equipped with a complete driver containment type seat with head rest and head surround. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. Seats must be mounted to a seat frame that is welded to the racecar frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer instructions.

FIRE SUPPRESSION

All racecars must be equipped, with a manual or thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and a minimum of two (2) discharge nozzles. All systems must meet or exceed SFI 17.1 specifications.

Systems must be fully charged with ten (10) lbs. of extinguishing agent and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.

Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly.

The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

The cylinder must be connected to the nozzles with steel or steel reinforced lines.

One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area. An optional manual override cable may be used.

ENGINE WEIGHTS, SIZES AND SPOILERS

NLMS (358 cu in) 2250 lbs / 8 inch spoiler

SAS or SUPR SPEC 2300 lbs / 8 inch spoiler

GM CT525 2300 lbs / 8 inch spoiler

Steel block, steel head (365 cu in) 2250 lbs / 8 inch spoiler

Steel block, aluminum head (365 cu in) 2300 lbs / 8 inch spoiler Open engines 2350 lbs. / 8-inch spoiler

ENGINE DEFINITIONS

GM CT525, 602 and 604 crate engines - Cannot be altered from factory.

NLMS- National Late Model Series engines by NLMS rules

SAS / SUPR – Southern All Stars and Southern United Promoters Racing Series Spec engines by the series rules Steel block, steel head- Limited to 365 cubic inches.

Steel block, aluminum head- Limited to 365 cubic inches

Open Engine- unlimited cubic inches, steel, or aluminum

FUEL SYSTEMS

Fuel injection, electric fuel pumps or pressurized fuel systems are not legal.

FUEL CELLS

An approved fuel cell must be used at all times.

Fuel cells must meet and/or exceed the FIA / FT3 specifications by August 1, 2017.

Willy's Carburetor roll over plate part # WCD4000 is approved for competition.

ELECTRICAL SYSTEMS, BATTERIES & ELECTRICAL ACCESSORIES

The battery must be securely mounted with positive fasteners and brackets.

The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount. Battery disconnect switches are approved for use. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch.

DISTRIBUTOR

Single distributor or magneto. No other coil pack* or distributor less systems. *Exception GM525

TRANSMISSION

In and out box is not permitted.

Must have working clutch with forward and reverse gear.

Drive shafts should be painted white with car number. This is a safety issue.

Drive shaft loop is highly recommended. This is a safety issue for you and your fellow competitors. Automatic transmission allowed. Carbon fiber, aluminum or steel drive shafts permitted.

REAR ENDS

Any Standard Rear end permitted.

No open type (sprint car) rear ends

REAR SUSPENSION

1. General

A. Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before being used in competition.

B. Rear suspension may utilize either coil or leaf springs.

C. Rear suspension configuration of current designs known as 3 link, 4 link, cantilever, Z link, or swing arm designs may be used.

2. Rear Suspension Frame Mounts

A. All frame suspension mounts must be fabricated using magnetic steel.

B. Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.

C. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 1/8 inch thickness on both sides of the mount.

D. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed common industry standards for fastener clearance.

3. Axle Housing Mounts

A. Only one (1) axle housing mount per side will be permitted.

B. Axle housing mounts may be a solid (welded) type or a floating type design.

C. The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.

D. Axle housing mounts may be fabricated from magnetic steel or aluminum.

E. Mounts for suspension attaching (radius) rods must be an integral part of the axle housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 1/8 inch for magnetic steel or 1/4 for aluminum is required. Dynamic movement of any mount other than movement created in normal suspension travel will not be permitted.

F. The mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

4. Rear Suspension Attaching (Radius) Rods

A. A maximum of two (2) attaching (radius) rods per side will be permitted.

B. Attaching (radius) rods may be fabricated from magnetic steel or aluminum.

- C. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- D. Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of all types will not be permitted.
- E. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- F. Spherical rod end sizes may be a minimum of a 5/8 rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 bearing.
- G. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 fastener must be used with a 1/2 bearing and mounting hole).
- H. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle housing mount at the rearward end.
- I. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

5. Rear Droop Limited

- A. One (1) droop limited chain per side will be permitted.
- B. **Rear Travel Limiter (Droop Rule)** - A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunt they are as close to vertical as possible. One compliance device may be used. The compliance device must not be more than 1"-inch thick (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of a canister. Springs, spring loaded, and/or pneumatic devices will not be permitted. No tapered, beveled or roller skate style of compliance rubber will be allowed. Must be solid material, same diameter top to bottom, not hollowed or drilled to soften material. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the Officials, including but not limited to, qualifying, heat races, Last Chance Showdowns, and the Feature. Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the Panhard bar mount. The left rear underslung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked up on the left rear frame rail closest to the Panhard bar mount. Cars will be jacked up until a .040"-inch shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to top trailing edge of the rear deck bar, 6"-inches inboard of the left rear quarter panel outer edge. The measurement must not exceed 51" inches. (Cars without a left rear underslung must not exceed 50"-inches.). Failing to meet this rule will result in disqualification.

6. Torque Control Devices

- A. Lift arm assemblies and pull bars will be permitted.
- B. Only one (1) torque control device may be used.
- C. Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side to side flex will be permitted.
- D. The forward end of the lift arm may use a spring over shock assembly (5th coil), a braking shock (6th coil) and a limiting chain.
- E. Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted.

SHOCKS

- A. Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. Shock "builds" that are specifically for the purpose of locking down or preventing suspension movement or to increase height beyond the function of the spring will not be permitted.
- B. Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize spring shim-type valving on the piston and needle and seat type adjusters for exterior adjustments. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor.
- C. Shocks and shock components may only be manufactured from steel or aluminum.

D. Rotating parts will not be permitted inside or mounted to the shock absorber.

E. Thru-rod shocks will not be permitted.

F. Shock adjustments while the vehicle is in motion will not be permitted.

G. Unless otherwise authorized, all shocks must be mounted vertically.

H. Approved shock locations are as follows:

One (1) shock will be permitted at each front wheel.

One (1) shock will be permitted at the right rear wheel.

Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two (2) shocks are used at the left rear wheel, one (1) shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.

One (1) shock will be permitted mid-ship at the front of the lift arm assembly.

One (1) braking shock will be permitted. The shock must be mounted within three (3) inches of the center line of the rear axle center section. This shock may be mounted horizontally.

AXLE HOUSING & REAR DIFFERENTIAL

The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts. The center section of the axle housing must be manufactured of either aluminum or magnesium.

Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic; heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

AXLE HOUSING MOUNTS (BIRDCAGES)

The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic; heavy materials will not be permitted.

When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

REAR SUSPENSION ATTACHING (RADIUS) RODS

The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.

Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch.

No spring rods or devices which change dynamically through the use of a spring to like device.

BRAKES

All cars must have operational 4-wheel braking systems. Brake calipers must be manufactured of aluminum.

The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.

Brake rotors must be manufactured of magnetic or stainless steel.

Brake rotors must be used as produced by the brake rotor manufacturer.

Wheel hubs must be manufactured of aluminum or magnesium.

Wheel hubs must be used as produced by the wheel hub manufacturer.

The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

WHEELS, WHEEL COVERS, WHEEL SPACERS

Maximum 14-inch wheels permitted – must be made of aluminum.

Wheel spacers permitted – no exotic metals allowed. Bead locks permitted.

Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16 of an inch diameter magnetic steel hex head bolt.

Only aluminum wheel spacers will be permitted. Wheel spacers must not be fastened to the wheel.

The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*.
*The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.

SPRINGS

Coil springs or leaf springs will be permitted. Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.

TIRES NOT CONFORMING TO MANUFACTURER'S BENCHMARK WILL BE DEEMED ILLEGAL

Tire Rule: HOOSIER ONLY: Front and LR Hoosier NLMT 2 or 3. RR Hoosier NLMT 3 or 4 only.

Tire usage may be limited based on available supplies. Grooving and siping is allowed.

NO CHEMICAL ALTERATIONS ALLOWED

BODIES (check diagram in rear of rules) ***All measurements are with driver, in the car"

Body Skew - The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel should not exceed 54"-inches. Measuring 6'-feet from the left rear quarter panel to the right rear quarter panel, then 8'feet forward along the right-side door, the diagonal measurement from that point to the top of the left rear quarter panel should not exceed 118"-inches.

Standard Dirt type bodies only. (Ford, GM, Dodge, Toyota) No wedge bodies.

No lips allowed on roof, sides or nose that may be utilized for spoiler purposes. (Inside or outside) and side panels must run parallel to chassis.

Front fenders and hood must be level and flat from left side to right side of car and at least as far back as engine plate.

No part of fenders or hood may be below outside body line nor angle inward or outward.

A single strip of plastic material along the bottom of doors permitted.

No part of rear deck may extend past quarter panels.

Center of rear hub to end of quarter panel cannot exceed 50 inches. Measured in a horizontal line.

Must have at least one visible number on both doors and number on roof.

No part of body may "V in" from outside to middle of car or middle of that part.

No wheel skirts.

38 inches from top of door to ground maximum.

Rear Deck height measured from ground 39 inches MAXIMUM with driver in car. No tolerances allowed. Drivers utilizing the AFco Crate Spec Shock package in its entirety will have a MAXIMUM deck height of 40 inches. 78 inches at the top of the doors maximum side to side (width). Checked at firewall and behind driver's seat. 72 inches maximum rear width measured at spoiler.

78 inches maximum rear body width measured 12 inches below spoiler.

Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.

All non-approved bodies and/or any section(s) of the body can or will be assessed a weight penalty (minimum of 25 lbs.) at the discretion of the technical director.

SAIL PANELS

All sail panels must extend to the edge of the body.

Maximum sail panel at top max 17 inches top max 15 inches bottom of sail panel 43 inches maximum – 40 inches minimum Window area may be covered in Lexan etc.

Both sail panel openings must be covered or both open

Window opening border frame Minimum 2 inches and maximum 3 inches.

Sail panels must have minimum of 3 inches and maximum of 4 inches at deck where it meets the spoiler blade

Maximum 2 inch arch measured with straight edge from top of door to bottom edge of roof.

Sail panels cannot be offset from side to side or to spoiler blade Sail Panels Maximum of 5/8ths inch lip at any point for support. No horizontal supports on Sail Panel

DECAL PACKAGES

Decal packages mandatory: Series will furnish decals and designated positions per diagrams provided in member packets. Series reserves the right to display sponsor decals on front fenders of each competitor's car at a ULTIMATE event. ULTIMATE reserves the right to 10" specified positions on each competitor's car, members or non-members. *No decals = no points. Also you will not be eligible for contingencies and other monies from sponsors.

Event Partners: Event Partners are one-time partners for that event only. Please feel free to remove decals after event.

Be sure you read disclosure statement below.

DISCLOSURE STATEMENT

**Disclaimer

PLEASE READ CAREFULLY. YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING AT AN ULTIMATE Super Late Model Series EVENT.

By participating in a ULTIMATE Super Late Model Series event, participant(s) is entering into a legal agreement with

DY ENTERPRISES LLC/ DBA ULTIMATE Super Late Model Series to be hereafter referred to as SERIES. In addition, person(s) participating are also entering into a "HOLD HARMLESS" contract with above mentioned companies, officers of said companies, sponsors, employees, officers, stock holders, Regional Directors (in good standing) and weekly sanctioned tracks (in good standing). Participant(s) agrees that racing is a dangerous sport and is hereby forfeiting any and all legal rights against all previously mentioned parties for any reason whatsoever. Participant(s) also agrees that SERIES may confiscate all parts should competitor be found "illegal". Driver and car owner AGREE that by participating in an ULTIMATE Super Late Model Series event, should competitor be found illegal, all rules and penalties stated within ULTIMATE Super Late Model Series RULE BOOK and penalty section of ULTIMATE Super Late Model Series RULE BOOK TAKE FULL PRECEDENCE OVER ANY UNDERSTANDING, IMPLIED OR OTHERWISE". SERIES reserves the right to "decline" any membership. Series MAY ALSO CANCEL ANY MEMBERSHIP without notice. Participant and parties with said participant(s), understands they are "willingly" agreeing to all terms of this contract and hereby forfeit any and all legal rights of any type INCLUDING BUT NOT LIMITED TO "DEFAMATION OF CHARACTER" and/or SLANDER. Participating in an ULTIMATE SUPER LATE MODEL event constitutes a contract.

All parties to this contract expressly waive all objections to personal jurisdiction and agree that they shall submit to personal jurisdiction of the Courts of the State of Georgia, County of Franklin and / or the Federal Courts located in Franklin County, Georgia. All parties to this contract expressly agree that any dispute between the parties concerning this agreement or the services provided herein shall come within the exclusive jurisdiction of the Courts of the State of Georgia, County of Franklin, and that any dispute arising under or in connection with this agreement or related to any matter which is the subject of this agreement shall be subject to the exclusive personal and subject matter jurisdiction of the State and Federal Courts located in Franklin County, Georgia.

ULTIMATE Super Late Model Series cannot be held responsible for accidents.

ANY TEAM THAT IS NOT A MEMBER OF ULTIMATE Super Late Model Series MUST SIGN A NON-MEMBER, TEAM AGREEMENT. NON- MEMBER TEAMS ARE COMPETING UNDER THE SAME RULES AND REGULATIONS WITHIN THE SERIES MEMBERSHIP AND SERIES RULE BOOK. FINES AND PENALTIES APPLY.