



2021 Cup Lite Rules

- The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such 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. Rules 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.
- Speedway Officials shall be empowered to permit minor deviations 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.
- Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate. All Discussions with officials must be conducted in a professional manor.
- Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
- Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.
- Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

Cup Lite Car Regulations:

1. The body's approved for competition all must be manufactured by CUP LITE. and are as follows:
 - a. 1998/99 Chevrolet Monte Carlo
 - b. 1998/99 Ford Taurus
 - c. 2000/04 Pontiac Grand prix
 - d. 2000-04 Chevrolet Monte Carlo
 - e. 2000/04 Ford Taurus
 - f. 2001/04 Dodge Intrepid

Chassis:

1. The complete stock, unaltered, T.B.R.C. manufactured Cup Lites chassis must be used in its entirety with absolutely no modifications. Any chassis repairs must be done to bring the chassis back to original specs. As manufactured by T.B.R.C. All replacement bumpers, nerf bars, side bars and body mounts must be as manufactured and supplied by T.B.R.C. as Cup Lites legal parts.
2. Competitors may make repairs to these bars, but not manufacture them or replace them with non-compliant T.B.R.C. part. NO added supports or bracing allowed. No external (Outside the body) side bars or nerf bars may be used.
3. Chassis Ground Clearance at all oval races the ground clearance to the chassis, with the driver in the driver's seat before and after each race, cannot be lower than 3" at LF and 3.3/8" at RF under the main frame at the frame rail kick up, and 3.1/2" at LR and 3.7/8" at RR at the rear lower nerf bar frame attachment bottom tubes, before and after each race.

Overall Car / Weight:

1. All cars must weight a minimum of 1225 lbs. for ovals and road courses as they exit the racetrack with the driver after ever race. After all time trial type qualifying, the weight minimum will be 1235 lbs. for ovals and 1225 lbs. for road courses. Nothing can be added to the car to make weight for tech inspection after each race or qualifying.
2. All ballast that is added to the cars must be in the form of lead painted white, (no tungsten), and have a car number marked on each piece. All ballast must be securely bolted in place with at least two 3/8" grade 5 bolts per ballast block in the designated ballast area to the ballast brackets to the left side and right side of the chassis between the roll cage vertical side and the driver's seat lower vertical side in the driver's compartment in a manner and form acceptable to Cup Lites officials.
3. The ballast must be divided equally from side to side, 50% to the LH side of the seat, plus or minus 10 lbs. That is, the weight to the left of the seat cannot be more than 10 lbs. Greater than that on the right. (i.e., 25 lbs. total = 16.5 lbs. Left & 8.5 lbs. Right). All ballast must not extend under the seat or over side frame rail and can extend a maximum of 1.1/2" forward or rearward past angle ballast bracket locations.
4. Absolutely no ballast of any kind may be located anywhere else on the Cup Lites cars.
5. No weight shifting devices of any kind.
6. Engine and all its related components, including the exhaust system, must be used, stock unaltered as manufactured by Yamaha / supplied by T.B.R.C. and mounted in an approved manner.
7. Exhaust system cannot be spaced, coated, treated, wrapped or insulated in any way.
8. Engine seals may be removed to facilitate engine rebuild. All engine parts and components (except exhaust system), must be factory Yamaha parts for 1997 Yamaha 700 Mountain Max. No aftermarket parts.
9. No coatings or treating of engine components in any way. No balancing or blue printing of any components. No machining, porting, or polishing. Must be stock bore 70.5mm-2.756", and stroke 59.6mm- 2.323". No Big Bore Kits.
10. Engine cranking compression (approx. 140 lbs.) The internal recoil starter cup must be removed. The recoil starter assembly may also be removed.
11. Carburetors and reed valves must be used as manufactured by Yamaha / supplied by T.B.R.C. Factory Yamaha for 1997 700 mountain max, completely unaltered. The ONLY jet that may be changed is the main jet and Only to the Cup Lites Series / Division specified main jet. For each specified race. Specified jets numbers are #1 Cyl/pto 145.0 #2 Cyl middle 143.8 #3 Cyl stator 143.8 No Drilling, No Machining, Shimming, Spacing, altering or blocking passageways of any part of the carburetion system or parts in any way.

12. The jet needle clip position and location of the needle clip spacers must remain stock. Any attempt by Anyone to alter the air or fuel flow of the stock carburetion in any way will result in penalties determined by Cup Lites officials.
13. Throttle pedal may be altered to suit driver. Individual air filters must be used on each carburetor.
14. Only three round foam "UNIFILTER" brand filters or K&N brand part number RU 2750 will be allowed.
15. Air filters may be coated with oil only. Absolutely no power adding substances. All air must pass through the air filters un-pressurized in any way. No "Ram tubes" or funneling devices of any kind will be allowed. No air box, cool air inlet, ducting or directing air in any way toward the carburetors is allowed.
16. A filter "Outer wear" (stock type material) may be used over the air filter. Any brand, single electrode, single ground strap-style spark plug approved by Cup Lites Officials may be used.
17. The entire electrical system must be unaltered and used in its entirety as manufactured and supplied by T.B.R.C. wire harness may be wrapped with tape or run in plastic tubing to prevent damage.
18. The IGNITION SYSTEM cannot be adjusted or altered in any way. The flywheel and its relationship to the entire engine cannot be altered in any way. The engine kill switch must be marked "ON and OFF". An additional engine kill switch or battery disconnect may be added and mounted within the driver's reach. A 12-volt battery must be used. It can be a maximum size of 8"L x 4" W x 6.5"H and a minimum size of 6.75"L x 3.5" W x 5.75"H and must fit safely and securely in stock unaltered battery box.
19. Gauges - The only gauges that are legal will be an analog water temp and an analog tach or a maximum of two displays in a digital tach / temp combination with a maximum of two temperature and tach functions with memory. A low water sensor and light may be used. Absolutely NO on-board computers, NO telemetry, NO sensing devices other than the tach and temp sensors described here. Non-computerized in car lap times are permitted.
20. Gear and Chain System Only gears supplied by T.B.R.C. will be legal and each track will have a specific gear rule. Unless posted otherwise, it will be 14/63 on all ovals 5/8 mile or less; 14/56 on all road courses. Chains legal for Cup Lites will be any steel 520 size chain. The chain tensioner Lower Spring as manufactured by T.B.R.C. may be replaced with a single or a pair of springs connecting the upper and lower tensioner arms.
21. Transmission System The CVT, Continuously Variable Transmission, snowmobile system supplied only by T.B.R.C. must be used completely unaltered in any way, in its entirety. (except as noted) This will be checked.
22. Secondary clutch- The ONLY Approved clutch is the Team Roller style TSS-98 or TSS-04 Must be used in its stock form completely unaltered. Absolutely no machining, polishing, shimming or altering the secondary sheaves, surface, sheave angles, helix or altering the amount of overdrive the secondary clutch will achieve. Replacement buttons, bushings, rollers and all parts must be the same as supplied by T.B.R.C.
23. SPRING - The ONLY approved spring is the TEAM- (BLACK W/ RED STRIPE) (BLACK W BLUE STRIP) (RED W/ BLUE STRIP) (RED W GREEN STRIP) spring permitted an initial variance of plus or minus 10%. No springs made of any other materials other than steel. Helix – Team roller helix, for TSS-98 clutch is minimum of 36-degree ramp angle, and a maximum of 44-degree ramp angle. Must be stock production as supplied by T.B.R.C. Unaltered. No Custom grind helix or modified helix. Team roller helix for TSS-04 clutch is 42 degrees/ 44-degree ramp angle part # LW 420517 Unaltered. No other helix is legal.
24. Primary clutch- The ONLY Approved clutch is the Polaris P-85 Must be used in its stock form in its entirety, with no modifications. The (ONLY alteration allowed) is, the spider may have shims removed to adjust sheave to belt relationship, to account for wear on sheaves and belt. Minimum gap of .035" Absolutely NO machining or altering the primary sheaves surfaces, or sheave angles. NO altering of the amount of overdrive primary clutch will archive. The stock rollers and bushings must be used unaltered. All components of the primary clutch must remain in their stock location configuration as supplied by T.B.R.C. (Except as specified in rules). Any attempt by anyone to alter the location or relationship of any component to the whole or modify any component. (Except as specified in rules). will result in serious penalties.
25. SPRING- The only Approved spring is the COMET- (SILVER)(PURPLE) (SILVER W/ RED STRIP) Wire diameter .192, Length= 3 15/32, # of coils= 5.2, force rate @ 2 3/8"=85lbs. @ 1 1/8"=190lbs. Unaltered. Spring permitted an initial variance of plus or minus 10%. No spring made of any other materials other than steel.
26. Flyweights- the ONLY Approved flyweight is the Polaris 10-MB 47.5 gram or 10-M5 49.5 gram. Must be used in their stock shape and weight as supplied by manufacture. The minimum clutch guard will be the one supplied with the car by T.B.R.C. If de sired, the clutch guard can be made stronger, but no holes may be added. The only means of adding strength to the clutch guard will be adding rubber or Kevlar belting to the outside. Screening to keep the debris off the clutch or additional shielding of the belt from rain may be added but must not serve any other purpose, and must be approved by Cup Lites officials Additional shielding or clutch guard strengthening must not be adding any significant weight to the clutch guard or one side of the car.
27. No air may be duct to clutches except one 2.5" diameter hose that is attached to the LH side ¼ window 7"W x 4" W N.A.C.A. inlet duct. The only drive belt that can be used are the stock Yamaha belt, part # 8DN-17641-01-00 Cooling System The radiator, hoses, lines and entire cooling system must be stock and unaltered as manufactured by T.B.R.C. No pumps may be added.
28. An electric fan may have added and mounted to the radiator in a safe manner for additional cooling only when approved the Cup Lites officials. If the car is equipped with an electric radiator fan, operating or not, the grill opening may not be closed off in any way, tape or otherwise.
29. NO anti-freeze coolants to be used.

Per track rules:

1. In the event of a radiator being damaged, the radiator can be repaired but must remain stock appearing and remain the same configuration, style, concept and dimensions as it was originally supplied by T.B.R.C. Absolutely NO cooling of engines, draining of coolant, exchanging of coolant or the use of any ice, dry ice, Freon, or any type of coolants of any kind before any qualifying or race event. A securely fastened, unbreakable catch bottle or can must be added to the cooling system overflow hose.
2. Fasteners All fasteners will be a minimum grade of what comes stock on the Cup Lites NO self-tapping screws, wood screws, sheet metal screws of any fasteners that has a sharp point, when dislodged, becomes a hazard to a driver or any car. Firewall The original steel firewall must always be in place.
3. Rear firewall may be insulated.

Fuel / Oils:

1. The only fuel that is legal is the Sunoco 110 racing fuel supplied by South Alabama Speedway or Approved by Cup Lites / Track Officials. Absolutely no power increasing, no octane increasing and no oxygenating additives or any fuel of any fuel additives of any kind will be allowed. No fuel will be legal with any alcohol content whatsoever.

Suspension:

1. All front and rear suspension components and mechanisms must be Stock unaltered as manufactured by T.B.R.C. It is mandatory of all ovals, the right side and for road course both side LOWER OUTER BALL JOINTS be replaced with "Heavy Duty 5/8" Aircraft Grade Rod Ends" and a grade 5 bolt safety wired. It is highly Recommended that these rod ends and bolts be replaced each season and/or after any major suspension or wheel impact. The only suspension components allowed to be replaced are the Rod Ends of the same size to a better grade of steel. Shocks, and spring on all four corners.

Shocks:

Only QA1 Shocks (82 Series) are approved that are re-buildable shocks. They may be re-valued and be mounted up or down. (NO gas filled shocks)

Springs:

1. Must be approved size, rate and color code as listed in rules. May be any brand. Absolutely NO Different rate springs may use, but must be approved by Cup Lites officials. All springs must be marked on outside with correct color code, that matches rate, lbs. Per Inch. or if approved, but not on color chart, will have lbs. rate marked on outside of spring for tech. No covers aloud.

The approved T.B.R.C. springs are as follows: More springs may be added BY APPROVAL ONLY.

| Rate, lbs., Per Inch | Color Code |
|----------------------|------------|
| 75 | Pink |
| 90 | White |
| 105 | Yellow |
| 120 | Black |
| 135 | Green |
| 150 | Blue |
| 175 | Gold |
| 200 | Orange |
| 225 | Silver |
| 260 | Purple |

2. All steering components and mechanisms must be stock and unaltered as manufactured by T.B.R.C. The only steering components allowed to be replaced will be the rod ends of the same size o be better grade of steel and an approved U-jointed and or telescoping steering column may be used. The maximum total thickness of tie washers allowed between the rod ends and the spindle arm or nut is .250". Tie rod end nylock nuts must be fully engaged and locktighted.
3. Any approved racing steering wheel may be used. All steering wheels must be equipped with a center pad, a minimum of 2" thick 5.5" in diameter.

Suspension:

1. The suspension adjustment allowed will be only:
 - a. Front suspension: caster, camber, spring preload, upper shock mount position (only to one of the 2 holes provided). RH and LH upper A-frames may be run in ether chassis upper holes or lower holes provided.
 - b. Rear suspension: Axle alignment, upper link height (in one of the holes provided), pan hard bar height (in one of the holes provided), upper shock mount position (in one of the holes provided) and spring preload. Birdcages must be updated to T.B.R.C. wide style.
 - c. Front and rear track with measured at the outside of the widest part of the tire sidewall at the center of the axle height with the car on the ground at ride height with no driver and will be a minimum 60.75", maximum 61.25" on the front and minimum 60.75", maximum 61.25" on the rear.
 - d. There will be no offset in the front or rear suspension or axle 1/4". All rear axle spacing, and spacers must remain stock unaltered including length, amount and order of spacers. When measuring from inner rear tire sidewall to frame, it must be a minimum of 3. 1/8" and a maximum of 3.3/8" with no driver in car before and after race. The wheelbase front to rear must be minimum 80.1/4", maximum 81.1/4"
 - e. Rear axle and both rear hubs must always remain locked together.
 - f. All lower spindle bolts must be red "locktighted" and safety wired.
2. There will be no spacing of spindles or spacing behind bearings of any kind. There will be no spacing that alters the offset or track width in any way.
3. The outer ends of the wheel studs may be chambered. Any approved steel wheel stud and steel lug nut may be used.
4. The only suspension alterations that are legal are T.B.R.C. or Cup Lites authorized updates or modifications.

Wheels:

1. All wheels must be stock as manufactured by T.B.R.C. No altered, or damaged wheels permitted.
2. No air bleed valves of any kind.
3. Tires may be balanced but all wheel weights must be stick on adhesive type fastened, NO hammer on weights.

Tires:

1. The only tires that can be used are part # 8.0/23.0-13 Hoosier Tires supplied by south Alabama speedway. Unaltered In anyway.
2. Absolutely no softening of tires or chemically altering or treating of tires, ether externally or internally, in any way. This will be checked.
3. Only compressed air or nitrogen may be used in tires.
4. Absolutely no cutting, grinding or altering the shape of the tires or wheels.
5. No preheating of tires or wheels in any way before the car enters the track.

Brakes:

1. Brakes and all related components must be stock as manufactured and supplied by T.B.R.C. No drilling of additional holes in brake rotors or elongating original holes.
2. Any good quality racing brake fluid and brake pads can be used.
3. The rear brake can be cooled by one single 7"L x 4"W. N.A.C.A. duct in the RH quarter window ducted directly to the brake no aiming at or cooling the carburetor air in any way.
4. There will be no cooling of the front brakes.
5. Brake bias front and rear can be adjusted by the adjustment supplied or adding a cable, dial, driver-adjustable adjuster.
6. A Willwood 2psi Residual valve may be used installed in the front and rear brake system just after each master cylinder on the Cup Lites car.

Seats:

1. An aluminum full, deep bucket, high-back, full headrest seat must be used and approved by Cup Lites official. The center line of the seat must be a minimum of 13.3/8" from the LH and 16.1/4" from the RH interior sheet metal vertical sides.
2. Cars must be equipped with approved RH and LH head support of ether padded 1/8" aluminum or net style construction.
3. The use of leg supports attached to the seat is highly recommended.

Seat Belts and Shoulder Harness:

1. A quick release lap belts no less than three (3) inches wide is mandatory. Both ends of the lap belt must be bolted to the frame with high quality bolts not less than 3/8" in diameter.
2. Shoulder harness must be no less than three (3) inches wide and must come from behind the driver's seat. The roll cage must prevent the harness from sliding side to side. Shoulder harness inertia reels may not be used.
3. A center (crotch) belt must be securely mounted to lower seat frame at the bottom and to the seat belt on the top.
4. Where the belts pass through the seat edges, seat must have a grommet installed, be rolled and / or padded to prevent cutting of the seat.
5. All seat belts and shoulder harness must connect at the lap belt with an approved quick release buckle.
6. Seat belt must be dated by the manufacturer and must not be used beyond (5) years after the manufactured date.

Window Nets:

1. The window net must be used as supplied by T.B.R.C. and securely in place while car is on track always.

Fire Control:

1. It is mandatory that each race car has, within driver's reach; built-in charged minimum 5 lbs. capacity fire extinguishing equipment. The fire extinguisher must be mounted securely in the approved location (LH side by the seat only) and manner.
2. All entrants should have in their garage or pit area as part of their equipment, at all times, a fully charged 10 to 13 lbs. dry chemical, halon or its equivalent fire extinguisher.
3. It is recommended that at all times while the car is being refueled on a pit stop, or while the fuel is being transported to and from the pit area, all crewman involved should wear fire resistant suit, gloves, shoes and a head and face shield that effectively covers the body.

Roll Bar Padding:

1. All roll bars and objects within the driver's reach must be sufficiently padded. It is up to each competitor to make sure that padding in their car is sufficient to protect them in a crash situation.
2. The three roll bars directly within the driver's head are recommend to be padded with very high-density roll bar padding.

Mirrors:

1. (Optional) All cars equipped with mirror(s) preferably made of a material other than glass. If glass is used, must be covered with clear vinyl to prevent broken glass dangers. Must be securely mounted. Mirrors cannot extend outside body.