Modified Rules
2018

01/06/2018

1) General

Glossary

1.1 Original Equipment Manufacturer: (OEM)

As produced by the original manufacturer.

The part may not be modified in any way that enhances performance or alters the original dimensions.

1.2 Stock

As delivered from the manufacturer; May not be modified in any way that alters the performance or dimensional specifications.

1.3 Technical Discretion

Inspection and assessment, by race track officials, according to the spirit and intent of the rules. The spirit, intended purpose and safety concerns will always override the current wording of the rules as deemed necessary to ensure safety and even competition.

1.4 Abbreviations

OD Outer Diameter of tube or hole, cross-section. Diameter measured from the outer edges.

ID Outer Diameter of tube or hole, cross-section. Diameter measured from the inner edges.

1.5 Measurement Units

A double-quote (x")= inches, A single-quote (x')= feet.

Ci = volume in cubic inches.

Psi = pressure in pounds per square inch.

Rpm =revolutions per minute.

A super-script circle (x°)= angle in degrees.

DBA= A measure of sound weighted by how it affects the human ear. 0 DBA is barely audible,

while 140 DBA may cause hearing damage.

1.6 Rule changes from the previous years will be highlighted in gray (Spelling, wording, and format changes are not).

1.7 All rules are subject to race director's technical discretion.

2) Vehicle Weight requirements

2.1 Track approved factory sealed stock GM602 (PN 19258602 or PN88969602) crate engine cars (must be run as delivered from Chevrolet meeting all GM Yellow Book Specs with all seal bolts in place.) Shall weigh a minimum 2,500 lbs. (car and driver before race.)

May run a 4bbl carburetor. No restrictor plate required. Must run the stock HEI distributor supplied with the engine. Must run an MSD Digital Soft Touch Rev Limiter (Part number 8727CT set at 6400 RPM max.). Violation of any of these rules will result in a one year driver suspension and loss of all accumulated points..

2.2 Any cast iron cylinder head engine cars (Chev/Ford/Dodge, any CI) Shall weigh a minimum 2,600lbs(car and driver before race.) May run a 2 or 4 bbl carburetor. Must run a track approved restrictor plate and an MSD style rev Limiter utilizing a chip or adjustable box set at 6400 RPM max. Violation of any of these rules will result in a one year driver suspension and loss of all accumulated points.

2.3 All aluminum cylinder head engine cars must add 25 pounds to each(R&L) frame rail at the dog-leg

(BOTH SIDES) Shall weigh a minimum of 2,650 lbs. (car and driver before race) May run a 2 or 4 bb
l carburetor. Must run a track approved restrictor plate and an MSD style rev Limiter utilizing a chip or
adjustable box set at 6400 RPM max. Violation of any of these rules will result in a one year driver
suspension and loss of all accumulated points.

2.4 Maximum left side weight allowed will be 58% (all cars) (car and driver before race.)

2.5 Lead weights (no smaller than 5lb blocks) must be secured to the car with either two (2) 1/2" bolts or four (4) 3/8" bolts. All weight blocks must be painted white and clearly marked with the car number. No loose weights or lead shot allowed

3) Chassis

3.1 Any1960 or newer American passenger car full parallel factory production frames. No truck frames.

3.2 Minimum wheelbase, 108", both sides-Max ½" tolerance for camber.

3.3 No Box tube or fabricated front clips or tube type front clips allowed.

3.4 Front factory frames may not be widened or narrowed from original factory dimensions.

3.5 Right dog leg and frame rail must be full and complete and must extend back to at least 36" forward from the center of the rear end housing.

3.6 Left side dogleg and frame rail must be complete to at least the front of the foot box.

3.7 Front frame horns may be cut off and plated just past the OEM steering box and Idler arm mounting positions. Spring buckets and upper control arm mounts may be altered to accept wedge bolts and aftermarket upper control arms.

3.8 The front cross member may be notched for radiator and/or steering clearance only.

3.9 Maximum overall track width, front or rear, shall not exceed 78" from outside of tread to outside of tread (measured at the top of tires.) at ride height with driver in the car.

4) Suspension

4.1 Front suspension and steering must be unaltered OEM style, in stock location, and replaceable by stock parts from the same type of suspension, except where specified. No aluminum, fiberglass or carbon fiber steering or suspension parts allowed. Exceptions: Adjustable pan hard bar mounts and coil over eliminators may be aluminum.

4.2 Stock cast iron OEM spindles only. No fabricated or aluminum spindles.

4.3 Lower R & L A-frame mounting positions must remain in the stock location and may not be altered or moved from the OEM dimensions.

4.4 Lower A frames must be stock OEM type control arms. No cutting or modifying allowed. Lower ball joints must remain in stock location. May weld in lower ball joint sleeves to accept screw in ball joints.

4.5 Tube-type upper A-frames are allowed and can be moved from stock location.
No aluminum upper A-frames or cross shafts or aluminum heim ends allowed.

4.6 Front sway bar must be OEM type mounted in stock location. No splined sway bars allowed.

4.7 Rear trailing arms, third link rods and pan hard bars must be steel. Must use only steel heim rod
ends. No aluminum heim ends allowed. Right rear trailing arm(s) must be a solid link with standard
heim rod ends. No spring loaded or biscuit type RR trailing arms allowed.

4.8 No bird cage style rear trailing arm mounts. No torsion bars or rear sway bars allowed.

4.9 No hydraulic, ratchet type or electric weight jacks anywhere in or on the car. No driver/cockpit
adjustable weight jacks or other suspension adjustments of any kind are allowed.

4.10 Springs ; Only magnetic steel springs may be used.1 per wheel. No composite springs allowed.

All coil springs must be at least 41/2 “outside diameter.

4.11 No coil over assemblies allowed in the front. Coil over, coil over eliminators or leaf springs may be used in the rear.

5) Shocks

5.1 One shock per wheel only. No additional shocks in other locations will be allowed.

5.2 Any twin tube (steel) non-externally adjustable or track sealed spec. shock is allowed, No aluminum body or gas canister type shocks will be allowed.

5.3 NO BUMP STOP SHOCKS ARE ALLOWED.

6) Steering

6.1 Steering box must be OEM type and must remain within original bolt pattern for the type of frame used. No rack and pinion type steering will be allowed.

6.2 May use either stock steel OEM type steering components (idler arm ,pitman arm, centerlink) or aftermarket adjustable Howe type fabricated steel components.

6.3 May use aftermarket steel swedge tube tie rod sleeves and steel heim ends in place of stock tie rod Components. No aluminum swedge tubes or heims allowed.

6.4 Steering in the cockpit may be modified to suit the driver’s taste, but must be kept on the left side of the cockpit. No center steering allowed. A collapsible or sliding type of steering shaft is recommended for driver safety.

6.5 Steering quickeners are allowed.

7) Brakes/ hubs

7.1 No Aluminum hubs, calipers, or spindles allowed.

7.2 Must use OEM cast steel spindles.

7.3 Must use OEM style cast steel single piston stock mount calipers front and rear. No aluminum or composit calipers. No grinding or lightening of calipers.

7.4 Front rotors may not be drilled, ground or lightened in any way.

7.5 Stock front rotors/hubs may be drilled out for larger wheel studs and correct bolt pattern.

7.6 Aftermarket front and rear hubs, rotor hats and rotors will be allowed. Maximum 113/4” diameter. May use magnetic cast steel rotors only.

7.7 Racing style master cylinders and driver adjustable brake bias adjusters are allowed.

7.8 Brakes shall be operational on all four wheels and shall lock up all four wheels during inspection.

No brake shut-off devices allowed.

8) Bodies

8.1 All bodies must comply with the Body Dimension table and diagram (See the end of the document).

8.2 Fabricated body parts may be constructed of steel, aluminum, or fiberglass. No carbon fiber.

8.3 Neither side of the body may extend beyond the rear tires. The combined width of both the left and right rear tires protruding outside the body must be at least 6”.

8.4 Maximum body rake will be no more than 6” from front of cowl (doors) to top of rear deck(quarters) at the base of the spoiler.

8.5 Roof is optional, May be constructed of fiberglass, aluminum, or steel. No carbon

fiber. If a car is run without a roof, Arm restraints are mandatory. A car with a roof must meet all modified body rule dimensional specifications.

8.6 Window openings on both sides of the car must have at least a 12” vertical opening (door panel to roof.). Roadsters must also maintain a 12” vertical opening between the deck and the top of the roll cage. Front windshields are optional. A protective front windshield screen in front of the driver is mandatory if not running a poly carbonate windshield.

8.7 Sail panels must closely resemble in dimension and style the examples displayed on the body

diagram page. Any reinforcing lips on the rear of the sail panels must be 180° bends.

8.8 Hood. All cars must run a hood. The hood can only have a 3” maximum rake from front to rear. Hood sides may have a maximum 4” drop. The engine compartment will remain open with no additional side panels. The hood scoop height can be a maximum of 6”,(not including air cleaner) and must be closed in the rear.

8.9 Rear Spoiler will be allowed at competitor's option. Spoiler shall be made of clear lexan, maximum of 8 inches in height. No wider than the rear deck edge, and must be mounted to the rear deck edge. Forward braces shall be no taller then 8” tapering down to 2” and extend forward no more then 24”.

8.10 No additional wings, spoilers or air deflecting devices or panels will be allowed. No wings or extended flanges to direct air are allowed anywhere outside inside or under the car.

R&L 2 ½”maximun vertical side wings will be allowed on the nose panel.

8.11 Full driver’s cockpit front and rear firewall and floorboards are mandatory. The drivers compartment must be completely sealed off from the engine compartment and rear fuel cell.

8.12 Car numbers Must be a contrasting color and easily readable by the track officials. Do not use reflective decals, silver paint or tape (like duct tape) as it is not visible at night by track officials or scoring staff.

Both R&L side numbers must be at least 18” high with a line width of at least 4”. Front and rear numbers are required and must be at least 6” high with a line width of at least 1”.

Sponsor artwork and names must not interfere with car number legibility and be neatly lettered. All race

vehicles should be maintained and presented in a neat and clean manor. Any images or content visible

on the car is subject to the approval of the track officials.

9) Bumpers / Nerf Bars

9.1 Both front and rear bumpers must be made of at least 1 1/4” OD steel tubing, and must be able to support the car when lifted by a tow truck.

9.2 Must not have any sharp or protruding edges or open end tubes.

9.3 Front Bumper must be two (2) bar front bumper with the bottom loop parallel to the ground, and the top bar directly above so that top and bottom bars are even. Must have a centered height of 16” measured from the ground at ride height. May be no wider than 2” past outside of the frame horn to the outside of the frame horn.

9.4 Rear Bumper must resemble one of three configurations (See examples on body diagram page)

(Diagram A) Straight bumpers can be no wider than 5” outside of R&L rear frame.

(Diagram B) If the bumper is wider than 5”, the ends must be bent forward at a 90° angle.

(Diagram C) Bumper constructed in a loop design.

Rear bumpers must be no more than 2” wider than the body on each side and must not extend beyond the width of the rear tires.

9.5 Side and rear nerf bars must not extend beyond the width of the rear tires.

10) Roll Cage

10.1 Main cage must consist of continuous mandrel bent front and rear hoops, uprights and roof halo made from at least 1 3/4 (1.75") OD .095" thick steel tubing. MIG or TIG welded Low carbon, mild steel tubing is recommended. No brazing, gas welding or soldering is allowed.

10.2 Main cage design must consist of a configuration of front and rear hoops utilizing cross tubing bracing, door bars and diagonal supports designed for maximum driver safety.

10.3 The main cage may be no further forward than the engine plate.

10.4 No brace bars forward of the cage may be higher than the stock hood height.

10.5 Protection of the feet is mandatory. A bar across the back of the engine with vertical bars and rub rails, or similar foot box protection.

10.6 Any roof halo over 24" wide must have a cross bar running front to rear or diagonal from left rear to right forward upright connections ..

10.7 Driver's head must not protrude above cage with helmet on when strapped in driver's seat.

10.8 Door Bars must have a minimum of three (3) driver side horizontal door bars of at least 11/2" OD

095" thick tubing, parallel with the ground and located alongside the driver so as to provide maximum protection for the driver in the event of a side impact, while still allowing the driver to safely get in or out of the vehicle. The driver's side door bars must be welded to the front and rear of the roll cage uprights.

Additional gussets at the weld joints are recommended.

10.9 Driver's side door plates are required. Must be ¼" aluminum or 1/8" steel plates on the outside of the door bars under the door skin, covering at least ¾ of the door bar area top to bottom from the left rear upright.

10.10 Main cage must be securely welded to the chassis in at least 6 places.

10.11 Roll bar padding required in the driver compartment wherever drivers head or extremities might come in contact with the roll cage in the event of a crash.

10.12 All roll cage and chassis design and configuration as well as quality of welds and workmanship is subject to inspection and approval by track officials.

11) Engines

11.1 Any American make cast iron V-8 engine may be used.

11.2 Track approved factory sealed stock GM602 (PN 19258602 or PN88969602) crate engine. (must be run as delivered from Chevrolet meeting all GM Yellow Book Specs with all seal bolts in place.) Shall weigh a minimum **2,500 lbs**. (car and driver before race.) May run a 4bbl carburetor. No restrictor plate required. Must run the stock HEI distributor supplied with the engine. Must run an MSD Digital Soft Touch Rev Limiter (Part number 8727CT set at 6400 RPM max.). Violation of any of these rules will result in a one year driver suspension and loss of all accumulated points..

Designated crate motor dealer is Maita Chevrolet, Elk Grove, Ca.(916-647-8110.)

Designated crate motor certification and repair is Comptech Race engines /PRS (916-338-3434)

Any repairs, excluding normal maintenance and valve spring replacement must go through Comptech and must be approved by designated track official. Must use GM designated replacement valve springs. Crate motors have multiple seals on motors, if any seal is removed, it will be deemed illegal. All motors must run a MSD Digital Soft Touch Rev Limiter. (Part number 8727CT at 6400 RPM max.)

All 602 crate motors must be sealed by Comptech Race Engines before it can be deemed legal to run. If the original seal from GM has been removed,damaged or tampered with,

it must be dynoed and verified to meet GM Specs by Comptech Racing Engines to be deemed a legal.

11.3 Any cast iron cylinder head engine cars (Chev/Ford/Dodge, any CI) Shall weigh a minimum **2,600 lbs**(car and driver before race.) May run a 2 or 4 bbl carburetor. Must run a track approved restrictor plate and an MSD style rev Limiter utilizing a chip or adjustable box set at 6400 RPM max. Violation of any of these rules will result in a one year driver suspension and loss of all accumulated points

11.4 All aluminum cylinder head engine cars must add 25 pounds to each(R&L) frame rail at the dog-leg

(BOTH SIDES) Shall weigh a minimum of **2,650 lbs**. (car and driver before race) May run a 2 or 4 bb l carburetor. Must run a track approved restrictor plate and an MSD style rev Limiter utilizing a chip or adjustable box set at 6400 RPM max. Violation of any of these rules will result in a one year driver suspension and loss of all accumulated points.

11.5 All engines used in competition must be able to be used in a conventional passenger car without alterations.

11.6 No aluminum engine blocks.

11.7 Castings and fittings must not be changed.

11.8 No machine work on the outside of the engine, or on the front or rear of the camshaft is allowed.

11.9 No dry sump systems are allowed. Stock type wet sump system only.

11.10 No magnetos.

11.11 Motor mounts cannot be removed or altered.

11.12 The rear of the engine (bell housing flange) must be mounted at least 72” forward from the center line of rear axle. The engine offset must be kept within 2” of centerline of front cross member.

The engine height minimum will be 10” from the ground to the front center of crankshaft. At ride height with driver in the car

12) Fuels, Fuel delivery and Fuel System

12.1 No electric fuel pumps. No fuel in

12.2 Only a single two (2) or four (4) barrel carburetor is allowed. No mechanical or electronic fuel injection is allowed.

12.3 Must be naturally aspirated. No blowers or turbo chargers allowed.

12.4 All non – 602 crate engines Must run a track approved restrictor plate. Tampering with any of these rules, the driver will automatically be suspended for one year.

12.5 Must run track approved fuel. Alcohol or E-85 will also be allowed.

12.6 No Nitrous (N2O), or any other performance enhancing fuel additives or oxygenates allowed,

12.7 Racing fuel cell required. Maximum capacity of 32 gallons. Must be completely enclosed in a metal container. Must be securely bolted rearward of the axle, and between the rear tires. Must be mounted by at least two (2) 2” wide metal straps around the cell front to back, top and bottom. Must be a minimum of 4” ahead of the rear bumper. Must have an electrical grounding wire from the fuel cap plate on the fuel cell to chassis ground. Fuel cell cap must be attached/cabled to the fuel cell and marked with the car number. Must have roll over safety check valves. Fuel pick up must be mounted internally inside the fuel cell. Must be protected by a hoop that is both lower and wider than the cell, and is made from at least 11/2” OD .065” thick tubing.

13) Ignition system

13.1 No magneto type or crank trigger electronic ignition allowed

13.2 602 crate motors must run stock HEI distributor as supplied with engine.

13.3 Open type motors can run either HEI or aftermarket MSD style distributor and box configuration.

13.4 H.E.I.-DUI MSD ignition system will be allowed except model 1TK127212 that has adjustable timing control and finger tipped relay system in them. Also digital programmable ignition controllers are not allowed.

13.5 All engines must run an RPM limiting rev. control type of device(chip or adjustable) that is approved by track tech.official. Must be mounted out of drivers reach.

GM 602 crate motors must run MSD part #8727CT rev control device.

13.6 All engines will have a maximum rev limit setting of 6400 RPM. This can be checked at officials discretion at any time. Violation of this rule may result in a 1 year driver suspension and loss of all accumulated points.

14) Radiators / Cooling System

14.1 Any overflow tubes must be directed to the ground, inside the frame rails.

14.2 Radiators and oil coolers must not protrude above the interior tin or be inside the drivers compartment..

15) Electrical Systems

15.1 Batteries must be securely mounted and shielded from the driver.

15.2 All cars must have a battery cut off switch clearly marked and located within reach of the driver and track safety crews.

15.3 All cars must have the capability to be self starting without being pushed or pulled.

15.4 Race Receivers are required radios are optional but recommended.

15.5 No other communication devices are allowed what so ever, including cell phones and Social media i.e.: Facebook live. If caught in racecar/vehicle, you will be removed from racetrack.

15.6 Absolutely no electronic traction control (ETC) devices of any kind are allowed. Violation of this rule may result in a 1 year driver suspension and loss of all accumulated points..

15.7 Transponders must be located 13' (+/- 1”) from the tip of the front nose of the car mounted no more than 18” off the ground with a clear sight of the track surface (sheet metal will degrade the signal). To pass technical inspection, the transponder must be in place prior to inspection and must remain in working condition for the rest of the event. Measure (charge if necessary) and adjust your transponder mount before every event. If the bumper-to-transponder distance changes for any reason (like damage, repair, or modification), either the front nose or the transponder mount must be adjusted to re-establish that distance before every event.

11.3.4.

16) Drive Trains

16.1 Front wheel drive is not allowed.

16.2 All cars must be able to engage in gear while the motor is running.

16.3 All manual transmission cars must have a working clutch.

16.4 All flywheel/ring gears must have an SFI approved rating and an SFI approved ex-

plosion-proof
steel or aluminum bell housing.

16.5 Transmissions, Automatic or manual, must have at least one(1) forward and one(1) reverse gear and a neutral position. No in and out box type transmissions.

16.6 Bert, Falcon, and Brinn types of transmissions are allowed.

16.7 All race cars shall have the ability to join lineup on demand, unaided, or go to rear of race.

16.8 All drivelines and yoke must be steel with a minimum 2" diameter. No aluminum drive shafts.
Must be painted white.

16.9 360° driveline hoops are required, constructed of at least 1/4" x 2" flat steel or 1" tubing
mounted between 6" to 12" back from the front U-joint.

16.10 Rear Ends may be any passenger car or truck type. May be a full floating hub design. No aluminum allowed, except lowering blocks, axle cap, drive plate, spools, and lockers. No quick-change
type rear ends allowed. No cambered rear ends (one piece drive flange only).

17) Exhaust

17.1 Exhaust must be mounted in such a way as to direct spent gasses away from the cockpit of the vehicle, and away from areas of possible fuel spillage. Any method of noise reduction may be used to meet a maximum of 90 DBA at 100'. Failure to meet specified noise requirements may result in a black flag from the event.

18) Wheels/ Tires

18.1 Only 15x8 steel wheels will be allowed. (Any offset) No wide 5 wheels or wide 5 wheel adaptors allowed. No aluminum or composite wheels allowed. Bead locking devices not allowed, including screws. No wheel discs or mud caps allowed.

18.2 Tires. May run Track approved American Racer 970 treaded tires mounted on a conventional 8"
Steel racing wheel.

18.3 Tire soaking, softening or treating will not be allowed. First offense penalty is $500 fine, loss of all
accumulated points, and 4-week suspension from the track. Second offense penalty is $1000 fine, loss
of all accumulated points and suspension from track for the remainder of the season.
TIRE SAMPLES WILL BE TAKEN AND SENT TO LAB AT TRACK OFFICIALS DISCRETION

18.4 No recaps allowed

19) Safety

19.1 Safety Belts Minimum five-point type. The shoulder harness must be mounted securely to the roll
cage. Belts, sub belts and shoulder harness must be no more than five years old and must pass tech.

19.2 Aluminum high-back made for racing seats only. Must be bolted in and mounted within the original
frame boundaries, and no lower than the bottom of the frame rail ahead of the rear tire.

19.3 Roll Bar Padding required in the driver's compartment. A fire-retardant type is strongly
recommended.

19.4 Kill Switch required within easy reach of the driver and from the car windows, and clearly marked
"OFF" and "ON".

19.5 Window Nets required on the driver side of the car and must latch at the top front of

the window
opening area.

19.6 Fire Extinguisher must have readable gauge or indicator and must be full. On-board fire system
strongly recommended.

19.7 Loose objects and/or weights must not be used in the driver compartment or outside of the body or
hood area.

19.8 Helmets required and must be Snell SA 2000, or SFI 31.1 or 41.1. Must be worn at all times the
car is on the track. Helmet must accompany the vehicle at the time of inspection.

19.9 Fire suits, gloves and shoes (SFI approved) of a flame-retardant nature must be worn by all
Competitors while the car is on the track.

20 Policy Statements

20.1 Any modifications not covered in these rules will not be allowed unless approved by Speedway Officials

20.2 Equipment will not be considered legal simply because it went through inspection unobserved or because a rule has not been written against it.

20.3 Cars are subject to inspection at any time.

20.4 Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to the rules

20.5 Officials reserve the right to judge, decide, and establish what constitutes a legal part of car.

20.6 Weight may be added or adjusted at any time to benefit or equalize the racing program.

All Tech Officials' decisions are final
All rules subject to change

Thank you for racing with
Lakeport and Ukiah Speedway

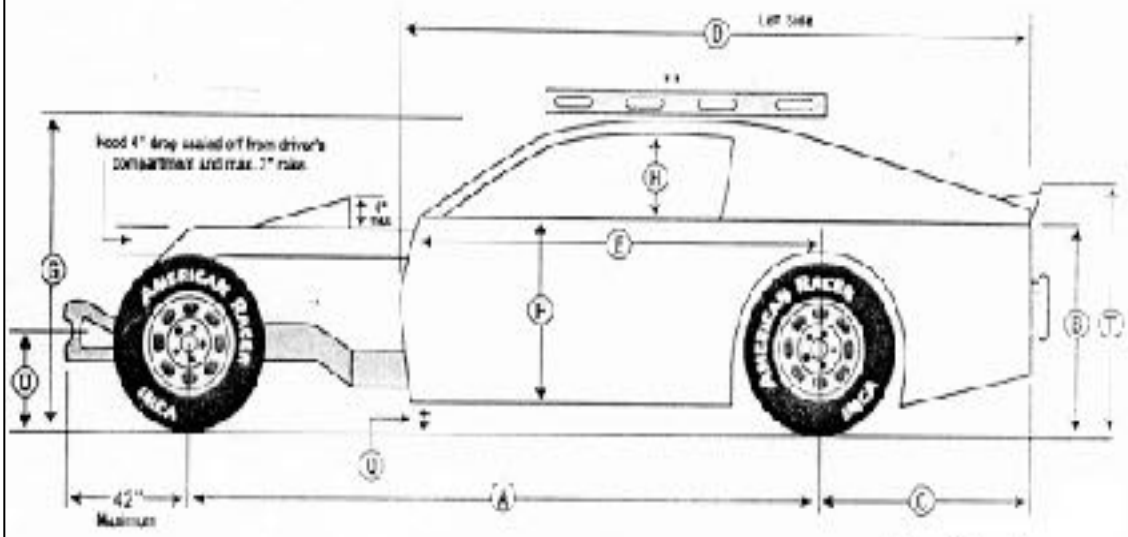
2018 Modified Body Dimensions

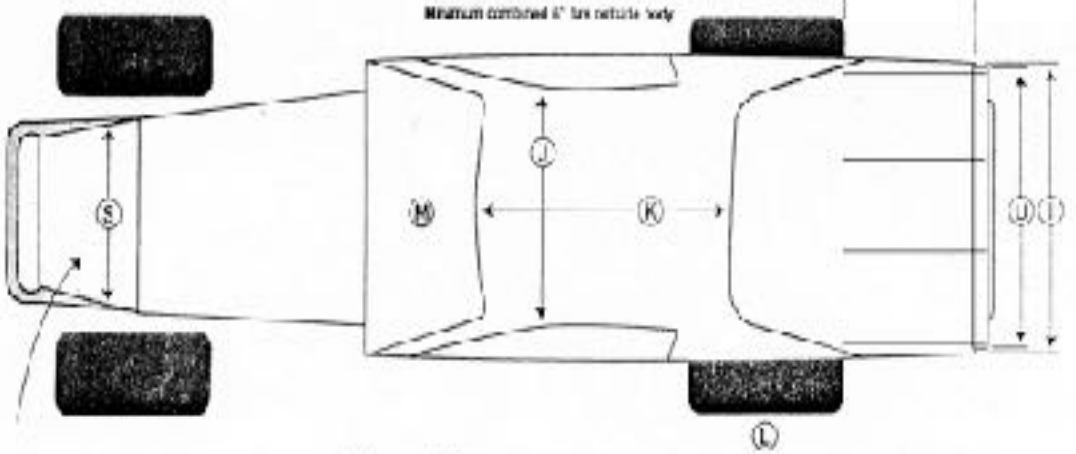
	Min	Max
A	108"	—
B	28"	38"
C	34'	45"
D	106"	120"
E	—	72" or not past back of block right side
F	22"	27"
G	42"	52"
H	12" opening, both sides	18"
includes Roadsters		
I	54"	Must be same front to back. 68"
J	44"	50"
K	41"	56"

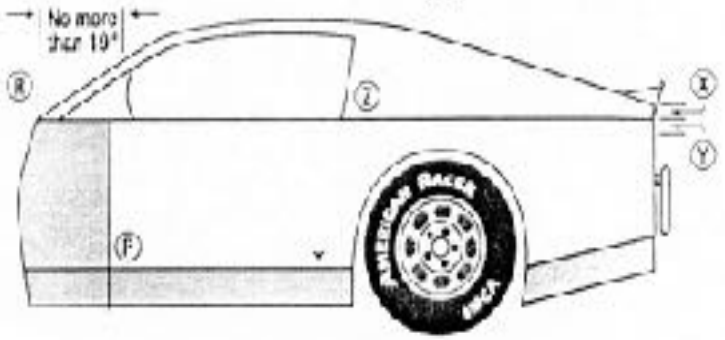
L Left rear tire must be partially outside body and nerf bar, and visible from front, rear and top.

M Driver's compartment must be totally sealed from engine and race track. May use 1/2 size window with side
N 8" minimum / 90° angle
P Body side panels no lower than 31/2"
Q31/2"—
R 19" includes front window sides Min Max
S Bumper may be mounted no more than 2" outside frame horn; nose piece no wider than frame horn.
T - 44"
O - 16"
V – 36"
X 2" maximum at car rear. Must have gradual slope from roof to this point.
Y 8" maximum interior slope front to rear.
Z Interior slope is 8" front to rear. Top of the interior must be flush with the top of door and quarter panels. An optional escape hatch right side may be used by bringing the metal from top of right door down to the driver compartment to provide a 12" opening. If this hatch has more than a 2" drop, the front and rear of hatch must be 90° angle to the interior. If less than 2" drop, front and rear can be at 45° angle to interior.
*Right side; left side may extend forward to cover foot box.
**Using a level and/or straightedge, must have between 0" and 2" clearance at rear of roof, 1/2" to 5" at front.
*** Rear panel must be solid and attach to deck and extend to quarter panels and be securely fastened. Body and Frame minimum 3 1/2" above ground. Lexan may be used in quarter windows only.

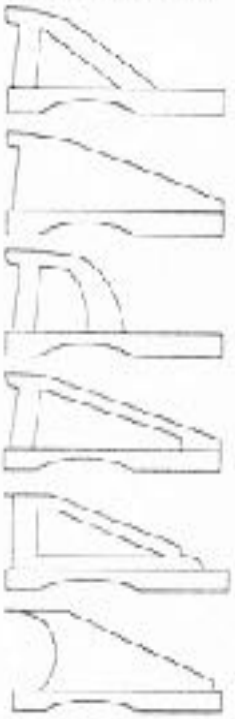
Modified Body Dimensions







EXAMPLES
(Sail panels must be the same on both sides of body.)



SNELL MEMORIAL FOUNDATION
SA 2236611
Sample helmet rating decal

Rear bumper must resemble one of the following designs. (A) Solid bumper of square or round tubing, no wider than five inches outside each rear frame rail. (B) If rear bumper is wider than five inches outside rear frame rails, it must be capped with no sharp edges, and bent forward on the ends at a 90 degree angle. (C) A bumper constructed in a loop design.