



TECH MEMO

January 13, 2016

ACT Late Model racing was designed for both weekly and Tour racing. Our goal for over 20 years has been to supply a cost-efficient, premiere level division of full fender racing throughout the Northeast.

We began with the LM division at Thunder Road and Airborne. After some success, and with the eventual evolution of a real crate motor in 1999, controlled shock package, and specially built and retailed tire program, we have been fortunate to have hundreds of teams and 22 different race tracks incorporate the ACT business model for their tracks or special events over the years.

The continuing goal and challenge is to try and make this program as affordable as possible for racers, and thus for promoters and fans. We understand that 'getting an edge' is an important aspect of short track racing. Whether on the track or in taking rules to the gray areas this has always been what racing is and should be about. Here is the problem we have recently had to deal with: bump stops were at one time introduced into ACT. That rule lasted less than two months. The actual stops are relatively inexpensive, but the cost to make them work was prohibitively expensive, and way out of the philosophy of ACT racing. We spent three years trying to chase solutions to the continued abuse of the bumping problem.

A chassis builder, who has the full-time job of giving his client the most competitive piece he can will take the rule book to its limits. Our job is to protect the interest of every team that wishes to compete in ACT. This goal becomes more and more difficult the more competitive the division becomes. The solution some adopt is that if you can't outdrive them, you can 'out technology' them with help from chassis builders, since ACT is so restrictive on tires, engines and shocks. The challenge of enforcement is on-going!

We get the desire to win, to provide customers with the best chassis and engines possible, etc.

What we also get is that this sport is dying, one reason is because it costs too much. Teams want less races. Promoters cannot afford to pay more purse money. The current society has lots more entertainment options than were available 20 years ago. When a car wrecks today, it can put a team on the sidelines because most do not do their own work anymore. Brand new crate engines have gone from \$3,800 complete, less carburetors, to nearly \$9,000 in just 10 years. Rebuilds, which used to be based on 40 events or roughly three years, now are about

average every two years at an increased cost of 50%. In other words, the same things that motivated us to create a Late Model division for weekly and touring interested teams is now facing the same problems it was created for about 15-20 years ago.

The rulebook is designed to try and give everyone an equal opportunity to purchase an ACT car, either used or new, and be competitive with the best of the racers the series has to offer. Winning races is far more than having equal cars, -- luck, experience, attitude, team, -- the list goes on and on, but it should not be just who can bend the rule book to gain the edge. I prefer that you just outwork, outdrive, and out-attitude the other teams on any given night, keeping the rules playing field out of it.

The latest TECH MEMO included with this memo is just another indication of what builders from throughout the country will do to try and gain an edge. **ACT LATE MODELS ARE NOT SUPER LATE MODELS.** Incorporating SLM technology was never, and continues not to be, the business model of ACT.

THE ACT RULE BOOK IS VERY CLEAR ABOUT OUR PERIMETER CHASSIS. UNLESS A TEAM CAN SHOW US WHERE WE AMENDED THE RULE BOOK TO ALLOW A 'NOTCHED OUT CHASSIS', BUILDERS ARE IN VIOLATION WHO COPY THE SLM TECHNOLOGY WHERE THAT IS ACCEPTED.

If your chassis builder has taken it upon himself to arbitrarily ignore the ACT Rulebook, and simply sells you his own set of rules within his product, he is in violation and that puts you in violation. **IF THIS IS TRUE ON YOUR CHASSIS, THEN IT WILL BE UP TO YOUR BUILDER TO MAKE IT RIGHT. YOUR BUILDER SHOULD HAVE A RECALL AND FIX IT.**

AN ACT CAR THAT IS NOT IN COMPLIANCE WILL NOT RECEIVE A GRANDFATHER PROVISION; WILL NOT BE GRANTED A ONE RACE EXCEPTION; WILL NOT BE ALLOWED TO COMPETE until problem is rectified.

Thank you for your anticipated co-operation.

Tom Curley
ACT Racing