

2008 RULE BOOK

Southern National Raceway Park
8071 Newsome Mill Rd.
Lucama, NC 27851

LATE MODEL STOCK
LIMITED LATE MODEL
SUPER STOCK
STREET STOCK
STOCK 4
UCAR
V6-UCAR

■ TABLE OF CONTENTS

TABLE OF CONTENTS	1
TRACK FACTS	1
2008 GENERAL RULES	2
DISCLAIMER	2
NOTICE	2
SECTION 1	2
SECTION 2: BENEFITS AND INSURANCE	3
SECTION 3: GENERAL POLICY	3
SECTION 4: PROTEST, INSPECTION, APPEALS	5
SECTION 5: SAFTY	6
SECTION 6: TIRES AT SNRP	8
SECTION 7: NASCAR AND DIVISION DECALS	8
SECTION 8: LATE MODEL STOCK RULES	8
SECTION 9: LIMITED LATE MODEL RULES	9
SECTION 10: SUPER STOCK RULES	23
SECTION 11: STREET STOCK RULES	29
SECTION 12: MOD-4 RULES	34
SECTION 13: STOCK-4 RULES	37
SECTION 14: UCAR RULES	41
SECTION 15: V6-UCAR RULES	42
SECTION 201	43
NASCAR CONSTRUCTION GUIDELINES	48

■ TRACK FACTS

FACILITY NAME: Southern National Raceway Park

LOCATION: 8071 Newsome Mill Rd.

Lucama, NC 27851

Located one mile from the intersection of Hwy 301 & 581

TYPE OF FACILITY: A .400 mile high banked asphalt stock car racing oval.

OPENED: June 12, 1993

OWNER: Del Richards

MAILING ADDRESS: PO Box 220 Kenly, NC 27542

TELEPHONE: 919-284-1114

FAX: 919-284-5167

WEBSITE: www.SouthernNational.net

E-MAIL: Track@SouthernNational.net

SANCTIONING BODY: NASCAR

DIVISIONS: NASCAR sanctioned Late Model Stock Car, Limited Late Model, Super Stock, & Street Stock
Also MOD-4, STOCK-4, UCars and V6-UCars

RACING SCHEDULE: Saturday nights at **7:00 PM**, March through October

SEATING: Aluminum grandstands on the front side with a total seating capacity of 3,500.

INFIELD CAPACITIES: Concession stand and restrooms building are located in the center of the infield. Pit road and race car pit areas on both sides of the infield are paved. The tire shop, plus fueling (containing gas pumps) and track scales are located in the center of the infield.

PARKING: Total accommodations for over 7,500 vehicles. No private vehicles are allowed in the infield.

TOWER: A three story Scoring, VIP/Press Tower, and main concessions is located directly behind the flag stand at the start-finish line. The ground floor is used for the main concessions area. There is a special booth reserved for press and media personnel. The third floor houses the PA announcer, and other track officials. On race day, no one other than licensed SNRP Officials are allowed on the third floor of the tower at any time.

SUITES: Luxury VIP Suites are available behind the main grandstands with seating for sponsors and spectators.

OPENING DATE: April 14, 2008

MAJOR HIGHWAYS: The speedway is located just off Route 581, three miles off Interstate 95 (exit 107) down route 301.

ACCOMMODATIONS: If you would like information regarding hotel or restaurant accommodations please call the track offices at 919-284-1114

SPECIAL THANKS: Special thanks to Randy Merriman and Motor Mile Speedway.

■ 2008 GENERAL RULES

DISCLAIMER

1. The NASCAR/Southern National Raceway Park (SNRP) rules are designed to provide for the orderly conduct of stock car racing events and to reduce the always present risk of injury to both participants and spectators during such events. A NASCAR sanctioned race is a competitive sporting event, the conduct of which is governed by NASCAR officials. Ultimately, the solution for unauthorized or improper officiating lies not in individual challenges seeking to undo what has been done, but pressure brought upon the officials in charge by drivers, owners, fans, and even NASCAR to improve the caliber of the race supervisor.

2. It is ultimately the obligation of each participant to insure that his conduct and equipment comply with all applicable NASCAR/SNRP rules and regulations as they may be amended from time to time. No express or implied warranty of safety shall result from publication of, or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

3. No driver, car owner, crew member, or anyone else shall have any claims for damages, expenses, or otherwise against the track or its officials or anyone associated with NASCAR or Southern National Raceway Park.

NOTICE

Southern National Raceway Park has the option to do whatever is necessary to keep all classes competitive. This could be adding more weight to a car or cars or changing race procedures. Every racer is expected to participate in every event that is possible for him/her to run. When a racer refuses to participate because of his/her disagreement with the length, type, or style of race, he/she is subject to suspension for a period determined by the management. Anything not covered in this rule book must have prior written approval from the NASCAR official in charge of that division. **FOR ANYTHING NOT COVERED IN THIS RULE BOOK PLEASE REFER TO THE LMSC RULE BOOK AND SECTION 201 IN THE BACK OF THIS BOOK.**

SECTION 1

1.1. Application This general rules section applies to each and every racer, mechanic and/or all pit personnel. Some items, obviously, do not apply to each class. You can easily determine which rules do not apply to you. You are expected to know the rules. Ignorance will not be tolerated as an excuse.

1.2. GENERAL STATEMENT

1.2.1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the condition of all Southern National Raceway Park events. By participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. **THEIR DECISION IS FINAL!**

1.3. CONDUCT

1.3.1. Any fighting or reckless driving in the pit area may subject the offender to suspension depending on the seriousness of the incident and the decision of management. Any continued problems from the same individual may result in permanent suspension. A fine of \$500 or greater may be assessed to each participant of a fight. The NASCAR Rule Book may dictate additional fines and/or penalties for the offense.

1.3.2. We demand courteous conduct from all participants at all times. We will not tolerate profanity in front of race fans, officials, or management. Any text and/or graphics displayed on your race car found to be profane or offensive in any way are strictly prohibited. We expect you to look like a professional and act like one. Be clean, uniformed and look respectable.

1.3.3. Penalties and fines for violation of the conduct, race procedure and general rules may be implemented per the NASCAR Rule Book to all participants (NASCAR members and non-members) at the discretion of the officials.

1.3.4. At any time, the display of any type of weapon or threat of bodily harm may result in permanent suspension for the driver and/or crew members and may also result in arrest of all parties involved. This offense may also be subject to a \$500 fine by NASCAR. The NASCAR Rule Book may dictate additional fines and/or penalties for the offense.

SECTION 2: BENEFITS AND INSURANCE

2.1. PARTICIPANT BENEFITS

2.1.1. Call Southern National Raceway Park to discuss any aspect of the insurance with the management at anytime. You and your crew members are covered with as many benefits as the racers in the major racing association in the United States.

2.2. BENEFIT PLAN

2.2.1. Each participant with a competitor or pit permit who has signed the release sheet for the event for which the permit is issued is eligible for benefits if he is accidentally injured as a result of external violent and visible means while participating in said event. All competitors agree to abide by decisions of the Benefit Plan officials in administering the benefit plan. The benefit plan applies only at events and not while traveling to and from the event.

2.3. GENERAL INFORMATION

2.3.1. No participant will be allowed in the pit area without a valid NASCAR license or an SNRP Track license for minors and until he or she has secured a competitor or pit permit and signed the waiver and release sheet for that particular event.

2.3.2. Competitor or pit permits are not transferable and are not to be signed by anyone except the person to whom they are issued.

2.3.3. Southern National Raceway Park assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means whatsoever.

2.3.4. Public or paying spectators allowed access to restricted area are excluded from insurance coverage.

2.3.5. It is your responsibility to familiarize yourself with available benefits and understand the waiver and release.

2.4. CLAIM INFORMATION

2.4.1. If you are involved in an accident of any kind it is your responsibility to immediately advise the racing officials and obtain an Accident Report form. This form must be filled out and returned to an SNRP official before leaving the premises.

2.4.2. NO CLAIMS WILL BE CONSIDERED UNLESS A WRITTEN ACCIDENT REPORT IS FILED PRIOR TO LEAVING SNRP PROPERTY ON THE DAY THE ACCIDENT OCCURS. If you are physically unable to fill out an accident report, a member of your crew must be responsible for the report. Failure to follow these procedures will negate any claim of benefits covered under the benefit plan.

2.4.3. Any participant returning to competition or unusual occupation after injury shall be deemed, for the purposes of the Benefit Plan, to be physically fit and further disability benefits and/or medical benefits shall cease as of that date.

2.4.5. Southern National Raceway Park is not responsible for non-racing accidents on speedway property.

2.4.6. Southern National Raceway Park is not responsible for automobiles damaged in the parking areas.

SECTION 3: GENERAL POLICY

3.1. PREVAILING POLICY AND RAIN OUTS

3.1.1. Any disagreement regarding technical procedures, equipment, operations, race procedures, scoring or flagging will be resolved by SNRP officials and management. When their decision is rendered, it is considered final and binding.

3.1.2. SNRP management and officials will establish the length, frequency, and administration of all events and programs. All decisions are final and binding. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Competition Director.

3.1.3. SNRP management and officials will determine all finishing positions and their decision is final. A competitor has 20 minutes to appeal finish order after it is posted.

3.1.4. Any competitor or crewmember with complaints, disputes, questions or problems must notify the Competition Director immediately following the event or follow NASCAR Rule Book procedures. (See Protest and Inspection Section.)

3.1.5. It is the duty of all drivers, car owners, and crewmembers to bring to the attention of the officials any unsafe practices or rule infractions of any car or driver.

3.1.6. Continuous developments in racing may necessitate changes that we cannot anticipate at the time rules are formulated. SNRP officials may, if necessary, update, modify, add to or delete from the rules at any time. The NASCAR "Except in Rare Instances" Rule is always applicable and is in effect at all times. Rule change suggestions should be made in writing and will be considered for the following year.

3.1.7. All participants are and shall be independent contractors and are not agents, servants, or employees of Southern National Raceway Park. Participants shall use their own methods, tools, supplies, and materials to perform their duties in accordance with the rules. Participants shall be responsible for compensation to all their agents and employees. Participants shall be responsible for all action of their agents and employees. Participants assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums, and taxes, if any, due payable on any funds the participant may receive as a result of his duties and/or activities as a participant, including compensation insurance, income, or withholding taxes.

3.1.8. If the races are cancelled due to rain or other inclement weather and half of the show has been run it will be considered to be a complete show and no rain checks will be honored for the next show. This includes divisions that did not run in the cancelled show. Every attempt will be made to run the show on Saturday nights.

3.2. RESTRICTED AREA POLICY

3.2.1. The possession, consumption, or distribution of ANY alcoholic beverage or controlled substance at any time while in the restricted area is strictly prohibited.

3.2.2. Officials will follow NASCAR PROCEDURE on ALL participants as it's related to alleged use, distribution, or possession of drugs, narcotics, or alcohol. By entering the restricted area, all participants agree to accept this policy and procedure. Penalties are determined by NASCAR officials.

3.2.3. When in the pit area, maintain a constant watch for your own protection.

3.3. RACE PROCEDURES

3.3.1. Drivers must know and understand all flags.

A. green flag - start the race

B. white flag - one lap to go

C. black flag - pull off the track

D. red flag - danger, stop immediately

E. blue flag - move over, car passing

F. checkered flag - end of race

G. yellow flag - caution, slow, no passing

H. black flag with "X" - no longer being scored

3.3.2. Rough driving will be dealt with through black flags, fines, disqualifications of cars, drivers, and crew. This may include loss of winnings and points.

3.3.3. On initial start of race, cars must remain in line and must not pass until crossing the start/finish line. On restart, cars may not move to the inside or pass on the inside once the leader makes his break or once the caution lights are turned off. Pass on the outside only until you pass the start/finish line. If car on lead lap pits under caution, it will return to the rear of the lead lap.

3.3.4. All competitors will abide by NASCAR's public image policy. NASCAR reserves the right, in public image of the sport, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All NASCAR members agree to accept NASCAR's decision in this regard. All cars must comply with the following identification and marking requirements: Track officials have the right to temporarily change race car numbers to avoid duplication. NASCAR reserves the right to assign or restrict the display of decals, identification and advertising on race cars.

3.3.5. A spotter with radio communication to the driver will be mandatory for LMSC, Limited Late Model, Super Stock, and MOD-4 during class events, all other classes it is recommended. All spotters are required to have a valid pit pass for that day's event. The spotter must be in the spotter's stand and answer role call before the entry will be allowed to compete in their event.

A. Numbers must be legible from the scoring tower. Numbers must be at least 18 inches high and neatly painted on both sides of the car on the center of the door. The top front corner of each door should be available for placement of series sponsor decals. A number 24 inches high must be painted on the roof, reading from the driver's side. The use of number decals is acceptable if the number is legible. Silver or gold foil number decals are not permitted.

B. Block type numbers six (6) inches high, white in color, must be attached to the uppermost corner of the windshield on the right side, and also on the rear taillight cover.

C. All decals or adhesive-backed emblems, supplied by the manufacturers for advertising or identification on race cars are limited in size to the area of 32 square inches rectangle. Car sponsors' or owners' names are limited to six (6) inches in height. Only decals of participating manufacturers will be permitted. Slogans will not be permitted. Decal sizes will be determined by multiplying the full width by full length of any decal regardless of decal shape.

D. Southern National Raceway Park car numbers will be on a first come, first serve basis. The only numbers that will be held automatically will be for car drivers and/or owners who finished in the top 20 in points the previous year and remain in the top 20 the current year. If your car is not in the top 20 in points, you will not own that number. If there is a duplication of numbers and you are not in the top 20 in points, then the number will go to the fastest qualifier. Numbers may be reserved but will only be held through the first 4 races into the season (this also includes numbers for the top 20 in points).

3.3.5. No work permitted on car on race track. Cars causing yellow flags on purpose to improve their position (such as stopping on the track for a flat tire) will be penalized two (2) laps for the first offense and disqualified for the second. Three spinouts by a car in one race may result in disqualification of that car for the remainder of the event.

3.3.6. All drivers must be ready to compete in their scheduled event no later than five (5) minutes before start the race.

3.3.7. Race will be scored in relation to lead car.

3.3.8. Cars may only compete in the division they have signed up to race in that night. (Example: No MOD 4 may be run in Street Stock race.)

A. No Late Model driver may compete in the Limited Late Model ~~Super Stock~~, Street Stock, Stock 4 or MOD-4 races unless obtaining approval in advance from the chief steward and management. If approved, the move will be for the entire season.

B. No LMSC driver that normally competes in LMSC can compete in Limited Late Model special events unless that driver competes in both divisions on a regular basis or receives permission from track officials and class competitors. Any Stock 4 or Street Stock driver may compete in a maximum of five races per season in what is considered moving up to another division and still be allowed to return back to your division. You will be allowed to race in both divisions during this trial period.

3.3.9. Absolutely no one allowed past the painted pit line during the race. During pit stops, six crew members only may cross the pit line to administer to the car.

3.3.10. Any driver competing for Rookie of the Year in a division can not have raced more than 5 previous races in that division at any race track. If competing for Rookie of the Year you must indicate so on Driver Info Sheet filled out at first race you enter that year.

3.4. PAY-OFF PROCEDURE

3.4.1. All points shall be earned by the starting drivers. All payments will be made to the starting driver and/or car owner. Payoff will be made ONLY when DRIVER REGISTRATION FORM (containing tax information, etc.) is on file in the speedway office. (Payoff will be withheld until the Driver Registration Form is filled out in its entirety.) It is the responsibility of the driver and/or car owner to inform SNRP in writing if payout information changes during the season.

3.4.2. Payoff will be made only for events actually completed. NEVER will any events be paid when it is not run.

3.4.3. When a program is shortened by rain or some unforeseeable or fortuitous event, and it is considered completed and no rain checks issued, payoff will be for events completed.

3.4.4. All race results will be announced before or at payoff.

3.4.5. All monies are paid to the driver. If owner is to receive the payoff, then the owner's tax information should be included on the Driver Registration Form. (Again, this form must be completed and on file in the speedway office prior to payoff being made.)

3.5. TEAM RESPONSIBILITIES

3.5.1. Any time the conduct of any team member or driver is determined to be detrimental to the speedway; discipline may be imposed according to the NASCAR Rule Book. It is the responsibility of each driver and team member to read the rule book, ignorance of the rules is not an excuse that will be tolerated.

3.6. DRIVER ELIGIBILITY

3.6.1. Must be eligible for state driver's license for NASCAR sanctioned classes.

3.6.2. Must be at least 16 years of age for NASCAR sanctioned classes.

3.6.3. Must be at least 14 years of age for NON-NASCAR sanctioned classes.

3.6.4. Must be physically fit for racing.

3.6.5. Anyone 17 years of age or younger must file a fully executed and signed minor's release. The release must be signed by both parents and/or legal guardians in the presence of a NASCAR official or a Notary Public.

SECTION 4: PROTEST, INSPECTION, APPEALS

4.1. PROTEST

4.1.1. A protest or scoring disagreement must be filed in writing by the driver within 20 minutes of the conclusion of the race before it will be considered.

4.1.2. Protests involving Southern National Raceway Park local track rules or rules specifying minimum or maximum tolerance of racing equipment, such as piston displacement, wheelbase, etc., shall be determined by track officials and cannot be appealed by anyone.

4.1.3. Decisions made by the competition director, chief steward, or track officials are final.

4.1.4. PROTEST FEE is \$500 per item unless otherwise specified in individual class rules. If the protest holds up, the protested car is disqualified. If the protest does not hold up and the car passes inspection, then \$150 goes to the car owner for gaskets, etc. The track will retain \$350 of protest fee for an inspection fee regardless of the outcome of the inspection. No claim or protests, other than track teardowns, will be allowed in the final two weeks of competition.

4.1.5. LMSC built engines refer to in the NASCAR rule book.

4.1.6. For all other engines the Bottom End Protest Fee is \$1000 with \$400 going to the car owner if the car is found legal and \$600 going to the track for inspection fee. SNRP retains inspection fee regardless of the outcome of the inspection.

4.1.7. If another illegal part is discovered while looking for the protested part, then the protested car will be declared illegal. Cars will not be torn down beyond protested part.

4.1.8. The following people will be allowed to be present at protest site: car driver, two crew members, car owner, chief steward, technical supervisor, speedway management representative and complainant.

4.2. INSPECTION AND PENALTIES

4.2.1. All competitors are required to take whatever steps necessary as requested by a NASCAR official to facilitate inspection of car, including teardown.

4.2.2. All competition cars will be subject to technical inspection every night throughout the season at a time and interval determined by the Competition Director. No prior warning will be given.

4.2.3. Any car not conforming to the rules will be subject to penalties which may include the following:

A. Car may be disqualified, forfeiting all points for the event plus monies earned during the event.

B. Points and monies may be forfeited in the amount and severity decided upon by the Competition Director.

C. Additional weight may be required to be added as determined by the Competition Director. It may be doubled if the infraction is not corrected by the next race meet. If not corrected by the third meet, the car will be disqualified.

4.2.4. All cars are subject to material inspection by the officials. Workmanship and appearance shall be a determining factor to whether officials permit the car to enter competition.

4.2.5. All cars must be equipped with NASCAR approved fire extinguisher and fuel cells.

4.2.6. All parts declared illegal under inspection or protest will be confiscated by track officials and disposed of at their discretion. All illegal parts that are confiscated become the property of Southern National Raceway Park and NASCAR.

4.2.7. On all protests or inspections, it is the driver's duty to prove his legality, not the officials to prove the violation.

4.2.8. On inspection tear-down, the following people will be present at the protest/inspection site: car owner, two crew members, Competition Director, chief steward, technical supervisor, speedway management and the complainant.

4.2.9. Any member failing to surrender to NASCAR any part and/or equipment found during an inspection that does not meet applicable NASCAR specifications may receive a fine, loss of championship points, and/or definite or indefinite suspension from NASCAR or SNRP. NASCAR and/or SNRP has the right, for inspection purposes, to seal or impound cars, car parts, or equipment entered and competing in an Event. NASCAR and/or SNRP is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

4.2.10. In the event that the competitor refuses to allow inspection, disassembly, dyno of engine and/or chassis, or any other type of inspection deemed necessary by SNRP management, the competitors' equipment will be IMPOUNDED until such time that the competitor complies with SNRP management wishes.

4.3. IDENTIFICATION

4.3.1. A NASCAR license must be presented each time before obtaining an admission to the pit area.

4.3.2. No one may participate in race events without being registered.

4.3.3. All divisions must display car # on the back of their trailer or truck.

SECTION 5: SAFETY

5.1. Stock car racing is an inherently dangerous sport. Each member assumes that risk when he or she participates in an event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact.

5.2. Although safety generally is everyone's concern, NASCAR cannot be and is not responsible for all or even most aspects of the safety effort. NASCAR AND NASCAR EMPLOYEES AND REPRESENTATIVES OF NASCAR USUALLY ARE NOT IN ATTENDANCE AT NASCAR WHELEN ALL-AMERICAN RACING SERIES EVENTS, AND THEREFORE ARE NOT IN A POSITION TO OBSERVE OR HAVE KNOWLEDGE OF UNSAFE PRACTICES, TRACK CONDITIONS, RACE CARS AND RACING EQUIPMENT. NASCAR, THEREFORE, CANNOT AND DOES NOT TAKE RESPONSIBILITY FOR THE ADEQUACY - FOR PURPOSES OF SAFETY - OF THE RACING FACILITY, SAFETY PERSONNEL OR EQUIPMENT, OR CONDITIONS AT THE TRACK. In the NASCAR Whelen All-American Racing Series, the responsibility for safety rests exclusively on the various participants in the Event(s) as follows:

A. Promoter: The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the event.

B. Competitors: All Competitors are obligated to inspect for any unsafe condition with respect to the racing facilities, his/her race car and all related equipment, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Competitors must report to the promoter and track officials promptly any inadequacy or unsafe condition in the facilities, race car, personnel, equipment, or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize the degree of possible risk of injury to themselves and others. NEITHER NASCAR NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

C. Track Officials: Track Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel, equipment, and/or conditions at the track. In addition, if a track official observes any safety inadequacy in a competitor's race car, racing equipment, or conduct, the track official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The competitor is obligated to follow the track official's directives. NASCAR IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY TRACK OFFICIAL AS IT PERTAINS TO SAFETY, OR FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

5.3. Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an event, NASCAR may obtain access to and copies of any and all medical records of the competitor related to such injury or death.

5.4. PERSONAL SAFETY EQUIPMENT

A. General

1. Each Competitor is solely responsible for the effectiveness of any and all personal safety equipment used during an event. NASCAR, SNRP officials, SNRP management, and/or promoters are not responsible for the effectiveness of any personal safety equipment.

2. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment.

3. The Promoter will be solely responsible for determining whether to mandate particular equipment, and may establish Local Track Rules with respect to such equipment. Each Competitor is solely responsible for familiarizing himself/herself with such Local Track Rules. NASCAR strongly recommends, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in the remainder of this subsection.

4. Passengers will not be permitted in or on a race car at any time.

B. PROTECTIVE CLOTHING

1. Each driver should wear a fire resistant uniform.

2. Each driver should wear fire resistant accessories that effectively cover the remaining parts of the body.
3. During race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform.
4. Each crew member should also wear fire resistant accessories that effectively cover the remaining parts of the body.
5. During race conditions, any crew member involved in fueling the car or handling and transporting fuel in the garage or pit area, if any, should have all parts of the body protected by fire resistant clothing and/or equipment.
6. It is the responsibility of the driver and crew member, not NASCAR, track officials, or the promoter, to insure that he/she maintains, wears, and properly uses protective clothing.

C. OTHER SAFETY DEVICES

1. Each car should have, within the driver's reach, built-in, fully charged DuPont FE-36 or equivalent fire extinguishing equipment with an operating pressure gauge that is visible with the driver in the car. The fire extinguisher should be securely mounted with a metal bracket beyond the right side or to the rear of the seat.

****Note on the Use of DuPont Halon Fire Systems****

"As the racing industry began evaluating the use of alternative systems with low or no ozone depletion potential (ODP), the SFI Foundation, Inc. (SFI), a non-profit organization created to issue and administer standards for specialty/performance automotive and racing equipment, established a new standard, SFI 17.1. This new guideline set the requirements for system design and hardware, as well as for live fire testing scenarios in order to assure the system would suppress a fire. Part of SFI 17.1 requires re-testing every four years or when there are any changes in the hardware to confirm that the systems perform as expected. Rules governing the use of halons (40 CFR Part 82, Subpart H) state that halons cannot be vented during testing or training. This means halon systems that are currently in use cannot be recertified."

As a result, halon systems will not be allowed in all sanctioned auto racing after December 31, 2007, and the motor sports industry will be required to replace all existing halon systems. Many teams have already started installing hydrofluorocarbon (HFC) systems that use DuPont™ FE-36™ clean agent fire extinguishant. DuPont™ FE-36™ is becoming the preferred alternative to halons because it meets the SFI 17.1 standard, has zero ODP, and is safe for use where people are present, such as driver compartments. Once halons are no longer permitted, the environment will benefit from better protection. Fortunately, effective fire extinguishant alternatives are readily available for the racing industry".

Reference: http://www2.dupont.com/FE/en_US/science/expert_view_hammel.html

2. Any car that is not equipped with a built-in fire extinguisher should have an adequate fire extinguisher, with an operating pressure gauge, visible with the driver in the car, securely mounted beyond the right side or to the rear of the seat with a metal bracket.
3. All entrants should have in their hauler and/or pit area, if any, as part of their equipment at all times a fully charged minimum 10 pound dry chemical, FE-36, or its equivalent fire extinguisher with a visible, operating pressure gauge.

5.4.1. HELMETS, HEAD AND NECK RESTRAINT DEVICES

A. Helmets

1. Drivers should wear a helmet carrying at least a valid SA 1995, SA 2000, SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1/2005 label at all times on the race track.
2. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.
3. During race conditions, any crew member who steps into the car servicing area should wear a helmet.
4. During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.

B. Head and Neck Restraint Devices/Systems

1. At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to a NASCAR approved head and neck restraint device/system. The head and neck restraint device/system, when connected, should conform to the manufacturer's mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer's instructions.
2. It is the responsibility of the driver, not NASCAR, SNRP Officials or promoter, to insure that his/her device/system is NASCAR approved, correctly installed, maintained, and properly used.
3. Currently the HANS Device and the Modified Hutchins Device are the NASCAR-approved head and neck restraint systems.

5.4.2. SEAT BELTS

A. Each car should be equipped with a NASCAR-approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3) inches wide except for use with the HANS Device. When used with the HANS device the shoulder harness should not be less than two (2) inches wide as it passes over the HANS Device. Approved seat belt restraint systems should have a latching mechanism attached to the lap belt. This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belt(s), and should be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It should have one (1) of two (2) approved release designs:

1. Latch/Lever: Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with a complete release of all belts. The lever should have a provision to prevent an unintentional release.
2. Cam Lock: A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used, provided that its length does not extend more than 1/2 inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.

B. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or

manufacturer. In addition, please note the following guidelines:

1. Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
 2. If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eyebolt style mounts should not be permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted.
 3. Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted provided the belts do not cross behind the driver and all the wrap-around mount style shoulder belts should be retained by a guide on horizontal shoulder bar (#7) or shoulder belt bar (#7B) to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the driver provided they use a tab style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal shoulder bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.
 4. Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wraparound or tab style anti-submarine belt mounts should be permitted on 5-point or 6-point belts.
- C.** The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture.
- D.** The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.
- E.** It is the responsibility of the driver, not NASCAR, SNRP Officials, or the Promoter to insure that his/her seatbelt restraint system and all components are NASCAR-approved, correctly installed, maintained, and properly used.

5.4.3. SEATS

- A.** Custom-manufactured aluminum seats constructed from solid aluminum sheet materials from the seat bottom to above the driver's shoulders will be permitted if acceptable to SNRP Officials. Holes and/or other modifications that, in the judgment of track officials, were made with the intent of weight reduction will not be permitted.
- B.** All aluminum seats should have padded side protectors and padded aluminum seat leg extensions on the left and right side.
- C.** A headrest acceptable to Track Officials should be used. All headrests and hard surfaces around the driver's seat should be padded with impact absorbent material.
- D.** Strap-type headrest supports or nets should be equipped with a quick release fastener.
- E.** The upper seat back should be secured to horizontal shoulder bar (#7) or to a bracket that is secured to horizontal shoulder bar (#7) with a minimum of three (3) high quality bolts. The seat bottom should be secured to the car's structure with a minimum of two (2) high quality bolts per side. When mounting through aluminum seats or brackets, large diameter washers should be used.

SECTION 6: TIRES AT SNRP

No substance of any kind can be put inside or outside of any race tire for any division such as armor-all, tire dressing, tire conditioner or softener, etc. Tires will be checked and if found with any substance they will be confiscated and a fine imposed of \$500 per tire. All competitors must buy their tires at the track on the day of the race or when eligible. All divisions must start the race on the tires that they qualify on. All ride heights will be checked with manufacturer's recommended air pressure in all divisions.

SECTION 7: NASCAR AND DIVISION DECALS

All NASCAR® and/or division sponsor decals must be displayed on the car in the assigned location before the car will be allowed to qualify. Points and/or points fund monies deductions will be imposed on any car not displaying the proper NASCAR® and/or sponsor decals.

SECTION 8: LATE MODEL STOCK 2008 RULES

Late Model Stocks - will be NASCAR® rules by the NASCAR RULE BOOK- built motors only- 500 carburetor

SECTION 9: LIMITED LATE MODEL RULES

Any rules not covered in this book will be covered in the NASCAR WAAS LMSC rule book.

Crate Motor ZZ4 or 603 -3000lbs with a 390 4bbl Holley #4150 55% maximum left side weight with gear rule 5.09 through 5.29

Built Limited Motor 3100 lbs with a 500 2bbl #2300 55% maximum left side weight

LMSC Built Motor 3200 lbs with a 500 2bbl #2300 55% maximum left side weight

9.1. LIMITED LATE MODEL

- 1 Races are open to eligible 1995-2007 models of American made passenger car production sedans.
- 2 In an effort to reduce the expense of Auto racing, SNRP has mandated crate engines in the Limited Late Model class. All crate engines should be purchased through the track. This engine must be completely stock including but not limited to distributor, oil pan, valve covers, timing chain cover, vibration dampener, etc.

9.1.1. APPROVED COMPETITION MODELS

The following are the only approved models eligible for competition:

YEAR MAKE MODEL

2000 - 2005 Chevrolet - Monte Carlo

2006 Chevrolet - Monte Carlo SS

2001 - 2004 Dodge - Intrepid

2005 - 2006 Dodge - Charger

2000 - 2005 Ford - Taurus

Mercury Cougar: 1995-1997

Buick Regal: 1995-1997

2006 Ford - Fusion

2000 - 2003 Pontiac - Grand Prix

The following are the only approved composite body models eligible for competition:

YEAR MAKE MODEL

2007 Chevrolet - Monte Carlo SS

2008 Chevrolet - Impala SS

2007 - 2008 Dodge - Charger

2007 - 2008 Ford - Fusion

Any other models must be submitted to Track Officials for approval.

9.2. GENERAL CAR BODY REQUIREMENTS

The car body must be acceptable to Track Officials and meet the following requirements:

A. All body panels must be steel except for NASCAR approved rubber noses and fenders.

LMSC composite bodies permitted, add 25 pounds.

B. Cars must be neat appearing. Interior must be painted.

C. Original dimensions of all bodies must remain as manufactured, except for changes which may be necessary for tire clearance. Straight or slab sides will not be permitted.

D. All body and chassis dimensions will be measured with the driver in the car.

E. All cars must have complete bodies, hoods, fenders, nose and bumper covers in top quality condition. All aftermarket bodies and trim parts must be acceptable to Track Officials.

F. Any type of adjustable body mount will not be permitted. All body mounts must be solid, one (1) piece, and magnetic steel. Body mounts behind the front tires can be steel, lexan, or aluminum.

G. Streamlining of the contours of the car such as headlights, radiator grilles, roof, and the top of the windshield will not be permitted. Under pans will not be permitted. Cars must remain standard in appearance. Grilles must be stock standard height and width and mounted in the stock location.

H. A full windshield and rear window in good condition are required. The windshield and rear glass must be installed in their original standard positions.

I. All doors must be fastened in a manner acceptable to Track Officials.

J. Fenders must not be cut or altered except for wheel or tire clearance which must be acceptable to Track Officials.

K. The interior area of the car must be completely enclosed from front to rear with firewalls made of minimum 24 gauge (0.025 inch thick) magnetic steel. The floor area on the left side must be mounted and not be lower than the top of the frame rails except directly under the seat where the floor may be dropped no lower than one (1) inch from the bottom of the frame rail. The floor area on the right side of the seat may be raised a maximum of eight (8) inches to the top of the drive shaft tunnel and extend to the right door panel. All interior panels must be welded.

L. Cars must be equipped with complete nose and tail sections for the make and model and must be in top quality condition.

9.2.1. OVERALL CAR WEIGHT

A. Late Model Cars running a crate engine will maintain a minimum total car weight of 3100 lbs. Right side minimum 1395 lbs. (55% Left side maximum)

B. Late Model Cars running a built engine will maintain a minimum total car weight of 3200 lbs. Right side minimum 1440 lbs.

(55% Left side maximum)

C. Car weight may be adjusted by track officials to equal competition.

9.2.2. ADDED CAR WEIGHT

A. Added weight must be in block form of no less than five (5) pound blocks (no pellets, liquid, etc.) and painted white with the car number on all sides. Tungsten as added car weight is not permitted.

B. Added car weight must be securely bolted in place with a minimum of two (2) 3/8" grade 8 bolts. No tie wraps, hose clamps, or etc. allowed.

C. Weight may not be added to the outside of the frame rails. Weight may not be added to any car ahead of the front spindles, behind the rear axle or inside the driver's compartment.

D. Dislodged weight will not be permitted to be returned to the car for weighing after race. Any weight that falls off racecar while on racetrack will be fined \$250.00.

9.3. DETAILED CAR BODY REQUIREMENTS

9.3.1. SPOILERS

All spoilers must be approved by track officials. An approved spoiler must be a solid non-adjustable part of the body which controls the flow of air over one (1) surface only.

9.3.2. REAL SPOILERS

A. A solid non-adjustable spoiler must be attached to the rear of the car. All cars will be allowed to use a rear spoiler not exceeding five (5) inches in height and not more than 54 inches in width, and must be attached to and centered on the rear of the car. Spoilers must be solid 1/8 inch metal or 1/4 inch clear polycarbonate and controls the flow of air over one (1) surface only. No rudders or forward mounting brackets are allowed. On all cars, a maximum of 39 inches from the ground to the top of the spoiler (with driver in the car) is permitted. The maximum spoiler height from the ground for the 2000- 2005 Monte Carlo will be 40" in the center and 39" on each end. The rear spoiler angle must be set between 50 degrees and 60 degrees.

B. Adjustable rear spoiler mounting brackets permitted on the LMSC approved composite body.

9.3.3. GLASS

Refer to section 201-2.

9.3.4. DASHBOARD

All cars must have a complete dash panel constructed of metal. All dash panels must be acceptable to Track Officials.

9.3.5. FIREWALL

A. All cars must have full fire walls of magnetic sheet steel not less than 24 gauge (0.025 inch thick).

B. The front fire wall must extend straight across from the left side to the right side with no offset and extend from the top of the dash panel down to the frame rails. If the floor pan is raised on the right side, the fire wall must extend down to the top of the frame.

C. A rear fire wall of magnetic sheet steel, a minimum of 24 gage (0.025 inch hi thick), must be located between the trunk compartment and the driver's compartment and must be welded in place.

D. All fire walls must be sealed with no holes between the engine and driver's compartment, and trunk compartment and driver's compartment, and they must be welded and not pop-riveted.

9.3.6. DOORS

A. Doors of not less than 24 gage (0.025 inch thick) magnetic sheet steel must be the same size and configuration as a stock production door. Straight or slab doors will not be permitted. The doors must be roll formed evenly so the top and bottom edge of the door including the rocker panel trim moldings is a minimum of 1-1/2 inches inside the outermost roll of the door, mid-way down the door, at any point between the front and rear tires. All doors must be securely fastened in a manner acceptable to Track Officials to the front fender and the rear quarter panel. Cars will not be permitted to compete without doors.

B. Anti-intrusion plate: Recommended for the 2008 season, but will be mandatory for the 2009 season. A magnetic steel plate, minimum 0.090 inch thickness installed on the outboard side of the driver's door bars and welded or bolted in place. The anti-intrusion plate, if bolted, must be attached with not less than four (4) minimum 1/2 inch diameter bolts bolted to tabs of not less than 1/8 inch thick that are welded to the door bars. Door bars must not be drilled when attaching the anti-intrusion plate by bolts.

9.3.7. FENDERS, QUARTER PANELS and ROCKER PANELS.

The fenders, quarter panels, and rocker panels must be acceptable to Track Officials and meet the following minimum requirements:

A. Fenders and quarter panels of not less than 24 gauge (0.025 inch thick) magnetic sheet steel must be installed in their standard location as referenced by a stock production car. As an option the front fender may be made from flexible, rubberized plastic material for the approved model car dimensions and must be approved and be acceptable to Track Officials. When measured anywhere across the rear of the car, a maximum of three (3) inches difference (plus or minus) from a stock production car will be permitted. When cutting the fenders or quarter panels for clearance, the only modifications permitted will be cutting for tire clearance with a maximum of 10 inches measured from the edge of the wheel to the edge of the fender or quarter panel.

B. All fenders and quarter panels must be roll-formed to cover the tires - left and right side must match. The fenders and quarter panels must not extend out past the tire sidewall and must be permanently mounted with one-piece, solid, magnetic steel, non-adjustable supports and brackets. Interior wheel wells must be constructed of magnetic sheet steel and must either have the same radius as the tire or they may extend from the front of the rear wheel upward, turn and continue horizontally to the rear bumper cover. If crush panels are used, they must be a maximum of eight (8) inches wide and constructed with aluminum.

C. Excessive modifications to the rocker panels will not be permitted. The rocker panels must be magnetic sheet steel and remain straight and parallel with the frame rails. If rocker panel trim moldings are used, they must be attached to both sides and be

magnetic sheet steel. All bodies must be mounted on the centerline of the tread width and the frame.

9.3.8. GRILLES

Grille openings must retain the same shape and size as the stock production original equipment. The grille opening may be covered with two (2) layers of screen wire attached to the grill. Screen wire mesh must be porous. All air must enter the front of the car through the grille openings only. Closed grilles for racing will not be permitted. Tape will be permitted to cover the grille opening and the brake cooling openings in the front of the car.

9.3.9. HOODS AND ROOFS

A. Only flat hoods will be permitted on all models. The front edge of the hood must fit the top of the nose and seal tight. The hood must seal tight to the fenders and the windshield at all times.

B. The hood must close in the original position and maintain the original configuration. The hood must be made of reinforced fiberglass.

C. The hood must have positive magnetic solid steel pin fasteners, a minimum of three (3) across the front – one (1) at each corner, one (1) in the front center - and one (1) at each rear corner and one (1) in the rear center if necessary – to seal the hood to the windshield.

D. Holes will not be permitted in the hood for cooling. Hood bubbles or scoops will not be permitted.

E. Hood openings that permit air to the carburetor air breather will not be permitted.

F. All roofs must be the same size and shape as a stock production roof. Roof panels must be permanently mounted with one (1) piece, solid, magnetic steel, non-adjustable supports and brackets in the stock position the same as a stock production roof for the make and model being used and be acceptable to Track Officials.

9.3.10. REAR DECK LIDS/TRUNK

Rear deck lids, of not less than 24 gage (0.025 inch thick) magnetic sheet steel, and the trunk area must be acceptable to Track Officials and meet the following requirements:

A. The rear deck lid area must maintain the same dimensions and body lines as a standard production car. Positive magnetic solid steel pin fasteners must be used on the right and left sides of the deck lid.

B. The trunk compartment area must be constructed of magnetic sheet steel, not less than 24 gage (0.025 inch thick), welded into position.

C. The trunk floor around the fuel cell must be complete. When the deck lid is raised, the perimeter around the trunk area and down to the fuel cell or trunk must be enclosed with not less than 24 gage (0.025 inch thick) magnetic sheet steel. When the trunk area is enclosed from the left quarter panel to the right quarter panel, no part of the trunk floor can be lower than the top of the frame rail. If crush panels are used, they must be a maximum of eight (8) inches wide and constructed with aluminum.

9.3.11. BUMPER COVERS

The bumper covers must be acceptable to Track Officials and meet the following requirements:

A. The approved front and rear bumper covers must be installed in the same location as far as the height, width, and depth as a stock factory production bumper.

B. Magnetic steel tubing must be used to reinforce the front and rear bumper covers. The tubing must not be exposed and must remain behind the bumper covers.

C. The front and rear bumper covers must be solid. Holes will not be permitted.

D. All front and rear bumper covers must be a two (2) piece design, separated in the center from top to bottom, and must be made of a flexible, rubberized plastic material.

E. Bumper covers must match the year and model of the car body.

9.3.12. IDENTIFICATION AND MARKINGS

Refer to Section 201

9.3.12.1. ENGINE CUBIC INCHES

Maximum engine cubic inches must be no more than 358.

9.4. GENERAL ENGINE REQUIREMENTS

A. The following characteristic must be identical with the production engine upon which recognition of type has been granted.

No coating on any internal engine components, including but not limited to ceramic or Teflon.

9.5. DETAILED ENGINE REQUIREMENTS

9.5.1. LIMITED LATE MODEL CRATE ENGINES

A. Eligible Crate Engines:

GM P/N 88958602

GM P/N 88958603-ZZ4

~~DELETED~~ Ford P/N M-6007-D347SR

Mopar P/N P5007949

9.5.1.1. CRATE ENGINE RULES AND PENALTIES

A. Balancers must be original. They cannot be changed. Everything must be the original equipment. NO EXCEPTIONS.

B. If during technical inspection, at any time, a racer's crate engine is found to have been altered, tampered with, or wrong for any reason whatsoever, the engine is illegal.

The penalty for this is as follows:

1. 1st Infraction

Disqualification of that race - 0 points, \$0.00 in prize money won during the race, including, but not limited to Pole Award; NASCAR suspension of the next (2) race weekends at that participants home track (for example - if Tom Smith is suspended for

2 races and the next 2 races are rained out, Tom Smith will remain suspended until 2 separate nights have passed where racing has occurred at that speedway. This allows for the possibility of Tom Smith missing 4 races.); probation for the remainder of the current season; and a SNRP Fine of \$1,000.00. The racer will not be allowed to race at SNRP until the fine has been paid.

2. 2nd Infraction

Disqualification of that race - 0 points, \$0.00 in prize money won during the race, including, but no limited to Pole Award; SNRP suspension of the next (4) race weekends at that participants home track (see above example of Tom Smith; he may now miss 8 races); probation for the remainder of the current season; and a SNRP Fine of \$2,000.00. The racer will not be allowed to race at SNRP until the fine has been paid.

3. 3rd Infraction

Disqualification of that race - 0 points, \$0.00 in prize money won during the race, including, but no limited to Pole Award; SNRP suspension for AT LEAST the remainder of the current season; and a SNRP Fine of \$5,000.00. The racer will not be allowed to race at SNRP until the fine has been paid and a sufficient amount of time served for suspension has passed. Once that racer returns, he/she will be on probation (length to be determined). ADDITIONALLY, each time a crate engine has been found illegal, that track will confiscate the engine. The engine will be unbolted at the bell housing and removed. Everything, including, but no limited to, the carburetor, engine mounts, clutch, belts, air cleaner/filter, and the oil pan will be removed from the racecar and confiscated by the track. IT WILL NOT BE RETURNED UNDER ANY CIRCUMSTANCES.

C. There will be no claim or claim/exchange on the crate engines by competitors. SNRP has the right to pull an engine and check it at any time. If it is wrong, the above penalties will apply. If it is right, the Track will return the engine in a timely manner.

SNRP reserves the right to impound anyone's car and/or any part of anyone's car for the purpose of technical inspection. SNRP will impound the car until the racer agrees to allow his car to be inspected.

D. Any crate engine torn down at the request of SNRP and found to be legal, SNRP will pay a nominal fee for gaskets only (All protest rules apply as well).

E. All crate engines are subject to Dyno testing or tear down at any time.

F. All crate engines that need to be freshened or repaired should contact the track for service through a certified engine builder.

9.5.1.2 LIMITED LATE MODEL BUILT ENGINES

A.ENGINES BUILT:

- a) **GENERAL:** The following characteristics must be identical with the production engine upon which recognition of type has been granted. All parts listed below must originate from stock production castings and forging, which have been machined according to the normal machining schedule utilized for standard production parts. No coating of any internal engine components including, but not limited to, ceramic or Teflon.
- b) **Cylinder Blocks:** Material, number of cylinders, angle of cylinders, number of main bearings & type, integral or separate cylinder sleeves, overall configuration.
- c) **Cylinder Head:** Material, Number of valves per cylinder, type of combustion chamber, spark plug location & orientation, valve arrangement, type actuation, number of intake ports, number of exhaust ports, shape of intake and exhaust ports at mating faces of manifolds. Angle of port face relative to mating face of head to block, firing order.
- d) **Engine location:** GM - first spark plug hole on right side must be in line with the upper ball joints. Ford, Chrysler, & AMC- Engines can be located so that the front of the cylinder head on the right side is in line with the upper ball joints.
- e) Engines must be located in the center of front frame rail.
- f) Minimum ground clearance will be 12" to be measured at the center of the crankshaft pulley with driver,
- g) **Engine Displacement:** GM-Max 350 C.I. with maximum .060 overbore. Ford- max 351 C.I. with maximum .060 overbore. Chrysler-max 360 C.I. with maximum .040 overbore.
- h) **Engine Blocks:** Must be standard factory production with standard external measurements in all respects. NO aluminum blocks permitted. Fords may use the SVO block and crank. Internal polishing, relieving of engine block is permitted. Lightening is not permitted.
- i) **Cylinder Heads:**
 - i) Cylinder heads must be standard production. No Vortex. No angle-plug GM heads. No Bow tie heads. No Chrysler W-2 heads or aluminum heads permitted.
 - ii) May be angle milled
 - iii) Maximum valve size: GM 2.020 Intake, 1.625 Exhaust. Ford Cleveland 2.046 Intake, 1.656 Exhausts. Ford Windsor 1.8437 Intake, 1.5469 Exhaust. Chrysler 2.19 Intake, 1.71 Exhaust.
 - iv) Single or double valve springs permitted.
 - v) NO porting, polishing, cutting, grinding or modifying of heads permitted.
 - vi) Area under valves must remain factory configuration.
 - vii) Stainless steel valves allowed. No titanium valves allowed.
 - viii) Neck down to 3.08 minimum.
 - ix) Valve guide minimum 11/32" (.341).
- j) **Crankshaft and Harmonic Balancer:**
 - i) Only Standard magnetic steel or cast production design crankshafts permitted. If after-market crankshaft is used, it must be identical in appearance and construction as OEM crankshaft.
 - ii) Minimum Crankshaft weight: GM- 50lbs, Ford- 54lbs, Chrysler- 54lbs. ***Ford 351 SVO crank with rod journal size of 2.100" and main journal size of 2.750" will be permitted.
 - iii) Counterweights can be polished but they cannot be knife- edged, under-cut, or drilled to lighten the crankshaft.

- Main bearing journals may not be drilled. Rod journals may be drilled through center $\frac{3}{4}$ " maximum in size.
- iv) Journal size on main bearing and rod journals must be standard for type engine used. Maximum tolerance, .040.
 - v) Only standard OEM magnetic steel elastomer-type balancers may be used.
- k) Pistons:
- i) Only flat top pistons permitted.
 - ii) Pistons must have minimum of three ring grooves.
 - iii) Only magnetic steel pistons maintaining a minimum diameter of .927 may be used.
 - iv) Piston Rings must be in all three grooves.
- l) Connecting Rods:
- i) All rods must be made of magnetic steel, stock length for engine being used. Journal size must be stock for make and model of engine being used.
 - ii) Rods may be stock or aftermarket magnetic steel rods, provided all measurements are identical for make and model of engine (GM 5.700; Ford Windsor 6.000; Ford Cleveland 5.778; and Chrysler 6.000).
 - iii) Only magnetic steel camshafts permitted.
 - iv) Rods must be solid with no holes.
- m) Camshafts:
- i) Only magnetic steel camshafts permitted.
 - ii) No belt driven camshafts permitted.
- n) Lifters:
- i) Solid or hydraulic magnetic rotating steel lifters permitted. Must be flat tappet and magnetic steel.
 - ii) Lifter diameter and height must be standard for make of engine. No roller or mushroom type lifters permitted.
- o) Rocker Arms:
- i) Stock rocker arms allowed.
 - ii) Roller rocker arms permitted.
 - iii) Rocker arms must be independent stud type except for Chrysler engines, which must operate as manufactured.
 - iv) Stud girdles allowed
- p) Intake Manifold:
- i) Listed below are the only intake manifolds eligible. These manifolds must remain as manufactured. NO port matching or flow work permitted. Manifolds must not be painted. All part numbers are current design Edelbrock Performer Series Intake manifolds. Older design manifolds with same part numbers are not permitted. GM#2101, Chrysler#2176, Ford Cleveland 4BL Heads#2665; 2BL heads #2750, Ford Windsor #2181.
- q) Carburetor:
- i) All GM, Ford and Chrysler engines must use the Holley 2300 two-barrel carburetor; Model 7448 with a Ventura size of 1 $\frac{3}{16}$ " and maintaining a throttle bore of 1 $\frac{1}{2}$ ".
 - ii) Cars with non-standard weight must have minimum weight prominently lettered on the left side of the hood.
 - iii) NASCAR LMSC rules will be used as the standard for carburetor rework.
- r) Carburetor Spacer:
- i) Only one-piece solid aluminum spacer, .700" minimum and a .750" maximum thickness must be installed between intake and carburetor.
 - ii) The spacer must be centered on the intake manifold and have two 1 $\frac{1}{2}$ " maximum diameter holes located in the center that match the base of the carburetor. No taper, bevels or any modifications permitted.
 - iii) Slotted, elongated, or oversize mounting holes are not permitted on the spacer.
 - iv) A one-piece paper gasket maximum .065 thick must be installed between the carburetor and spacer. A one-piece paper maximum .065 thick must be installed between the spacer and intake manifold.
- s) Electrical System:
- i) Any single or dual point distributor permitted.
 - ii) Rev limiters permitted but must be mounted on dash right side.
 - iii) Aftermarket round coils permitted.
 - iv) Factory OEM electronic ignition allowed. Electrical master shut off switch is required.
 - v) After market trigger type distributor allowed.
 - vi) Pick up type distributor allowed (2 wire only, 1 ignition coil and 1 distributor coil)
 - vii) Factory Ford boxes only- NO SVO BOXES

9.5.2. ENGINE LOCATION

A. GM: First (#1) spark plug hole on the right side must line-up with or no farther back than the upper ball joint (May be in front of the ball joint.)

B. Ford and Dodge: Engines may be located so that the front of the cylinder head on the right side is in line with or no farther back than the upper ball joint.

9.5.3. ENGINE GROUND CLEARANCE

All engines must maintain a minimum height of 12 inches from ground to center of crankshaft, with car at race height and driver in car.

9.5.4. ENGINE MOUNTS

All engine mounts must be acceptable to Track Officials and meet the following minimum requirements.

- A. All engine mounts must be reinforced steel or aluminum
- B. All engine mounts must be securely bolted
- C. Adjustable engine mounts will not be permitted.
- D. Engines must be located in the center of front frame rails.

9.5.5. ENGINE SPECIFICATIONS

All engines must meet the manufactures specifications.

9.5.6. GM P/N 88958602 CT 350/350 Tech Specs:

**** FOR INFORMATION PURPOSES ONLY ****

Block Part Number: 10105123

Block Type: Cast iron with 4-bolt main caps

Bore x stroke (in): 4.00 x 3.48

Camshaft duration (@.050 in):212 degree intake / 222 degree exhaust

Camshaft lift (in): .435 intake / .460 exhaust

Camshaft Part Number: 24502476

Camshaft type: Hydraulic flat tappet

Compression ratio: 9.1:1

Connecting Rod Part Number: 10108633

Connecting rods Type: Powdered metal steel

Crankshaft Part Number: 14088526

Crankshaft Type: Nodular iron

Cylinder head Part Number: 12558060

Cylinder head Type: Vortec iron; 64cc chambers

Displacement (cu in): 350

Engine Name: Circle Track 350/350

Engine type: Chevy small-block V-8

Ignition timing: 32 degree total @ 4000 rpm with vacuum advance disconnected

Maximum rpm: 5500

NOTE: Distributor included with 350/350 engine has melonized steel gear P/N 10456413. This MUST be used with engines with steel camshafts, or engine damage will occur.

Piston Part Number: 12514101

Pistons Type: Hypereutectic aluminum

Recommended fuel: 92 octane

Rocker arm ratio: 1.5:1

Rocker arms Part Number: 10089648

Rocker arms Type: Stamped steel

Valve size (in): 1.94 intake / 1.50 exhaust

9.5.6.1. GM P/N 88958603-ZZ4 CT 350/355 Tech Specs:

**** FOR INFORMATION PURPOSES ONLY ****

Block Part Number: 10105123

Block Type: Cast iron with 4-bolt main caps

Bore x stroke (in) 4.00 x 3.48

Camshaft duration (@.050 in) 208 degree intake / 221 degree exhaust

Camshaft lift (in): .474 intake / .510 exhaust

Camshaft Part Number: 10185071

Camshaft type: Steel hydraulic roller

Compression ratio: 10:1

Connecting Rod Part Number: 10108688

Connecting rods Type: Powdered metal steel

Crankshaft Part Number: 12556307

Crankshaft Type: Forged steel

Cylinder head Part Number: 12556463

Cylinder head Type: Aluminum; 58cc chambers

Displacement (cu in): 350

Engine Name: Circle Track 350/355

Engine type: Chevy small-block V-8

Ignition timing: 10 degree BTDC @ 800 rpm 32 degree total @ 4000 rpm with vacuum advance disconnected

Maximum rpm: 5800

Piston Part Number: 10159436

Pistons Type: Hypereutectic aluminum

Recommended fuel: 92 octane
Rocker arm ratio: 1.5:1
Rocker arms Part Number: 10089648
Rocker arms Type: Stamped steel
Valve size (in): 1.94 intake / 1.50 exhaust

9.5.6.2. DELETED FORD P/N M-6007-D347SR Specs: ~~M-6007-D347SR~~*

**** FOR INFORMATION PURPOSES ONLY ****

~~347 cubic inch
415 hp @ 6000 rpm (dyno tested with headers, and a 650 CFM Holley carburetor not included)
400 lb.-ft. @ 4900 rpm
10:1 Compression ratio (nominal)
Forged pistons
Forged steel cap screw connecting rods
Hydraulic roller camshaft M-6250-F303, .523" lift intake and exhaust, duration at .050" is 226 degrees intake and exhaust
Double roller timing chain set M-6268-A302
Forged steel crankshaft
High performance rear sump circle track oil pan
MSD billet distributor
Ford Racing aluminum "Z" cylinder heads M-6049-Z304DA with 2.02" intake valves and 1.60" exhaust valves
Roller rocker arms M-6564-F351
Single plane "Victor Jr." intake manifold M-9424-D302
New heavy duty race block, oil and water pumps, performance oil pan, and high performance harmonic damper
Depending on your application, a different timing cover, water pump, performance oil pan and pickup may be required. See installation notes
Engine is sealed for circle track competition where rules allow
Engine is internally balanced, "0" balance flywheel required
Flywheel is not included~~

9.5.6.3. MOPAR P/N P5007949 355 Horsepower Racing Engine Specs:

**** FOR INFORMATION PURPOSES ONLY ****

Horsepower: 355 horsepower at 5300 rpm
Torque: 405 ft.-lbs of torque at 3800 rpm
Maximum Recommended rpm: 5800 rpm
Displacement: 363.50 CI
Bore: 4.020"
Stroke: 3.58"
Compression Ratio: 10:1
Connecting Rods: Length is 6.123" — forged steel with high-performance rod bolts
Crankshaft: Cast steel
Cylinder Heads: Aluminum "Late 360" (P4876624)
Combustion Chamber Size: 53 cc
Valve Angle: 18°
Intake Manifold: Aluminum dual plane (P5007381)
Valve Sizes: 1.92" intake/1.625" exhaust (stainless)
Rocker Arms: 1.52:1 with heavy-duty 0.375" bolts
Camshaft: Hydraulic Roller Tappet (P4876348)
Lift: 0.501" intake/0.513" exhaust
Duration at .050": 230 intake/234 exhaust
Valve Spring/Retainers: High-performance (P5249464)
Valve Covers: Die cast aluminum with breather
Block: "Late 360" — Reman (thermal cycled)
Pistons: Flat-top hypereutectic with coated skirt and valve relief
Distributor/Ignition: High-performance Electronic Ignition Kit (P3690426)
Oil Pump: Melling high-volume
Oil Pan/Pickup: Race with kick-out (8-quart)
Fuel Pump Eccentric: High-performance moly coated
Water Pump: Aluminum with 6-blade — normal rotation

9.5.7. HARMONIC BALANCER

- A.** Only standard OEM steel elastomer type harmonic balancers permitted.
- B.** Electronic switching devices or sensors are not permitted on the harmonic balancer, crankshaft or flywheel.

9.5.8. CARBURETOR RULE- GENERAL

A. Carburetor jets:

Carburetor jets must be the same type as supplied by the carburetor manufacturer.

B. Carburetor Restrictor:

A carburetor restrictor must be used when required by NASCAR or SNRP.

C. Carburetor Gasoline Filter:

Only one (1) gasoline cartridge type filter may be used between the fuel cell and the fuel pump. A fuel filter on the pressure side of the fuel pump may only be used at the carburetor fuel bowl inlet. The location and size of the filter must be acceptable to Track Officials.

D. Fuel injection and superchargers are not permitted.

E. If a carburetor does not pass technical inspection after the race, the racer will be disqualified for that night and forfeit all points and prize money. The racer will receive 0 points and \$0.00 in prize money. The carburetor will be confiscated by the track and will not be returned. A \$500.00 NASCAR fine will be levied. The racer will not be allowed to race at any NASCAR track until the fine has been paid. If a carburetor does not pass technical inspection after Qualifying, but BEFORE the Green Flag, the carburetor will be confiscated, a \$500.00 Track fine will be levied, all winnings up to that point will be forfeited, and the racer will start at the rear of the field. The racer will not be allowed to start the race that night or any other races at a NASCAR track until the \$500.00 fine has been paid. (The only things that can be changed on the carburetors are the power valves and jets. If anything else is different, then the carburetor is illegal.)

9.5.8.1. Carburetor Claim/Exchange

A. Any racer that finishes in the Top 5 will have the option to claim another competitor's carburetor that finished in the Top 5 that same race (only like carburetors may be exchanged e.g. 500 to 500). The claim fee is \$200.00. Both carburetors must pass technical inspection before exchanging. If a claim exchange is approved, both carburetors must be left at the track and at the next race, the Track Officials will ensure that the carburetor are put on and run. The Track reserves the right to deny any request for a Claim/Exchange. Additionally, the owner of the claimed carburetor may opt to have the claimer buy his carburetor for a fee of \$800.00. (This forfeits the \$200.00 Claim Fee & the driver of the claimed carburetor will not receive the other's carburetor.) The Track reserves the right to deny any request for a Claim. SNRP reserves the right to an exchange at any time during the night with any competitor. This will be a straight exchange with no money switching hands. SNRP reserves the right to do a straight exchange, at any time, with a track carburetor.

9.5.9. 500 CFM CARBURETOR RULE

A. NASCAR Legal 500 CFM two (2) barrel, model 2300 P/N 0-80583-1 or P/N 0-4412.

B. No modifications must be stock out of the box. The venturi must maintain a round (circular) cross section. Only Holley replacement or service parts can be used in any carburetor rework. Carburetors and/or carburetor components machined from billet materials will not be permitted. All gaskets must remain unaltered.

Holley 2300 series two (2) barrel Carburetor Rework Guidelines:

C. Carburetor Main Body:

Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for air bleed holes in the top of the carburetor body will be 0.080 inch for all four (4) holes. Screw in air bleed jets will not be permitted in the main body.

D. The choke may be removed, but all screw holes must be permanently sealed.

E. Choke Horn: horn must not be removed

F. Carburetor Boosters:

The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.

G. Carburetor Venturi:

The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer.

H. Alterations that, in the judgment of Track Officials, were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.

I. Carburetor Throttle Body (base plate):

The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.

J. Throttle Plates (butterflies):

Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

K. Throttle Shafts:

Shafts must remain stock and must not be thinned or cut in any manner.

L. Carburetor Metering Blocks:

Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The Holley metering block with screw in emulsion bleed jets will not be permitted. Must not be altered.

M. Accelerator Pump:

The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for a discharge passage.

N. Power Valves and Floats: May be altered.

9.5.10. 390 CFM CARBURETOR RULE

A. Holley 390 CFM four (4) barrel, model 4150 P/N 80507-1HP or P/N 80507- All air leaks must be sealed.

B. Carburetor Main Body:

Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. Screw in air bleed jets will be permitted for the 80507-1 HP and the 80507-2 HP main body. The amount of holes or passages must remain as manufactured. Additional and/or plugging holes or passages will not be permitted in the Holley 80507-1 HP and 80507-2 HP. No lowering or raising the main body floor.

C. Carburetor Boosters:

The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size and shape must not be altered. Height and location of boosters must remain as manufactured. All boosters must remain a minimum outside diameter of 0.614"-0.618" inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy that may be used to assist in the securing the booster stem to the main body of the carburetor.

D. Carburetor Venturi:

The venturi area must not be altered or reshaped in any manner. The venturi must be completely round. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer.

E. Carburetor Throttle Body (base plate):

The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.

F. Throttle Plates (Butterflies):

Stock Throttle plates must not be thinned or tapered. Idle holes may be drilled in the butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain slanted.

G. Throttle Shafts:

Shafts must remain stock and must not be thinned or cut in any manner.

H. Carburetor metering blocks:

Any Holley metering block can be used. Must have Holley identification marks on metering block. No after market metering blocks or Billet aluminum blocks permitted. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 80507-1 and 80507-2 HP will be a Holley casting metering block. For the Holley approved metering blocks, the amount of holes and passages and the location must remain as manufactured, however, hole sizes may be altered. Additional holes and passages will not be permitted in the Holley approved metering blocks.

I. The only alterations permitted are:

The choke may be removed, the power valve size may be changed, and the jet size may be changed. Accelerator linkage May be changed.

9.5.11. 500 CFM CARBURETOR SPACER AND GASKETS

A. Only one (1) piece solid aluminum carburetor spacer, a minimum 0.700" maximum 0.750" in thickness, must be installed between intake manifold and carburetor.

B. The spacer must be centered on the intake manifold and have two (2) holes to match the base of the carburetor. Taper, bevels, or any other modifications will not be permitted. A one piece, two (2) hole paper gasket maximum 0.065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer.

C. A one (1) piece paper gasket maximum 0.065 thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.

9.5.12. 390 CFM CARBURETOR SPACER AND GASKETS

A. Only one (1) piece solid aluminum carburetor spacer, a minimum 0.950" maximum 1.000" in thickness, must be installed between intake manifold and carburetor.

B. The spacer must be centered on the intake manifold and have one (1) hole. Hole must be cut perpendicular with the base of the carburetor. Taper, bevels, or any other modifications will not be permitted. The minimum hole opening is 3.25 inch and a maximum of 3.640 inch. A one (1) piece, one (1) hole paper gasket maximum 0.065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer.

C. A one (1) piece paper gasket maximum 0.065 thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.

9.5.13. CARBURETOR AIR AND AIR INTAKE

Air cleaners cannot be removed during practice or competition.

9.5.14. CARBURETOR AIR CLEANER and AIR FILTER

A. Only a round dry type paper air filter element maintaining a minimum of 12 inches and a maximum of 17 inches in diameter will be permitted. The air filter element must maintain a minimum of 1-1/2 inches and a maximum of four (4) inches in height. All air shall be filtered through the element. The air filter elements may not be sprayed or soaked with any type of chemicals or liquids.

B. Only round metal air filter housing is permitted. The top and bottom of the air filter housing must be solid and must be the same diameter. No lips or expanded edges are permitted. The air filter housing must be the same diameter as the filter element. The air filter housing must be centered and sit level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. No tubes, funnels, or any device which may control the flow of air is permitted inside of the air cleaner or between the air filter housing and the carburetor.

C. Cars with HEI ignition may use an offset air cleaner for clearance purposes only.

9.5.15. AIR INTAKE

Cowl air induction is not permitted. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. No fresh air openings of any type are permitted in the hood or cowl area.

9.5.16. ENGINE/CAR ELECTRICAL SYSTEM/ IGNITION SYSTEM

A. All HEI distributors must be stock type housing, equipped with a magnetic pickup, gear driven, and mounted in the stock location.

B. Must use the same OEM type distributor that was shipped with the engine. Mel's ignition distributors are permitted.

C. DELETED ~~Only one (1) ignition coil is permitted on Fords and it must be mounted on the engine side of the firewall.~~

D. Electronic firing module amplifier box or MSD ignition systems not permitted.

E. No computerized, multi-coil, dual electronic firing module, amplifier box, or crank trigger systems permitted. No magnetos permitted. All ignition systems are subject to approval by Track Officials.

F. No adjustable timing controls permitted.

G. No external RPM limiters will be permitted.

H. No accessories to regulate the Power supply will be permitted.

I. Spark Plugs: Any make or brand of spark plugs may be used.

J. Alternator: The alternator system, when used, must be working within specifications and mounted on the front of the engine in the standard location.

K. Starter: The self-starter must be in working order and in stock location. All cars must start under their own power. After race is under way cars may be started by hand pushing in pit area only; but under no circumstances, is any car to be pushed onto race track from pit area.

L. Battery: The battery must be installed in an enclosed battery box, complete with a cover, located behind the front spindle in front of the firewall or in front of the rear axle housing behind the driver's seat. The battery box must be mounted inside the outside edge of the frame rails and cannot extend below the bottom of the frame rail. The battery mounting position must be acceptable to Track Officials. Any battery that would be installed during the race must be installed in the battery box.

M. Only 12 volt systems permitted.

M. Electrical Switch Locations: All electrical switches must be located within reach of the driver except the labeled ON/OFF switch, which must be located on the front of dash panel in the center. The ON/OFF switch must be wired to the battery cable in a manner that would cut off all electrical power to the car.

9.5.17. ENGINE COOLING SYSTEM: Engine cooling system must be acceptable to Track Officials. No icing, Freon type chemicals, or refrigerants may be used in or near the engine compartment. No additional water lines may be added to or from the water pump or intake manifolds to the cylinder heads or block. Portable cooling machines or devices will not be permitted. Quick connect hose fittings will not be permitted.

9.5.17.1. WATER PUMP

A. Only aluminum or cast steel mechanical water pumps in the stock location, turning in the same direction of crankshaft rotation, will be permitted.

B. Water pump impellers may be altered.

C. Coolant flow must be in the same direction as the approved production engine.

D. Only standard production V-type or flat type V-ribbed (serpentine) belts and pulleys will be permitted.

9.5.17.2. FAN

A. Engine-driven fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.

B. Electric engine cooling fans are optional. When an electric fan is used, it must be mounted parallel to the radiator.

C. If an engine-driven fan is used, it must be a standard magnetic steel fan with a minimum of four (4) blades. Removal of the fan blades or fan belt will not be permitted. Flat fan blades will not be permitted.

1. The minimum diameter of the fan must not be less than 14 inches.

2. The fan blades must be a minimum of 3-1/2 inches wide.

D. The installation and location of the fan must be acceptable to Track Officials.

9.5.17.3. FAN SHROUD AND DUCTS

When an electric fan is used, shrouds or panels rearward of the radiator will not be permitted. When a standard steel fan is used, the shroud must follow the entire circumference of the fan and must not extend more than one (1) inch rearward of the trailing edge of the fan blade. Flat panels or air dividers will not be permitted. Fan shrouds and ducts must not be used for down force

purposes and must be acceptable to track officials.

9.5.17.4. RADIATOR

- A.** The radiator must remain stock appearing and remain in the standard position not to exceed two (2) inches from vertical.
- B.** Radiator dust or shaker screens will be permitted.
- C.** Radiator installation must be acceptable to Track Officials.
- D.** The radiator overflow tube may be located at the rear cowl area ahead of the windshield directed rearward or may be relocated to the rear of the car.
- E.** A panel the width of the radiator must be attached from the front of the bumper cover to the trailing edge of the radiator. All air that enters the grille area must flow through the radiator core.
- F.** All radiator cooling tubes must be operational. All cooling fins must be evenly spaced top to bottom and side to side and must remain at a 90 degree angle to the side tanks. The spacing and width must be acceptable to Track Officials.

9.5.18. ENGINE LUBRICATION

9.5.18.1. OIL

Any oil is permissible. Combustion enhancing additives will not be permitted.

9.5.18.2. OIL PRESSURE

Oil pressure may be regulated at the discretion of the owner or driver.

9.5.18.3. OIL FILTERS

Oil filters and breather caps acceptable to Track Officials will be permitted.

9.5.18.4. OILING SYSTEM

- A.** Dry sump or air over oil systems will not be permitted. During the running of the race, oil must be added from the engine compartment. External oil pumps will not be permitted.
- B.** Oil drain lines will not be permitted.
- C.** Inside valve cover oiling systems will not be permitted.
- D.** Quick disconnect fittings will not be permitted.

9.5.19. ENGINE EXHAUST SYSTEM

The exhaust systems and components must be acceptable to Track Officials and meet the following minimum requirements.

9.5.19.1. EXHAUST MANIFOLD

- A.** Stock cast iron manifolds will be permitted. Modifications will not be permitted.
- B.** Exhaust headers will be permitted. The exhaust headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30 inches in length cut off square, no cones or pyramids will be permitted, with a collector tube size of three (3) inches outside diameter. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. Primary tubes must exit down and turn to the rear into the collector pipe. Those tubes that do not must be mounted parallel, or angle down, in reference to the cylinder head, then turn down and turn to the rear into the collector pipe. The maximum thickness permitted on the header mounting flange will be 3/8 inch.
- C.** Stainless steel, stepped, 180 degree, merge, or crossover equalizer tube systems will not be permitted.
- D.** Spacers will not be permitted between the cylinder head and the exhaust manifold. Only one (1) gasket, maximum 0.075 inch thickness, may be used between the cylinder head and exhaust manifold and/or header.
- E.** Thermal wrap will not be permitted.
- F.** Scavenge lines and/or hoses will not be permitted between the engine and exhaust system.
- G.** Internal coatings will not be permitted.

9.5.19.2. EXHAUST PIPES

- A.** Exhaust pipes from the exhaust header collector must not be larger than four (4) inches or smaller than three (3) inches outside diameter but must be the same diameter for the entire length. Only round exhaust pipes will be permitted, but may be flattened to an oval shape a minimum of 1-1/2 inches high. The circumference must be the same as the round exhaust pipe of the same diameter. Any device to reduce the interior diameter of the exhaust pipe will not be permitted. The exhaust pipe may exit the collector pipe and turn either right or left and may join into one (1) pipe that must exit the car either beneath or on top of the frame rail. When the two (2) exhaust pipes into one (1) system is used, all exhaust pipes must be routed beneath the transmission and exit to the outside of the car, with a single pipe only, behind the driver and in front of the rear wheels. Any exhaust pipe exiting through the inside of the car must be completely sealed and not extend more than 1/2 inch outside the door. Frames, rocker and quarter panels must not be notched to accommodate exhaust pipes.
- B.** Exhaust pipes must be made of magnetic steel, fastened to the header collector and to the frame in a secure manner acceptable to Track Officials.
- C.** Thermal wrap will not be permitted on the exhaust collector or exhaust pipes.
- D.** Crossover pipes or merge systems will not be permitted.

9.5.19.3. HEAT SHIELDS

Heat shields will not be permitted.

9.6. DRIVE TRAIN

The drive train systems and components must be acceptable to Track Officials and meet the following minimum requirements.

9.6.1. CLUTCH ASSEMBLY

The clutch and clutch assembly must be acceptable to Track Officials and meet the following requirements:

- A.** Multiple disc clutches are permitted. The disc clutch housing assembly or cover may be made from aluminum or steel.
- B.** Limited to steel discs and pressure plates. No carbon fiber clutches permitted.

C. The minimum clutch disc diameter permitted is 5 ½ inches.

9.6.2. FLYWHEEL

The flywheel must be acceptable to Track Officials and meet the following requirements:

A. Only a magnetic steel flywheel, bolted to crankshaft, will be permitted.

B. The minimum starter ring gear outside diameter permitted will be 12-7/8 inches for GM and Dodge models and 13-1/4 inches for Ford models.

9.6.3. BELL HOUSING

A. Only special production all-magnetic steel bell housings will be permitted. Stock bell housings not permitted.

B. Bell housings must be the same design as OEM-type production bell housing.

C. Holes and/or other modifications that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

9.6.4. TRANSMISSION

A. Only standard production OEM type or Muncie or T-10 manual four (4) speed transmissions will be permitted. Standard production OEM manual three (3) speed transmissions will be permitted. Special production transmissions will not be permitted. Top loader type transmission will not be permitted.

B. Only cast iron, aluminum, or magnesium transmission housing will be permitted.

C. Holes and/or other modifications to the transmission case or internal components that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

D. Only OEM type, steel, angle cut forward gears manufactured for the transmission being used will be permitted. Square cut forward gears will not be permitted.

E. Holes and/or other modifications to the transmission gears, including but not limited to, narrowing of gears, that in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

F. All forward gears and reverse gear must be in working order, and they must be operational from inside the driver's compartment.

G. All transmissions must have the input shaft and its main drive gear constantly engaged. This assembly must be constantly engaged with the countershaft and its cluster and reverse gears.

H. Five (5) or six (6) speed transmissions with gears removed will not be permitted.

I. Quick change transmissions will not be permitted.

J. Automatic or semi-automatic transmissions will not be permitted.

K. Only Fire resistant type shifter boots, secured with fasteners, acceptable to Track Officials will be permitted.

L. External oil pumps and oil coolers will not be permitted.

M. Heating pads and/or blankets will not be permitted for warming the transmission.

9.6.5. DRIVE SHAFT

A. The drive shaft, universal joints, and yokes must be magnetic steel and be similar in design to the standard production type. The drive shaft must be made of one (1) piece magnetic steel and must be either 2-3/4 inches or 3 inches in diameter.

B. Two (2) 360 degree solid magnetic steel brackets, with no holes or slots, not less than two (2) inches wide and 1/4 inch thick, must be placed around the drive shaft. The front bracket must be welded to the rear suspension cross member and the rear bracket must be welded or bolted, with a minimum of two (2) minimum 3/8 inch diameter bolts on each side, to the horizontal tunnel bar (#6).

C. All drive shafts must be painted white.

9.6.6. REAR AXLE

The rear axle must be acceptable to Track Officials and meet the following requirements: **GEAR RULE TO LIMIT RPM'S--** All cars must maintain a rear-end gear ratio (Final Drive) between **5:12 – 5:28**. *To calculate the drive ratio for a quick-change, divide the number of teeth in the top gear by the number of teeth in the bottom gear for the QC ratio and multiply that number by the axle ratio (ring-and-pinion ratio of the QC rear-end e.g. 4:11 or 4:56). For OEM rear ends, divide the number of teeth in the ring gear by the number of teeth in the pinion gear for the drive ratio.*

A. The center of the rear end housing must be within 1/2 inch of the center line of the tread width, front and rear.

B. Only the following differentials will be permitted:

1. Only Detroit locker ratchet type differentials will be permitted. When this type differential is used, one (1) wheel, when jacked up, must turn freely by hand for one (1) full turn- 360 degrees.

2. Locker units must contain the following:

1 central drive unit

2 clutch halves

2 springs

2 axle springs

3. Locked rear drive axle assemblies (solid spool) will be permitted. When jacked up, both rear wheels must rotate in the same direction and the same rotational distance at all times. One (1) wheel, when jacked up, must not rotate in any direction.

C. Only quick change rear end center sections with a minimum cross section height of 12 inches at the center of the rear axle with a side bell minimum diameter of 12 inches and magnetic steel spur gears on the back side will be permitted. Only a magnetic steel lower jackshaft and driveshaft yoke will be permitted in the quick change rear end center section.

D. Full floating rear axle must be used, but must not alter the tread width or general appearance.

E. Only solid, one-piece magnetic steel axle housings will be permitted. Only one-piece, magnetic steel axles will be permitted.

- F. Cambered rear axle housings will not be permitted. The method used to check camber will be the Track Officials' option.
- G. Only metal drive plates, the same thickness on the left and right side, will be permitted and the drive plates must be one (1) piece with a single internal spline. Grease fittings will not be permitted on the drive plates or axle caps.
- H. If rear axle housing support bars are used, they must not have any method of adjustment.
- I. External oil pumps and oil coolers will not be permitted.
- J. Heating pads and/or blankets will not be permitted for warming the rear end assembly.
- K. No lightening of ring and pinion gears.
- L. No lightweight locker units.
- M. No titanium parts allowed at all.
- N. 9" Ford rear end permitted.

9.6.7. WHEELS

- A. Only 15 inch diameter five (5) lug magnetic steel wheels with a maximum ten (10) inch rim width and reinforced center will be permitted.
- B. All wheels must be the same width off offset (backspacing)
- C. Only solid, one-piece, heavy-duty 5/8 inch magnetic steel lug bolts and standard one (1) inch hex by minimum 5/8 inch thick, fully threaded, solid, one-piece magnetic steel lug nuts will be permitted. The first thread on each lug bolt must be visible from the front of the lug nut when the lug nut is installed.
- D. Bleeder valves will not be permitted.
- E. Tape or heat shielding material will not be permitted on the wheels.
- F. Car numbers must be painted on wheels.

9.7. TIRES

Used Hoosier F-45. Each competitor will draw a number, each week, for a corresponding stack of tires. Each stack of tires will have three (3) right side tires and three (3) left side tires. Each competitor will choose a total of four (4) tires from their stack, and leave one (1) right and one (1) left side tire in the building. The two (2) remaining tires will be held in the tire building for each of the competitors in case he/ she need a spare. Right and left side tires must be run in their respective locations only.

Refer to general rules Section 6

9.8. FRAMES

All frames must be acceptable to Track Officials. Any frame rejected by the Track Officials will not be approved until necessary corrections have been made. No holes may be cut in frame rails to lighten. The frame used must meet the requirements described in the following paragraph.

9.8.1. GENERAL FRAME ELIGIBILITY

- A. All frame components must be made of magnetic steel and welded. The frame must consist of a front and rear sub-frame connected to the main frame on which the roll cage is welded. Sub-frames in a full perimeter car must not be offset from the main frame centerline. Holes drilled in frames, frame supports, and cross members that, in the judgment of Track Officials, were made with the primary intent of weight reduction, will not be permitted.
- B. 1960 or older General Motors front frame sections will not be permitted.
- C. Offset frames will not be permitted at this time.

9.8.2. FRAME REQUIREMENTS

9.8.2.1. STOCK FRONT SNOOT CARS:

A tubular welded magnetic steel frame must be used except that the stock front sub-frame, beginning a minimum of 22 inches rearward of the centerline of the front spindles and extending forward to in front of the radiator, must be a product of the automobile manufacturers. Front sub-frames may be interchanged from one manufacturer to another (such as Ford to General Motors). The sub-frame must remain stock. The only modifications permitted are for spring buckets and the bottom of the cross member may be cut for oil pan clearance. The cross member must not be moved from its original location.

9.8.2.2. TUBE SNOOT CARS:

An optional tubular front sub-frame may be used on any model car, but must be constructed by the following guideline:

- (1) A GM-type front steer tubular front sub-frame must be constructed using two (2) inch wide by four (4) inch high magnetic steel tubing with a minimum 0.083 inch wall thickness meeting the ASTM A-500 specifications. All front steer assemblies must maintain a dimension of 32 inches from the center of the left side frame rail to the center of the right side frame rail at any point from the frame side rail kick outs extending forward in front of the steering assembly. The front frame extensions using two (2) inch wide by three (3) inch high by minimum 0.083 inch wall thickness magnetic steel tubing meeting the ASTM A-500 specifications may be welded to the end of the sub-frame but should angle down a maximum of 18 degrees. The front sub-frame must be attached in the center of the frame at the frame side rail kick outs and extend forward a length of 16 inches on one (1) side with the opposite side no more than one (1) inch difference and angle upward at between 22 and 25 degrees. At this point, a piece of tubing 27 inches long must be welded and extend straight forward in front of the steering assembly. A distance of 25 inches must be maintained from the leading edge of the kick out to the centerline of the front cross member. The sub-frame cross member must be mounted at the centerline of the front sub-frame at a 90 degree angle and must be constructed using two (2) inch high by three (3) inch wide magnetic steel tubing with a minimum 0.083 inch wall thickness meeting the ASTM A-500 specifications. It is permissible to install a cross member center section using three (3) pieces of one (1) inch by one (1) inch by 0.120 inch thickness magnetic steel tubing welded together with a 3/8 inch magnetic steel plate welded to each end. A 3/8 inch steel plate must be welded to each end of the cross member. A minimum of four (4) 3/8 inch diameter bolt holes (two (2) on each

end) must be drilled for attaching the cross member together. This will permit easy removal of the engine oil pan. A cross member center section made of 1/2 inch thick by three (3) inches wide magnetic steel plate welded to the left and right of the front cross member, and supported by 1/4 inch thick by two (2) inches wide magnetic steel plate, may be installed as an alternative to the center section described above. The mounting points for the lower A-frames must be 14-1/4 inches at the rear and 8-3/4 inches on the front, measured from the centerline of the sub-frame to the centerline of the mounting hole. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be equal.

9.8.2.3. MAIN FRAME REQUIREMENTS:

The main frame side rails must be parallel and be an equal distance from the centerline of the frame. The main frame side rails must be the same size (height and width), constructed using a single tube, and inserted in standard rocker panels and must be magnetic steel box tubing a minimum two (2) inches in width by three (3) inches in height and a maximum three (3) inches by four (4) inches, and must have a minimum wall thickness of not less than 1/8 inch meeting the ASTM A-500 specifications. Frames must not be notched to accommodate the exhaust pipes. Rocker panels must remain in the standard location. The rear sub-frame rails must be configured and attached in the same location on the left side and the right side, be parallel and be an equal distance from the centerline of the rear sub-frame. The rear sub-frame rails must angle in at 90 degrees, then turn back at 90 degrees (kick-in) from the frame side rails and must angle upward and rearward from the kick-in extending across the rear axle housing, angle down and turn to the rear of the car and must be a minimum two (2) inches in width by three (3) inches in height with a minimum wall thickness of not less than 0.083 inch meeting the ASTM A-500 specifications and must be similar in design and configuration to standard automobile rear kick-ups. The rear sub-frame rails must be parallel. The rear sub-frame must incorporate the mounting locations for the rear springs, shocks, pan hard bar, and fuel cell ending with a cross member a minimum of one (1) inch in width by three (3) inches in height with a minimum wall thickness of not less than 0.083 inch meeting the ASTM A-500 specifications (refer to the Construction Guidelines in the rear pages of the Rule Book). A reinforcement bar, minimum 1-1/2 inches in diameter and 0.083 inch wall thickness, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear frame rails. The distance from the outside edge of the main frame side rails, left and right, must be the same, measured from the centerline of the tread width, front and rear. When measured from the outside edge of the left side frame rail to the outside edge of the right side frame rail, a minimum width of 57 inches and a maximum width of 64 inches must be maintained on all frames. Weight containers must not be added on the outside of the frame rails. Weight containers, if used, must only be attached to the inside of the main frame rails. (See diagrams in the rear of the Rule Book for approved frames.)

9.9.1. SUSPENSION

All suspension systems, components and parts must be acceptable to Track Officials and meet the following minimum requirements:

A. Non-ferrous suspension parts must be approved by Track Officials.

9.9.1.1. REAR SUSPENSION:

A conventional two (2) link truck trailing arm type, a three (3) link passenger car type suspension or a leaf spring passenger car type suspension will be permitted.

9.9.1.2. TRUCK ARM REAR SUSPENSION:

Truck trailing arms must be attached to the rear axle housing, with one (1) solid 'U' bolt on each side over the axle housing and through the truck trailing arm, with nuts securing the truck trailing arm to the axle housing and to the chassis in the front with a steel or rubber bushing or mono-balls, (must be the same on both sides), at the end of each truck trailing arm attached with minimum 3/4 inch diameter bolts. Truck trailing arms using heim joints (spherical rod ends) will not be permitted. The front truck trailing arm mounting brackets must be one-piece, welded magnetic steel. Hydraulic or spring loaded mounting points or links will not be permitted. Mounting points on the axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the centerline of the rear frame rails. Truck trailing arms, when measured from the center of the front mounting bushing to the center of the rear axle tube, in a straight line, must maintain an equal length on the left side and the right side. Minimum length of 45 inches. Pickup truck OEM trailing arms may be cut down to a minimum two (2) inches wide by three (3) inches high. I-Beam style truck trailing arms must be used. They must be constructed using two (2) C-channels of a minimum of one (1) inch in width by three (3) inches in height magnetic steel with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specifications, welded back to back, creating a vertical wall of two (2) 1/8 inch wall thickness with a completed overall size of two (2) inches in width by three (3) inches in height. Box tube truck trailing arms will be permitted. Adjustable truck trailing arms will not be permitted. Any spacers used between the rear axle housing and the truck trailing arms must be made of a solid metal block, rubber blocks are not permitted. All truck trailing arms and mounting brackets must be acceptable to Track Officials. Holes and/or other modifications to the truck trailing arms and mounting brackets that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

9.9.1.3. THREE LINK REAR SUSPENSION:

Passenger car type trailing arms must be a maximum of 25 inches in length at the center of the mounting holes. The trailing arms must be fabricated using a minimum 1-1/4 inch by two (2) inches steel box tubing with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specifications. Both trailing arms must be the same length and be made in one (1) piece. Both trailing arms must be parallel with each other when attached to the frame and rear axle housing. Mounting points on the axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the centerline of the rear frame rails.

Standard type rubber or metal bushings must be used. Spring loaded upper link allowed. Adjustable rear trailing arms will not be permitted. All trailing arms and mounting brackets must be acceptable to Track Officials. Holes and/or other modifications to the passenger type trailing arms that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

9.9.1.4. PAN HARD BAR:

- A. The rear axle housing must be held in the center of the car side to side by a single tubular pan hard bar.
- B. Spring loaded or hydraulic pan hard bars not permitted.
- C. Heim joints allowed.

9.9.2. SPRINGS AND SHOCKS

9.9.2.1. COIL SPRINGS

All downward front chassis movement while the race car is in competition must be limited only by the normal increasing rate of the front springs or the bottoming of the chassis against the race track, whichever occurs first. Any device or procedure that, in the judgment of Track Officials, attempts to detract from or compromise the above will not be permitted. Only coil spring suspension will be permitted. All coil springs must be constructed using round magnetic steel wire. Ovate and flat wire will not be permitted. The coil spring wire diameter must be the same size from the top to the bottom of the springs. All of the coils in a spring must be active. The coil springs in all four (4) wheels must be active in any and all suspension movement.

9.9.2.2. COIL OVER SPRINGS:

- A. Front coil over springs must mount to the stock appearing lower A-frames.
- B. Strut bars will not be permitted for mounting of the coil-over.
- C. Rear coil-over must be mounted on the outside of the rear frame rails. Both springs must be mounted to brackets on the rear axle housing in the same location on the left and on the right side.
- D. Only one (1) spring per wheel will be permitted.
- E. Coil over springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground.
- F. Digressive rate springs will not be permitted.
- G. A maximum of one (1) spring rubber insert, not to exceed one (1) full coil will be permitted, must be acceptable to Track Officials.

9.9.2.3. FRONT CONVENTIONAL COIL SPRINGS:

- A. The front coil springs must be heavy-duty magnetic steel and must be constructed with one (1) closed, ground coil end and one (1) open coil end.
- B. The front coil spring mounts must be located on the stock appearing lower A-frame for the bottom mount and remain stationary in all directions. The top mount must be welded to the chassis frame rails.
- C. It is permissible to install heavy-duty bolts (jacking bolts) for the purpose of raising or lowering the car.
- D. Jacking bolts will not be permitted to extend through the frame rail tube.
- E. A maximum of one (1) spring rubber insert, not to exceed one (1) full coil will be permitted, must be acceptable to Track Officials.
- F. All coil springs must maintain a minimum outside diameter of 5-1/4 inches and a maximum outside diameter of 5-3/4 inches.
- G. Only one (1) spring per wheel will be permitted.
- H. Digressive rate springs will not be permitted.

9.9.2.4. REAR CONVENTIONAL COIL SPRINGS

- A. The rear coil springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground.
- B. Coil springs mounted on the truck trailing arms must not be located outside the rear frame rail kick-ups, and must be equal distance from the centerline of the rear frame rails.
- C. All upper and lower rear coil spring mounts must be located between the rear frame side rails. Jacking bolts will be permitted to be located through the frame rails. The center of the jacking bolt must not extend further than the center of the frame rail from the inside edge. Jacking bolts located through the frame rails must have a solid sleeve extending through the frame from top to bottom and be welded completely into the frame rails.
- D. The rear coil spring lower mounts must be located in front of the rear axle housing.
- E. The rear coil spring upper mounts must be located and welded on the chassis directly above the lower mounts.
- F. A maximum of one (1) spring rubber insert, not to exceed one (1) full coil will be permitted, must be acceptable to Track Officials.
- G. All coil springs must maintain a minimum outside diameter of 4-3/4 inches and a maximum outside diameter of 5-1/4 inches.
- H. Only one (1) spring per wheel will be permitted.
- I. Digressive rate springs will not be permitted.

9.9.2.5. SHOCK ABSORBERS

Shock absorbers must be available to all competitors.

- A. Any sealed non-rebuildable hydraulic shock allowed.
- B. A maximum of one (1) shock absorber per wheel is permitted.
- C. Coil over shocks are permitted.
- D. Schrader valves are permitted.
- E. Adjustable shocks not allowed.
- F. Base valves not allowed.
- G. Any shock oil permitted.

H. Suspension travel must not be limited by the shock absorber and/or components, or shock absorber mounting location.

9.9.2.6. GAS SHOCK ABSORBERS

A. The approved gas shock absorbers for 2008 will be of the revalvable, rebuildable, gas pressurized, mono-tube, deflective disc valve type with an integral gas reservoir. Shock absorbers must provide a resultant force dependent upon piston velocity and must be acceptable to Track Officials. Shock absorbers and components must be used as supplied by the manufacturer and all components must be used in only their respective manufacturer's shock absorber. Modifications or changes to the shock absorber and internal components will not be permitted. Shock absorbers and components must be available to all Competitors and must meet the following requirements:

The approved shock absorbers and components are as follows:

Penske 7500 Series with only the approved Penske Linear and High-Flow Linear Pistons

Bilstein ASN, SN, or SL/SZ Series with only the approved Bilstein Linear #U37T Series Pistons #423171 and #403556

PRO PG Series with only the approved Linear/Linear #63 Piston

B. "Steel" deflective disc valve shims must seal the primary metering faces of the single piston in the main shock body. The only shims permitted will be those manufactured, produced and/or recommended by the specific shock absorber manufacturer. Shims must be used in only their respective shock absorbers. Ring shims and bleed shims will be permitted. Floating shims will not be permitted.

C. Only a single one-piece piston is permitted in the main body with one (1) shim stack on the compression side, and one (1) shim stack on the rebound side. A maximum of three (3) bleed holes may be drilled in the piston. If bleed holes are drilled into the piston, they must be drilled into the port of the piston only. The only pistons permitted are the Linear and High-flow pistons that were submitted by the manufacturer and approved by NASCAR.

D. The gas reservoir maximum outside diameter must not exceed 2.300 inches. External shock absorber gas reservoirs will not be permitted.

E. The shock absorber nitrogen gas pressure must not be less than 50 PSI or greater than 150 PSI. Gas pressure will be measured at ambient temperature.

E. An external Schrader valve will be required to pressurize the shock absorber with gas.

F. Oils that the viscosity can be changed by any type of electro-magnetic field or by any other means will not be permitted.

G. Shock absorber shaft diameter must not exceed 0.630 inch and the shaft must not have any sleeves or spacers that could limit the travel of the shaft into or out of the main body. Shock absorber shafts must be solid.

H. Suspension travel must not be limited by the shock absorber and/or components, or shock absorber mounting location.

9.9.3. SWAY BARS

Sway bars must be acceptable to Track Officials and meet the following requirements:

A. The main body of the front sway bar must be made of magnetic steel and a maximum diameter of 1 ½ inches.

B. The sway bar arms must be constructed of metal and may be splined for attaching to the main body. Heim joints (spherical rod ends) may be used for attaching the sway bar arms to the lower A-frames.

C. Hollow or solid bars permitted.

D. Sway bars (anti-roll bars) will not be permitted on the rear suspension.

E. Sway bar ends maximum size of 1 ¼ inches in diameter.

F. Sway bar ends greater than 1 ¼ inches in diameter, add 25 pounds.

9.9.4.1. A-FRAMES

A. A-frames must have a stock appearance and be made of magnetic steel. Holes and/or other modifications that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

B. Upper and lower A-frames may be altered for tire clearance. Heim joints (spherical rod ends) will not be permitted on upper and lower A-frames.

C. Lower A-frames must have a stock appearance for the type front sub-frame being used and mounted in the stock location. Both A-frames must be the same length (no offsets permitted). If fabricated, the General Motors type lower A-frames must be constructed using a minimum one (1) inch wide by two (2) inches high magnetic steel tubing. If fabricated, the Ford type lower A-frames must be constructed using a minimum two (2) inches wide by one (1) inch high magnetic steel tubing.

D. The distance from the centerline of the tread width, front and rear, to the mounting points of the lower A-frames, left and right, must be the same.

E. Adjustable lower A-frame mounting holes in the chassis will be permitted.

F. Offset bushings will not be permitted in the chassis or lower A-frame.

G. Ball joints must be stock appearing, heavy-duty magnetic steel construction and must be acceptable to Track Officials.

H. Adjustable ball joints not permitted.

9.9.5. SPINDLES, WHEEL BEARINGS AND HUBS

A. One-piece, non-adjustable, heavy-duty magnetic steel spindles and heavy-duty wheel bearings will be mandatory. Holes and/or other modifications that, in the judgment of Track Officials, are made or used with the intent of weight reduction will not be permitted.

B. Offset spindles will not be permitted.

C. Solid wide five (5) pattern hubs will be permitted.

D. Front and rear hubs must have the same dimensions on the left and right side—offset hubs will not be permitted.

E. Spindle adjustment bushings are permitted.

F. Custom fabricated spindles are permitted.

9.9.6. TREAD WIDTH REQUIREMENTS

- A.** Magnetic steel spacers will be permitted to utilize the maximum allowable tread width. Spacers, if used, must be the same thickness left and right; however, the front and rear do not have to agree.
- B.** Cars must not exceed the maximum allowable tread width of 64-1/2 inches, front and rear, measured at the center of the tire, zero toe-in, at spindle height. A tolerance of 3/8 inch will be permitted between the front tread width and rear tread width, but the tread width must not exceed 64-1/2 inches.

9.9.7. WHEELBASE REQUIREMENTS

All cars must compete with a wheelbase of 105 inches minimum plus or minus 1/2" inch on the left side or the right side.

9.9.8. BODY HEIGHT REQUIREMENTS

- A.** Cars must maintain a min. roof height of no less than 48 inches. The car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring the overall height of the car at a distance of 10 inches behind the top of the windshield on the roof center line.
- B.** Competitors presenting car for inspection of the min. body height and the min. ground clearance must have their tires inflated to the air pressure recommended by the participating tire manufacturer for the Event. This will apply to pre-race and post-race inspection.
- C.** For more detailed body height dimensions, refer to the rear pages of the Rule Book under Construction Guidelines.

9.9.9. GROUND CLEARANCE REQUIREMENTS

- A.** The frame rail and sheet metal clearance must be a min. of four (4) inches.
- B.** The front air dam clearance must be a min. of four (4) inches.
- C.** All suspension parts clearance must be a min. of four (4) inches.
- D.** The exhaust pipe clearance must be a min. of three (3) inches.
- E.** The engine ground clearance from the center of the crankshaft at the water pump belt pulley must be a min. of 12 inches.

9.9.10. CAR HEIGHT ADJUSTMENT DEVICES

- A.** Mechanical or electrical devices for adjusting the car's height will not be permitted inside of the driver's compartment.
- B.** Hydraulic or electronic weight shifting devices will not be permitted at any time.
- C.** Electrical, pneumatic, hydraulic, remote control, or any other devices that change the handling characteristics or height of the car, will not be permitted.
- D.** Car height adjustments will not be permitted on the left front suspension during a race unless approved by Track Officials.

9.10. STEERING COMPONENTS

- A.** All cars must be equipped with a magnetic steel steering shaft.
- B.** All steering boxes must be mounted in the stock location and the stock position at an angle of not less than 10 degrees on GM type front sub-frames. Any means of raising or changing the steering box position will not be permitted.
- C.** Tie rods, drag links, pitman arms, idler arms, and component parts must be heavy-duty magnetic steel. Holes in steering components that, in the judgment of Track Officials, have been made with the primary intent of weight reduction will not be permitted.
- D.** The center-top of the steering post must be padded with at least two (2) inches of resilient material.
- E.** A quick-release metal coupling with a metal housing acceptable to Track Officials on the steering wheel is mandatory. The use of two (2) universal joints, a min. of 12 inches apart, in front of the firewall and a collapsible steering section in the steering shaft is recommended and must be acceptable to Track Officials.
- F.** Rack and pinion steering not permitted.
- G.** Only magnetic steel spoke steering wheels will be permitted.
- H.** The power steering pump must be mounted and driven off the front of the engine.
- I.** All steering boxes must be constructed of magnetic cast steel.

9.11. BRAKES AND BRAKE COOLING

The car braking, brake cooling systems and components must be acceptable to Track Officials and meet the following minimum requirements. Holes and/or other modifications that, in the judgment of Track Officials, are made or used with the intent of weight reduction will not be permitted.

9.11.1. BRAKE COMPONENTS

- A.** Four piston calipers permitted on the front only. This is an optional change. These are the new part #'s and the only calipers allowed. Only single piston disc brakes with stock type calipers will be permitted on the rear. Brakes must be installed on all four (4) wheels. Floating brake calipers will not be permitted.
- B.** Only magnetic cast iron or magnetic cast steel round brake rotors will be permitted. Rotors must maintain a minimum of 3/4 inch thickness and must not be drilled, slotted or grooved. The brake rotors must be bolted to the hubs. Floating brake rotors will not be permitted.
- C.** Master cylinder(s) and reservoir(s) must be mounted on the engine side of the front fire wall.
- D.** One (1) brake proportioning system adjustments inside the driver's compartment will be allowed. The balance bar for proportioning the brake master cylinders will be permitted at the brake pedal mounting point inside the car.
- E.** Electronic wheel speed sensors or brake actuators will not be permitted.
- F.** Power assisted braking systems will not be permitted.
- G.** Brake fluid recirculation systems will not be permitted.
- H.** Quick disconnect fittings on the brake lines will not be permitted.
- I.** Only one (1) brake caliper per wheel using only two (2) brake pads per caliper will be permitted.

J. Four Piston Calipers allowed:

Wilwood Part #'s Four (4) piston Forged Billet Superlite Caliper

Note: Different #'s are for different sized pistons.

120-7429, 120-7476, 120-7430, 120-7431, 120-7477, 120-7432, 120-7792, 120-7794, 120-8282, 120-8283

Outlaw Four (4) piston Caliper

3000 series

9.11.2. BRAKE COOLING

A. All brake cooling parts, components, and installation must be acceptable to Track Officials.

B. One fan or blower will be permitted to be used in the brake cooling hose per wheel. Mounting of brake cooling components must be acceptable to Track Officials.

C. A maximum of two (2) scoops per brake, with a maximum three (3) inch flexible hose to the brake, may be used for brake cooling.

D. The maximum size for the air scoops is six (6) inches by eight (8) inches, and when installed they must not extend forward of the leading edge of the air dam.

E. Openings above the uppermost horizontal surface of the front bumper including the headlight openings must not be used to pick up air for brake cooling. Fans or blowers will not be permitted.

F. Liquid or gas cooling of the brakes will not be permitted.

9.12. FUEL

Track fuel only. No additives. Each competitor must purchase a minimum of five (5) gallons of fuel per event. Each team will receive a voucher for five (5) gallons of fuel at the time of pit registration. Vouchers are only good for the day of the event.

9.12.1. FUEL SYSTEM

Refer to Section 201-4.

9.12.2. FUEL PUMP

Refer to Section 201-4.5.2.

9.12.3. FUEL CELL

Refer to Section 201.4.1.

9.12.4. FUEL CELL CONTAINER

Refer to Section 201-4.2.

9.13. ROLL CAGE

Refer to Section 201.

9.14. ROLL BARS

Basic NASCAR roll cage structure - Refer to Section 201.

9.15. SEAT BELTS AND SAFETY EQUIPMENT

Seat belts must have a visible date on them and be no older than 2 years and must be acceptable to Track Officials. See Section 5 for Safety.

SECTION 10: SUPER STOCK RULES

Formerly Street Stock

10.1. COMPETING MODELS

10.1.1. MODEL SPECIFICATIONS

Competition will be open to 1968 and later models of American hardtop passenger sedans including Mustangs and Camaro's with minimum wheel base of 100 inches. No station wagons or convertibles.

10.2. BODY SPECIFICATIONS

A. All bodies must be steel and have stock appearance.

B. Aftermarket nose, grilles, fenders, hood, and doors allowed. Aftermarket nose pieces not required match car make.

C. Monte Carlo can use 5 Star Rear quarters.

D. Must have stock contour.

E. Must have stock floor pan from driver seat forward. Full fabricated floor pan add twenty (25) pounds.

F. Fenders and quarters may be altered for tire clearance only.

G. Bodies must be mounted in stock location. Rubber mounts may be replaced with solid or polyurethane mounts. Body cannot be lowered on frame.

H. Hood and deck lid must have positive magnetic steel fasteners (no aluminum hood pins or fasteners). Hood must seal to fenders, snout and cowl.

I. Inner body panels may be removed, but must be safe and neat appearing. No sharp or jagged edges.

J. Doors must be welded or bolted shut. Pop rivets may be used, but must be acceptable to Track Officials.

K. Headlight and taillight openings must be covered with aluminum or thick plastic material.

L. May raise floor pan maximum of eight (8) inches on right side ONLY for exhaust clearance.

M. Bodies should be kept neat appearing at all times.

10.2.2. OVERALL CAR WEIGHT

Car weight and engine size painted on hood with no less than 2-inch high letters on the left side of hood.

- A. 3150 pounds with driver for built engine or ZZ4 crate engine, 55% maximum left (1418 lbs. minimum right side).
- B. 3150 pounds with driver for 319 CID or less, 55% maximum left (1418 lbs. minimum right side).
- C. 3150 pounds with driver for Strut cars and a built engine or ZZ4 crate engine, 55% maximum left (1418 lbs. minimum right side).
- D. 3100 pounds with driver for 602 crate engine, 56% maximum left (1386 lbs. minimum right side).
- E. Added weight must be securely bolted in place with a minimum of two (2) 3/8" bolts. No weight may be added ahead of the spindles, behind the rear axle, inside the driver's compartment or inside the trunk area. Dislodged weight cannot be returned to the car for weighing after the race. A \$100 penalty for any dislodged weight. The weights must be painted white with the car number on all sides. Tungsten will not be allowed as added weight.
- F. All added weight must be in solid block form.
- G. One length of 2"x3" or 3"x4" box tubing may be securely welded to the frame or outside of roll cage and run front to rear for the purpose of storing added car weight. Any added weight box must be acceptable to Track Officials.
- H. Weight allowance of 3/4 pound per lap after race.
- I. Car weight may be adjusted by SNRP officials to equal competition.

10.3. DETAILED CAR BODY REQUIREMENTS

10.3.1. SPOILERS

Front spoilers /air dam must maintain a minimum five (5) inch ground clearance.

10.3.1.2. REAR SPOILER

- A. Can be no wider than the trunk or maximum of 60".
- B. Maximum height of five (5) inches.
- C. Minimum 1/8" thick aluminum or 1/4" thick polycarbonate.
- D. All fabricated spoilers must maintain an angle of 50-60 degrees.
- E. Stock spoilers allowed.

10.3.2. DASHBOARD

All cars must run complete dash or similar design out of twenty (20) gauge sheet metal or aluminum.

10.3.3. FIREWALL

- A. Must be a minimum of twenty (20) gauge sheet metal front and rear.
- B. All openings must be sealed. Spray or expanding foam is not permitted.
- C. Front firewall may be altered for engine clearance and subject to approval by Track Officials.
- D. Firewall must be welded.

10.3.4. IDENTIFICATION AND MARKINGS

Refer to General Rules.

10.3.4.1.

Engine size and weight, including and weight penalties, must be shown on hood.

10.4.1. GENERAL ENGINE ELIGIBILITY

- A. GM maximum 350 cu. in.
- B. Ford maximum 351 cu. in.
- C. Chrysler maximum 360 cu. in.
- D. 0.040" maximum overbore permitted - all cars.

10.4.1.1. CRATE ENGINE ELIGIBILITY

In an effort to reduce the expense of Auto racing, SNRP would encourage all competitors to seriously consider the cost effectiveness of the crate engines that are offered. All crate engines should be purchased through the track. This engine must be completely stock including but not limited to distributor, oil pan, valve covers, timing chain cover, vibration dampener, etc. Any crate engine torn down at the request of SNRP and found to be legal, SNRP will pay a nominal fee for gaskets only. Any crate engine found to be illegal will be confiscated (The entire engine) and the Team and /or Driver may be suspended for the remainder of the season and /or a possible fine of not less than \$1000. All Southeastern tracks will be notified.

- A. GM steel head crate engine #88958602.
- B. GM ZZ4 crate engine #88958603.
- C. Mopar crate engine part #P5007949.
- D. All crate engines are subject to tear down and/ or inspection and/ or dyno testing at any time. Any competitor failing to allow Track Officials to inspect their engine; the Team and /or Driver will be suspended for not less than 2 events and /or a possible fine of not less than \$250.
- E. All crate engines must use the approved carburetor and/or restrictor plate.
- F. All crate engines that need to be freshened or repaired should contact the track for service through a certified engine builder.

10.4.2. GENERAL ENGINE CHARACTERISTICS

- A. Stock standard production (OEM) engines ONLY.
- B. All internal and external engine components such as intakes, crankshaft, distributor, pistons, etc., must remain standard production or OEM replacement.
- C. Absolutely no high performance equipment or parts.

10.4.2.1. ENGINE LOCATION

- A. All GM engines may be located so the center of the forward most spark plug hole on right side of engine block is in

line with the center line of the front upper ball joint.

B. Ford and Chrysler engines may be located so that the front of the cylinder head on the right side is in line with the center of the upper ball joint.

C. Any engine set back further than what's listed above, must add ten (10) pounds per inch of setback to the right side minimum weight requirements, a maximum of four inches is allowed. All cars must conform to the setback rules listed in #A & #B in 2009.

D. Center of crankshaft must be in the centerline of the frame and tread width, side to side.

10.4.2.2. ENGINE MOUNTS

All engine mounts shall conform to the following requirements:

A. All engines mounts must be securely bolted or welded.

B. Stock type aftermarket engine mounts permitted. Solid non-adjustable mounts permitted.

10.4.3. PISTONS AND RODS

A. Stock production replacement forged flat top pistons permitted. Must be stock in appearance and the skirts must be as long as stock.

B. Piston rings must be the same size as stock.

C. Balancing permitted.

D. GM pistons must have a minimum of two (2) eyebrows.

E. No lightweight or racing pistons.

F. No coatings allowed.

G. Piston pins must be stock size and design. No floating wrist pins.

H. Stock OEM or aftermarket steel rods only. No billet, titanium or hollow rods permitted. Must remain stock length for engine being run.

I. No polishing, lightening, or altering rods.

10.4.4. CYLINDER HEADS

A. All GM cars must maintain a minimum of 58 cc combustion chamber heads. Ford and Chrysler cars must maintain a minimum of 64 cc combustion chamber heads.

B. No aluminum heads permitted, except for crate engine.

C. No porting, polishing, acid porting, coatings, etc. permitted.

D. Maximum valve sizes:

GM 1.940 intake, 1.500 exhaust

Chrysler 2.020 intake, 1.625 exhaust

Ford 2.046 intake, 1.656 exhaust.

E. Three (3) angle valve jobs permitted using normal machining procedures. No cutting in pockets at all.

F. Guide plates and screw in studs permitted.

G. Aftermarket valves must be same shape and size as factory. Single cut valves only.

H. Stock type rocker arms with stock ratio for engine being run.

I. Single valve springs only, flat damper inside spring allowed. Springs must be stock diameter and rate for engine being run.

J. No fuel injection heads allowed.

K. No Angle plug, bowtie, or racing heads. World Products #4351 OR #4361 and Vortex Heads permitted. Please contact SNRP if you have something different that what is listed.

L. Ford may use the Windsor Jr. head.

10.4.5. CAMSHAFT, LIFTERS, ROCKER ARMS & TIMING

A. Only magnetic steel stock production flat tappet type camshafts allowed.

B. No roller cams. Lifters must be standard production hydraulic and standard production size. No solid lifters. Lifters must be magnetic steel.

C. Maximum lift .450" at the valve. Poly locks permitted.

D. Roller rockers may be used, but must be stock ratio for engine.

E. Double roller timing chain allowed. Gear or belt drive timing systems not permitted.

F. Any OEM HEI or point's type distributor allowed. No MSD, crank triggers, magnetos, etc. permitted.

10.4.6. CRANKSHAFT

A. Stock production OEM cranks with stock stroke.

B. Steel cranks permitted.

C. No modifications permitted except for balancing. No cutting down of counterweights, polishing, or lightening.

D. Minimum crankshaft weight 50 Lbs.

E. Only standard OEM steel elastomer-type harmonic balancers allowed.

10.4.7. INTAKE MANIFOLD

A. Edelbrock Performer series intake manifolds only.

B. All intakes must remain as manufactured. No modifications. Manifolds cannot be painted or coated.

C. Part Numbers:

Chevrolet #2101 or #2116

Chrysler #2176 or #7176

Ford Cleveland #2665 for 4BL heads, #2750 for 2BL heads
Windsor #2121 for 302 engines, #2181 for 351 engines.

10.4.8. CARBURETORS

A. Holley 500 CFM 2bbl carburetor model #4412

B. No modifications. Must be stock out of the box except as follows:

C. All air leaks must be sealed. Any attempt to pull outside air other than through the venturi is not permitted.

D. The only alterations permitted are:

The choke may be removed, the power valve size may be changed and the jet size may be changed.

E. GM 602 & 603 crate engines 390 CFM 4 bbl model #4150.

10.4.8.1. CARBURETOR SPACER AND GASKETS

A. Only a one (1) piece solid aluminum carburetor spacer, a minimum 0.700" inch, maximum 0.750" inch in thickness, must be installed between intake manifold and carburetor.

B. The spacer must be centered on the intake manifold and have two (2) round holes with 1-1/2 inch diameter openings for the 350 CFM carburetor located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.

C. The spacer must be centered on the intake manifold and have two (2) round holes with 1-11/16 inch diameter openings for the 500 CFM carburetor located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.

D. A one (1) piece two (2) hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one (1) piece paper gasket maximum 0.065" inch thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.

E. A restrictor plate may be added by SNRP to equal competition.

10.4.9. AIR CLEANERS

A. Round dry paper element, min. 12 inches, maximum 17 inches in diameter permitted.

B. Element must be min. 1-1/2 inches, maximum four (4) inches in height.

C. No carburetor hats, ducts, baffles, etc.

D. Air cleaner must not protrude through hood.

E. No cooling, spraying, or altering of air cleaner.

F. Bottom of air cleaner cannot be above choke horn.

10.4.10. AIR INTAKES

No opening may be cut in the cowl or hood. No tubes, funnels, ducts, or baffles permitted.

10.5. ENGINE/CAR ELECTRICAL SYSTEMS

10.5.1. GENERAL SPECIFICATIONS

Only stock factory OEM standard or electronic electrical systems allowed. No aftermarket or modifications. A push to stop emergency engine shut off switch mounted on the steering wheel is recommended. Aftermarket starters are permitted.

10.5.2. BATTERY

The battery must be installed in an enclosed metal or plastic (boat type) box complete with a cover, located in front of the rear axle housing or behind the driver's seat. The battery box must be mounted inside the frame rails and cannot extend below the bottom of the frame rail. The battery mounting position must be acceptable to Track Officials.

Changing batteries during the race is not permitted.

10.5.3. BATTERY SWITCH

Must be mounted in center of dash and labeled ON/OFF.

10.6. ENGINE COOLING SYSTEM

10.6.1. FANS

The engine cooling fan must be acceptable to Track Officials and meet the following requirements:

A. Engine mounted fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.

B. Electric engine cooling fans are optional and are permitted. An electric fan can be used in place of a mechanical fan or in conjunction with.

C. If an engine-driven fan is used, it must be a standard magnetic steel fan with a minimum of four (4) blades. Removal of the fan blades or fan belt will not be permitted.

D. The minimum diameter of the fan must not be less than 14 inches.

E. The fan blades must be a minimum of 3 1/2 inches wide. Flat fan blades will not be permitted.

F. The installation and location of the fan must be acceptable to Track Officials.

10.6.2. FAN SHROUD AND DUCTS

When an electric fan is used, shrouds or panels rearward of the radiator will not be permitted, unless used in conjunction with the mechanical fan, and then a shroud is permitted. When a standard steel fan is used, the shroud must follow the entire circumference of the fan and must not extend more than one (1) inch rearward of the trailing edge of the fan blade. Flat panels will not be permitted.

10.6.3. RADIATOR

The engine cooling radiator must be acceptable to Track Officials and meet the following requirements:

- A. The radiator must remain stock appearing and remain in the standard position not to exceed two (2) inches from vertical.
- B. Radiator dust or shaker screens will be permitted.
- C. Radiator installation must be acceptable to Track Officials
- D. The radiator overflow pipe must be relocated to the right side of the windshield.
- E. A panel the width of the radiator may be attached from the front bumper to the trailing edge of the radiator. All air that enters the grille area must flow through the radiator core.
- F. All radiator cooling tubes must be operational. All cooling fins must be evenly spaced top to bottom and side to side and must remain at a 90 degree angle to the side tanks. The spacing and width must be acceptable to Track Officials.
- G. The radiator must be centered to the water pump. No offset.
- H. Aluminum radiators permitted.
- I. Anti-Freeze not allowed. Fine of \$100.

10.6.4. WATER PUMP

Stock production magnetic steel water pumps or OEM type aluminum permitted. Aluminum pulleys allowed.

10.7. ENGINE LUBRICATION

- A. Stock production assembly only.
- B. No oil coolers or remote filters.
- C. Cheap circle track pans permitted. Magnetic steel only.
- D. Oil galley pans permitted. No heat shields permitted in the galley.
- E. Dry sump systems not permitted.

10.8. ENGINE EXHAUST ASSEMBLY

- A. Exhaust pipes must extend past driver to outer edge of car.
- B. No flex pipes.
- C. Stock unaltered exhaust manifolds maximum size two (2) inches inside diameter or headers 1-5/8 inch outside diameter.
- D. Maximum of three (3) inch diameter exhaust pipes inside diameter.
- E. Exhaust pipe must be same size from collector back. No stainless steel pipes. No coatings or thermal wrap.
- F. Two into one or H-Pipe systems permitted.
- G. No X pipe or merge exhaust systems.
- H. Stock cast iron manifolds will be permitted. Modifications will not be permitted.
- I. The exhaust headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30 inches in length cut off square, no cones or pyramids will be permitted, with a collector tube size of three (3) inches outside diameter. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. Primary tubes must exit down and turn to the rear into the collector pipe. Those tubes that do not must be mounted parallel, or angle down, in reference to the cylinder head, then turn down and turn to the rear into the collector pipe. The maximum thickness permitted on the header mounting flange will be 3/8 inch.
- J. Minimum exhaust pipe ground clearance of 3".

10.9. DRIVE TRAIN

10.9.1. CLUTCH ASSEMBLY

- A. Stock type single disk clutch and pressure plate only.
- B. Minimum clutch and pressure plate weight 15 pounds.
- C. No carbon fiber disks.
- D. Hydraulic clutch systems allowed.
- E. All Motor may use aftermarket 7.25 clutch assembly.

10.9.2. FLYWHEELS

- A. Stock type only. No aftermarket or high-performance.
- B. Minimum flywheel weight is 14.5 pounds. Material cannot be removed to achieve minimum weight.
- C. No Aluminum flywheels.

10.9.3. BELL HOUSING

- A. Blow proof bell housing recommended. (Mandatory for 2009)
- B. If stock housing is used, a scatter shield of belt material must be installed to floor pan.
- C. Bell Housing must be modified to allow inspection of flywheel and clutch pack.

10.9.4. STANDARD TRANSMISSIONS

- A. Must run standard OEM three (3) or four (4) speed manual transmission with all gears in working order.
- B. No racing transmissions, Brinn, Jerico, etc.
- C. Holes and/or other modifications to the transmission case or internal components that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.
- D. Only OEM Type, magnetic steel, angle cut forward gears manufactured for the transmission being used will be permitted. Square cut forward gears will not be permitted. No polishing or coating any internal parts permitted.
- E. All forward and reverse gears must work.

- D. Quick change transmissions not permitted.
- F. Transmissions mounts must be acceptable to Track Officials.

10.9.4. AUTOMATIC TRANSMISSIONS

- A. Transmissions must be stock automatic with internal modifications permitted for durability only.
- B. Manual shift kits permitted. Reverse shift patterns permitted.
- C. Torque converter must be ten (10") inches minimum diameter for all automatics.
- D. Torque converter must be factory O.E.M. stall speed. Vega, Monza, hollow, dummy, high stall, or after market Hi Performance converters not permitted.
- E. Any valve or any mechanism to transfer transmission pressure not permitted.
- F. Neutral safety switch must be functional at all times.
- G. Modified transmission oil pan permitted.
- H. Transmission oil cooler size and placement is optional. Cooling lines must have no more than 12" of high-pressure rubber tubing.
- I. Stock O.E.M. flex plate only.
- J. Transmissions mounts must be acceptable to Track Officials.
- K. Any transmission that leaks fluid will not be allowed to compete until repaired.

10.9.5. DRIVE SHAFT

- A. Only stock one piece drive shaft permitted. Must be magnetic steel.
- B. Must be painted white.
- C. Two (2) 360 degree drive shaft loops of 1/4 inch thick and two (2) inch wide solid steel required located six (6) inches to twelve (12) inches from each universal joint.

10.9.6. REAR AXLES

- A. May be interchanged between manufactures, but must mount in stock location. Brackets and arms may be altered to accept cross brand rear ends. Lower control arm pick up points must remain in stock location.
- B. Gears may be changed.
- C. Aftermarket Moser type axles RECOMENED.
- D. Nine (9") inch Ford floater permitted. Must be mounted in stock location for car being run. Must use solid, non crowned, magnetic steel axles. One (1) piece drive hubs only.
- E. Locked rears are permitted.
- F. Detroit locker ratchet type and non-adjustable limited slip differentials are permitted. Gear drive type differentials not allowed.
- G. Adjustable single tube pan hard bar permitted.
- H. Fabricated adjustable top link (third link) permitted on OEM four link cars only. Spring loaded top link not permitted. Can extend through floor pan. The hole must be covered with a fireproof boot.
- I. Quick change rear ends not allowed.
- J. Cambered rear ends not allowed.

10.9.7. WHEELS

- A. All wheels must be 15" x 8" and have the same offset.
- B. Maximum width eight (8) inches.
- C. Car numbers must be painted on wheels.

D. 10 inch wheels optional

10.9.8. TIRES

- A. Used Hoosier F45.
- B. Each competitor may purchase four (4) tires for the first race, then only one tire each subsequent race, that tire must be ran that race. No stock piling tires. All competitors must leave three tires, minimum, in impound that have been used in competition after each race, identified with car number or leave four tires in impound and that competitor would not have to purchase tires the next week.
- C. Visiting cars will be allowed to purchase four used tires from the speedway.
- D. No pressure or relief valves permitted.

Refer to General Rules Section 6.

10.9.9. TREAD WIDTH

- A. Must be stock for car being run.
- B. Maximum 66.5 inches.
- C. May use 1/4" maximum wheel spacer to obtain clearance or maximum tread width, but must be same from side to side not front to rear.

10.9.10. WHEELBASE

Must be stock for car being run.

10.10. FRAMES

Anyone that has a frame that is different than listed below, please call the speedway office for eligibility.

- A. Must be stock in all dimensions.
- B. Frame height must be no less than five (5) inches for full frame cars and five (5) inches under the body panel on sub frame cars.

- C. No front tubular frames. Rear tube frames permitted, but must retain stock location of trailing arms or leaf spring mounts.
- D. X bracing of frame allowed.
- E. Frames may be notched for A-frame clearance and rear axle clearance only.
- F. Unibody cars may tie front and rear sub-frames together with 2"x2" or 2"x3" box tubing, but must be acceptable to track officials.

10.11. SUSPENSION

10.11.1. SHOCKS

- A. One (1) steel bodied shock per wheel. Maximum shaft diameter is 5/8".
- B. May relocate front shocks.
- C. No re-buildable, re-valveable, aluminum, or adjustable shocks allowed.
- D. Adjustable Struts and Adjustable Upper Strut Plates are permitted (not adjustable during race).
- E. The shocks will be controlled by a \$300.00 claimer rule. Any top five finishers in the race may claim any of the other top five finisher's shocks from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$300.00 cash. Anyone not allowing their shocks to be claimed will be suspended a minimum two racing events and fined a minimum of \$300.00.

10.11.2. SWAY BARS

- A. Stock OEM bars are permitted.
- B. Can interchange stock bars but must mount as stock.
- C. Sway bars may have adjustable device on one side of the bar.
- D. Adjustable bars like LMSC are permitted. All bars must be solid magnetic steel. Maximum of 1 ¼ inch diameter ends and a maximum center diameter of 1 ½ inches. Heim joints are permitted.

10.11.3. SPINDLES, HUBS and A-FRAMES

- A. Safety hubs and aftermarket OEM type spindles are permitted on front. Custom fabricated spindles not permitted.
- B. All suspension must be mounted as factory installed.
- C. May install larger or screw in type ball joints but must mount in stock location. May reposition ball joint collar for clearance.
- D. Adjustable style ball joints not permitted.
- E. Upper A-frame mounting tower may be moved and re-welded for camber purposes only. Aftermarket nonadjustable upper mounting tower permitted.
- F. May run tubular steel non-adjustable upper A-arms, must be same dimensions as stock.
- G. Lower A-arms must remain stock or aftermarket OEM type and be the same length on both sides. Mono-balls not allowed.
- H. Offset bushings not permitted.
- I. A maximum of seven (7) degrees camber allowed on right front and five (5) degrees on left front.

10.11.4. STEERING COMPONENTS

- A. Steering components must be stock OEM for car being run.
- B. Stock OEM steering box must be used, and bolt in OEM location.
- C. Center of the steering wheel must be padded.
- D. Quick release steering wheel coupler is mandatory.
- E. Aftermarket power steering pumps permitted.
- F. Collapsible steering shaft recommended.

10.11.5. SPRINGS

- A. Stock location for car being run.
- B. After market racing springs permitted.
- C. Rubber spacers, one (1) per spring and shims allowed. No acorn twist in style inserts permitted.
- D. Stock O.E.M. or after market rear leaf springs permitted.
- E. Longer shackles (maximum 8" long), sliding shackles and lowering blocks permitted.
- F. No adjustable coils or coil-over's on McPherson struts unless O.E.M.
- G. Hydraulic spring perches or load centering type devices not allowed.

10.11.6. JACK SCREWS

Front and rear screw jacks or spring adjusters permitted.

10.12. BRAKES

- A. Must be stock production or aftermarket OEM replacement.
- B. No high-performance racing calipers allowed. Maximum of one (1) piston per OEM caliper.
- C. GM metric or GM III style single piston calipers permitted.
- D. Four wheel disc brakes permitted.
- E. One (1) brake adjuster allowed under hood only.
- F. Dual master cylinders permitted.
- G. No after market light weight drilled or cross cut rotors allowed.
- H. Front brake cooling is permitted. One 3 1/2" x 6" front scoop will be allowed for each front wheel. One 3" hose per wheel permitted. Brake fans not allowed.

I. After market pedals and assemblies permitted.

10.13. ROLL BARS and CONSTRUCTION GUIDELINES

Refer to Section 201 or Construction Diagrams in Back of Book

10.14. FUEL

A. Track gas required. No Additives. Each team is required to purchase a minimum of five (5) gallons per each racing event.

10.15. FUEL SYSTEM

Refer to Section 201

Minimum fuel cell capacity is eight (8) gallons and Maximum capacity is twenty two (22) gallons. Excluding size and capacity, all fuel cells must meet the standard safety requirements.

10.16. SAFETY AND CONSTRUCTION GUIDELINES

Refer to Section 5 and Section 201

10.17.

Anything not covered in this rule book must have prior approval from NASCAR officials in charge of this division. Anything not covered must be factory stock for car being run. Stock means factory ID numbers must be in place. Stock means original equipment for your car. Do not assume that if it's not written in the rule book that it will be permitted.

10.18. SEAT BELTS AND SAFETY EQUIPMENT

Seat belts must have a visible date on them and be no older than 2 years and must be acceptable to Track Officials. See Section 5 for Safety.

SECTION 11: STREET STOCK RULES

Formerly Thunder Car

11.1. COMPETING MODELS

This is a true entry-level class that everyone who wishes to race can do so affordably.

11.1.1. MODEL SPECIFICATIONS

Competition will be open to rear wheel drive 1970 and later models of American hardtop passenger sedans with minimum wheel base of 105 inches. No station wagons, convertibles, Second Generation (1970-1981) or Fourth Generation (1993-2002) Camaro's, Mustangs or sports cars. 1982-1992 GM Third Generation F-Body type (Camaro & Firebird) cars permitted (see weight requirements)

11.2. BODY SPECIFICATIONS

A. All bodies must be steel and have stock appearance.

B. Aftermarket nose, grilles, fenders, hood, and doors allowed. Aftermarket nose pieces must match car make.

C. Monte Carlo can use 5 Star Rear quarters.

D. Must have stock contour.

E. Must have stock floor pan.

F. Fenders and quarters may be altered for tire clearance only.

G. Bodies must be mounted in stock location. Rubber mounts may be replaced with solid or polyurethane mounts. Body cannot be lowered on frame.

H. All chrome trim, plastic and glass lenses, door hardware, side windows, carpet, upholstery and headliner must be removed.

I. Hood and deck lid must have positive magnetic steel fasteners (no aluminum hood pins or fasteners). Hood must seal to fenders, snout and cowl.

J. Inner body panels may be removed, but must be safe and neat appearing. No sharp or jagged edges.

K. Doors must be welded or bolted shut. Pop rivets may be used, but must be acceptable to track officials.

L. Headlight and taillight openings must be covered with aluminum or thick plastic material.

M. Bodies should be kept neat appearing at all times.

11.2.2. OVERALL CAR WEIGHT

Car weight and engine size painted on hood with no less than 2-inch high letters on the left side of hood.

A. Cars with a wheelbase of 105 inches and greater 3200 pounds with driver, 55% maximum left (1418 lbs. minimum right side).

B. GM Third Generation F-Body cars 3500 pounds with driver, 55% maximum left (1575 lbs. minimum right side).

C. Added weight must be securely bolted in place with a minimum of two (2) 3/8" bolts. **No weight may be added ahead of the spindles or inside the driver's compartment. Weight added inside the trunk area is permitted.**

Dislodged weight cannot be returned to the car for weighing after the race. A \$100 penalty for any dislodged weight. The weights must be painted white with the car number on all sides. Tungsten will not be allowed as added weight.

D. All added weight must be in solid block form.

E. Weight allowance of 3/4 pound per lap after race.

F. Car weight may be adjusted by SNRP officials to equal competition.

11.3. DETAILED CAR BODY REQUIREMENTS

11.3.1. SPOILERS

Front spoilers /air dam must maintain a minimum five (5) inch ground clearance.

11.3.1.2. REAR SPOILER

Can be no wider than the trunk or maximum of 54". Maximum height of five (5) inches. Minimum 1/8" thick aluminum or 1/4" Lexan. All fabricated spoilers must maintain an angle of 50-60 degrees. Stock spoilers allowed.

11.3.2. DASHBOARD

11.3.2.1.

All cars must run complete dash or similar design out of twenty (20) gauge sheet metal or aluminum.

11.3.3. FIREWALL

Front firewall may not be altered. All openings must be sealed.

11.3.4. IDENTIFICATION AND MARKINGS

Refer to General Rules.

11.3.4.1.

Engine size, including overbore, must be shown on hood.

11.4. GENERAL ENGINE REQUIREMENTS

11.4.1. GENERAL ENGINE ELIGIBILITY

- A. GM maximum 350 cu. in.
- B. Ford maximum 351 cu. in.
- C. Chrysler maximum 360 cu. in. NO 355 cu. in. engines allowed.
- D. .040 maximum overbore permitted - all cars.

11.4.2. GENERAL ENGINE CHARACTERISTICS

- A. Stock standard production (OEM) engines ONLY.
- B. All internal and external engine components such as intakes, crankshaft, distributor, pistons, etc., must remain standard production or OEM replacement.
- C. Absolutely no high performance equipment or parts.

11.4.2.1. ENGINE LOCATION

All engines must be located in stock location. Center of crankshaft must be centerline of the frame and tread width.

11.4.2.2. ENGINE MOUNTS

All engine mounts shall conform to the following requirements:

- A. All engines mounts must be securely bolted or welded.
- B. Stock type aftermarket engine mounts permitted. Solid non-adjustable mounts permitted.

11.4.3. PISTONS AND RODS

- A. Stock production replacement forged pistons permitted. Must be stock in appearance and the skirts must be as long as stock. Piston rings must be the same size as stock. Balancing permitted. GM pistons must have four (4) eyebrows. No lightweight or racing pistons. Minimum weight of pistons will be 600 grams. No coatings allowed.
- B. Piston pins must be stock size and design. No floating wrist pins.
- C. Stock OEM production steel rods only for engine being run. Stock length for engine being run.
- D. No polishing, lightening, or altering rods.

11.4.4. HEADS

All GM cars must maintain a minimum of 74 cc and all Ford and Chrysler cars must maintain a minimum of 64 cc heads.

- A. No aluminum heads permitted.
- B. No porting, polishing, acid porting, coatings, etc. permitted.
- C. Maximum valve sizes:
GM 1.940 intake, 1.500 exhaust
Chrysler 2.020 intake, 1.625 exhaust
Ford 2.046 intake, 1.656 exhaust.
- D. Three (3) angle valve jobs permitted using normal machining procedures. No cutting in pockets at all.
- E. Guide plates and screw in studs permitted.
- F. Aftermarket valves must be same shape and size as factory. Single cut valves only.
- G. Stock type rocker arms with stock ratio for engine being run.
- H. Single valve springs only, flat damper inside spring allowed. Springs must be stock diameter and rate for engine being run.
- I. No fuel injection heads allowed.
- J. No Angle plug, Bowtie, Vortec, double hump, Windsor Jr., or racing heads.

11.4.5. CAMSHAFT, LIFTERS, ROCKER ARMS & TIMING

- A. Only magnetic steel stock production flat tappet type camshafts allowed.
- B. No roller cams. Lifters must be standard production hydraulic and standard production size. No solid lifters. Lifters must be magnetic steel.
- C. Maximum lift .425" at the valve. Poly locks permitted.
- D. Roller rockers not permitted.

11.4.6. CRANKSHAFT

- A. Stock production OEM cranks with stock stroke. No modifications permitted except for balancing. No cutting down

of counterweights, polishing, or lightening.

GM Minimum 54 Lbs

302 Ford Minimum 43 Lbs

351 Cleveland Minimum 63 Lbs

351 Windsor Minimum 60 Lbs

318 Chrysler Minimum 58 Lbs.

B. Only standard OEM steel elastomer-type harmonic balancers allowed.

C. Double roller timing chain allowed. Gear or belt drive timing systems not permitted.

D. Any OEM HEI or point's type distributor allowed. No MSD, crank triggers, magnetos, etc. permitted.

11.4.7. INTAKES

A. Current Edelbrock Performer series intakes ONLY. They must remain as manufactured. No modifications. Manifolds cannot be painted or coated.

B. Chevrolet #2101

Chrysler #2176 or #7176

Ford Cleveland #2665 for 4BL heads or #2750 for 2BL heads

Ford Windsor #2181 for 351 engines or #2121 for 302 engines

11.4.8. CARBURETORS

A. Holley 2300 2bbl carburetor model #7448 with a venturi size of 1 3/16 inch and maintaining throttle bore maximum size of 1 1/2 inch.

B. No modifications. Must be stock out of the box except as follows:

C. All air leaks must be sealed. Any attempt to pull outside air other than through the venturi is not permitted.

D. The only alterations permitted are: the choke may be removed, the power valve size may be changed, accelerator pump cam, and accelerator pump discharge nozzles may be changed and the jet size may be changed. Idle holes may be drilled in the butterflies. No other changes allowed.

E. No reshaping, polishing, grinding or drilling allowed. No adjustable (jetted) air bleeds or circuits. Gaskets must remain unaltered. No "hp" parts allowed. No chrome carburetors.

11.4.8.1. CARBURETOR SPACER AND GASKETS

A. Only a one (1) piece solid aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor.

B. The spacer must be centered on the intake manifold and have two (2) round holes with 1-1/2 inch diameter openings for the 350 CFM carburetor located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.

C. A one (1) piece two (2) hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate, must be installed between the carburetor and spacer. A one (1) piece paper gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.

D. A restrictor plate may be added by SNRP to equal competition.

11.4.9. AIR CLEANERS

A. Round dry paper element, min. 12 inches, maximum 17 inches in diameter permitted.

B. Element must be min. 1-1/2 inches, maximum four (4) inches in height.

C. No carburetor hats, ducts, baffles, etc.

D. Air cleaner must not protrude through hood.

E. No cooling, spraying, or altering of air cleaner.

F. Bottom of air cleaner cannot be above choke horn.

11.4.10. AIR INTAKES

No opening may be cut in the cowl or hood. No tubes, funnels, ducts, or baffles permitted.

11.5. ENGINE/CAR ELECTRICAL SYSTEMS

11.5.1.

Only stock factory OEM standard or electronic electrical systems allowed. No aftermarket or modifications. A push to stop emergency engine shut off switch mounted on the steering wheel is recommended. Aftermarket starters are permitted.

11.5.2. BATTERY

The battery must be installed in an enclosed metal or plastic (boat type) box complete with a cover, located in front of the rear axle housing or behind the driver's seat. The battery may remain in stock location. The battery box must be mounted inside the frame rails and cannot extend below the bottom of the frame rail. The battery mounting position must be acceptable to Track Officials. Changing batteries during the race is not permitted.

11.5.3. BATTERY SWITCH

Must be mounted in center of dash and labeled ON/OFF.

11.6. ENGINE COOLING SYSTEM

11.6.1. FANS

The engine cooling fan must be acceptable to Track Officials and meet the following requirements:

A. Engine mounted fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type

fans will not be permitted.

B. Electric engine cooling fans are optional and are permitted. An electric fan can be used in place of a mechanical fan or in conjunction with.

C. If an engine-driven fan is used, it must be a standard magnetic steel fan with a minimum of four (4) blades.

Removal of the fan blades or fan belt will not be permitted.

D. The minimum diameter of the fan must not be less than 14 inches.

E. The fan blades must be a minimum of 3 1/2 inches wide. Flat fan blades will not be permitted.

F. The installation and location of the fan must be acceptable to Track Officials.

11.6.2. FAN SHROUD AND DUCTS

When an electric fan is used, shrouds or panels rearward of the radiator will not be permitted, unless used in conjunction with the mechanical fan, and then a shroud is permitted. When a standard steel fan is used, the shroud must follow the entire circumference of the fan and must not extend more than one (1) inch rearward of the trailing edge of the fan blade. Flat panels will not be permitted.

11.6.3. RADIATOR

The engine cooling radiator must be acceptable to Track Officials and meet the following requirements:

A. The radiator must remain stock appearing and remain in the standard position not to exceed two (2) inches from vertical.

B. Radiator dust screens will be permitted.

C. Radiator installation must be acceptable to Track Officials

D. The radiator overflow pipe must be relocated to the lower right side of the windshield.

E. A panel the width of the radiator may be attached from the front bumper to the trailing edge of the radiator. All air that enters the grille area must flow through the radiator core.

F. All radiator cooling tubes must be operational. All cooling fins must be evenly spaced top to bottom and side to side and must remain at a 90 degree angle to the side tanks. The spacing and width must be acceptable to Track Officials.

G. The radiator must be centered to the water pump. No offset.

H. Aluminum radiators are permitted.

I. Anti-Freeze not allowed. Fine of \$100.

11.6.4. WATER PUMP

Stock production magnetic steel water pumps or OEM type aluminum permitted. Aluminum pulleys allowed.

11.7. ENGINE LUBRICATION

A. Stock production assembly only.

B. No oil coolers or remote filters.

C. Cheap circle track pans permitted.

D. Oil galley pans permitted. No heat shields permitted in the galley.

E. Dry sump systems not permitted.

11.8. ENGINE EXHAUST ASSEMBLY

A. Exhaust pipes must extend past driver to outer edge of car.

B. No flex pipes.

C. Stock unaltered exhaust manifolds maximum size two (2) inches inside diameter or headers 1-5/8 inch outside diameter.

D. Maximum of three (3) inch diameter exhaust pipes inside diameter.

E. Exhaust pipe must be same size from collector back. No stainless steel pipes. No coatings or thermal wrap.

F. H-Pipe systems permitted.

G. No X pipe, two into one or merge exhaust systems.

H. Stock cast iron manifolds will be permitted. Modifications will not be permitted.

I. The exhaust headers must be manufactured using a magnetic steel primary tube size of 1-5/8 inches outside diameter, maximum 30 inches in length cut off square, no cones or pyramids will be permitted, with a collector tube size of three (3) inches outside diameter. The header collector pipe must not be reduced at any point between the primary tubes and the exhaust pipe. Primary tubes must exit down and turn to the rear into the collector pipe. Those tubes that do not must be mounted parallel, or angle down, in reference to the cylinder head, then turn down and turn to the rear into the collector pipe. The maximum thickness permitted on the header mounting flange will be 3/8 inch.

J. Minimum exhaust pipe ground clearance is **six (6) inches**.

K. Headers will be controlled with a \$200 claim rule. Any top five finishers in the race may claim any of the other top five finisher's headers from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$200.00 cash. Anyone not allowing their headers to be claimed will be suspended a minimum two racing events and fined a minimum of \$200.00.

11.9. DRIVE TRAIN

11.9.1. TRANSMISSIONS (AUTOMATIC)

A. Transmissions must be stock automatic with internal modifications permitted for durability only.

B. Manual shift kits permitted. Reverse shift patterns permitted.

C. Torque converter must be eleven (11") inches minimum diameter for all automatics.

- D. Torque converter must be factory O.E.M. stall speed. Vega, Monza, hollow, dummy, high stall, or after market Hi Performance converters not permitted.
- E. Any valve or any mechanism to transfer transmission pressure not permitted.
- F. Neutral safety switch must be functional at all times.
- G. Modified transmission oil pan permitted.
- H. Transmission oil cooler size and placement is optional. Cooling lines must have no more than 12" of high-pressure rubber tubing.
- I. Stock O.E.M. flex plate only.
- J. Transmission mount must be O.E.M. stock replacement.
- K. Any transmission that leaks fluid will not be allowed to compete until it is repaired.

11.9.2. DRIVE SHAFT

- A. Only stock one piece drive shaft permitted. No aluminum drive shafts allowed.
- B. Must be painted white.
- C. Two (2) 360 degree drive shaft loops of 1/4 inch thick and two (2) inch wide solid steel required located six (6) inches to twelve (12) inches from each universal joint.

11.9.3. REAR AXLES

- A. May be interchanged between manufactures, but must mount in stock location. Brackets and arms may be altered to accept cross brand rear ends.
- B. Gears may be changed.
- C. Aftermarket Moser type axles RECOMENED.
- D. Locked rears are permitted.
- E. OEM type non-adjustable limited slip differentials are permitted. Gear drive type or Detroit locker differentials not allowed.
- F. Quick change rear ends not allowed.
- G. Cambered rear ends not allowed.

11.9.4. WHEELS

- A. All wheels must be 15" x 8" and three (3) inches maximum backspacing. All wheels must be the same offset.
- B. Maximum width eight (8) inches.
- C. Car numbers must be painted on wheels.

11.9.5. TIRES

- A. Used BFGoodrich radial.
- B. Each competitor may purchase four (4) tires for the first race, then only one tire each subsequent race, that tire must be ran that race. No stock piling tires.
- C. Visiting cars will be allowed to purchase four used tires from the speedway.
- D. No pressure or relief valves permitted.

Refer to General Rules Section 6.

11.9.6. TREAD WIDTH

- A. Must be stock for car being run.
- B. Maximum 66.5 inches.
- C. May use 1/4" maximum wheel spacer to obtain clearance or maximum tread width, but must be same from side to side.

11.9.7. WHEELBASE

Must be stock for car being run.

11.10. FRAMES

- A. Must be stock in all dimensions.
- B. Frame height must be no less than **seven (7)** inches.
- C. No tubular frames.
- D. No X bracing of frame allowed.
- E. Frames may be notched for A-frame clearance and rear axle clearance only.
- F. Unibody cars may tie front and rear sub-frames together with 2"x2" or 2"x3" box tubing, but must be acceptable to track officials.

11.11. SUSPENSION

11.11.1. SHOCKS

- A. One (1) steel bodied OEM type shock per wheel. Must be direct replacement type if aftermarket.
- B. Maximum shaft diameter is 5/8".
- C. No re-buildable, re-valveable, aluminum, or adjustable shocks allowed.
- D. Adjustable Struts and Adjustable Upper Strut Plates are **not** permitted.
- E. The shocks will be controlled by a \$200.00 claimer rule. Any top five finishers in the race may claim any of the other top five finisher's shocks from that event. The claim must be made in writing within 20 minutes after the event accompanied by the \$200.00 cash. Anyone not allowing their shocks to be claimed will be suspended a minimum two racing events and fined a minimum of \$200.00.

11.11.2. SWAY BARS

- A. Must be stock for car manufacturer.
- B. Can interchange stock bars but must mount as stock.
- C. Sway bars may have adjustable device on one end of the bar.
- D. No adjustable bars like LMSC.

11.11.3. SPINDLES, HUBS and A-FRAMES

- A. Safety hubs and aftermarket spindles are permitted on front. Custom fabricated spindles not permitted.
- B. All suspension must be mounted as factory installed.
- C. May install larger ball joints but must mount in stock location. May reposition ball joint collar for tire clearance only.
- D. Adjustable style ball joints not permitted.
- E. Upper A-frame mounting tower may not be moved.
- F. May run tubular steel non-adjustable upper A-arms, must be same dimensions as stock. A maximum of eight (8) inches in length on right side and a maximum of nine (9) inches in length on the left side.
- G. Lower A-arms must remain stock or aftermarket OEM and be the same length on both sides. Mono-balls not allowed. Offset bushings not allowed.
- H. A maximum of seven (7) degrees camber permitted on the right front and a maximum of four (4) degrees camber permitted on the left front.

11.11.3.1. STEERING COMPONENTS

- A. Steering components must be stock OEM for car being run.
- B. Stock OEM steering box must be used, and bolt in OEM location.
- C. Center of the steering wheel must be padded.
- D. Quick release steering wheel coupler is mandatory.
- E. Aftermarket power steering pumps permitted.
- F. Collapsible steering shaft recommended.

11.11.4. SPRINGS

- A. Stock location for car being run.
- B. Racing springs permitted.
- C. Rubber spacers, one (1) per spring, shims and **adjuster cups permitted**. No acorn twist in style inserts permitted.
- D. No adjustable coils or coil-over's on McPherson struts unless O.E.M.
- E. Jack screws or any weight shifting device not permitted.

11.12. BRAKES

- A. Must be stock production or aftermarket OEM replacement.
- B. No high-performance racing calipers allowed.
- C. GM metric style single piston calipers permitted.
- D. One brake adjuster allowed under hood only.
- E. Dual master cylinders permitted.
- F. No after market light weight drilled or cross cut rotors allowed.
- G. Front brake cooling is permitted. One 3 1/2" x 6" front scoop will be allowed for each front wheel. One 3" hose per wheel permitted. Brake fans not allowed.
- H. After market pedals and assemblies not permitted.

11.13. ROLL BARS and CONSTRUCTION GUIDELINES

Refer to Section 201 or Construction Diagrams in Back of Book

11.14. FUEL

Track gas permitted. No Additives.

11.15. FUEL SYSTEM

Refer to Section 201

Minimum fuel cell capacity is eight (8) gallons and Maximum capacity is thirteen (13) gallons. Excluding size and capacity, all fuel cells must meet the standard safety requirements.

11.16. SAFETY AND CONSTRUCTION GUIDELINES

Refer to Section 5 and Section 201

11.17.

Anything not covered in this rule book must have prior approval from NASCAR officials in charge of this division. Anything not covered must be factory stock for car being run. Stock means factory ID numbers must be in place. Stock means original equipment for your car. Do not assume that if it's not written in this rule book that it will be permitted.

11.18. SEAT BELTS AND SAFETY EQUIPMENT

Seat belts must have a visible date on them and be no older than 2 years and must be acceptable to Track Officials. See Section 5 for Safety.

SECTION 12: MOD 4 RULES

12.1. ELIGIBILITY

The Mod 4 Division is designed to promote interest in stock car competition. Track Officials have the right to refuse

any entry.

12.1.1. COMPETING MODELS

Competition will be open to 1964 and later models of American and foreign four cylinder passenger sedans sold in the United States. No Cosworth Vegas. No mid-engine. Front wheel drive cars are permitted.

12.2. CAR BODIES

Cars will keep a stock appearance.

12.2.1. BODY SPECIFICATIONS

A. Body must be neat in appearance. After market bodies are permitted. Hood may be fiberglass or steel. Nose and rear bumper cover may be aftermarket plastic and painted same as car.

B. Hood and deck lid must have positive, magnetic steel, type fasteners.

C. No right side window

D. Right side wing window no larger than 8" at base

12.2.1.2. GROUND CLEARANCE

Minimum three (3) inches. Measurement will be made at frame rails or uni-body seam (lip) where rocker panels and body are joined, whichever is lower, with driver in car.

12.3.1. SPOILERS

A. Maximum seven (7) inches in height.

B. No wider than body

12.3.2. DASHBOARD

All cars must run complete dash or similar design out of 20 gauge sheet metal or aluminum.

12.3.3. FIREWALL

Engine firewall must remain in stock location.

A. All race cars must have complete firewalls made of metal.

B. Stock or full sheet metal (min. 20 gauge thickness) required on rear firewall and inside trunk compartment.

C. All holes must be sealed with fire retarding material. No spray or expanding foam allowed.

12.3.4. IDENTIFICATION AND MARKING

Refer to General Rules.

12.4. GENERAL ENGINE REQUIREMENTS

12.4.1. GENERAL ENGINE ELIGIBILITY/CHARACTERISTICS

A. Different manufacturer's engines will be allowed in different manufacturer's cars. (For example, Nissan engines will be allowed in Ford cars, etc.)

B. Engine set back must be no more than 6 inches from the centerline of the upper ball joints.

C. Four (4) cylinder piston engines only.

D. Anything inside engine is legal.

E. Intake manifold is optional.

F. Aluminum cylinder head is optional.

G. Engine may be bored. Headers are permitted.

H. Fuel injection is not permitted.

I. Dry sump oil system is legal.

J. Engine size and weight of car will be painted on the front right side.

12.4.2. OVERALL CAR WEIGHT

A. All cars must weigh one pound per cc including driver. Maximum left side weight will be 60%. Engine cc must be painted on the hood and car. Minimum weight is 2,000 lbs.

B. Car weight may be adjusted to equal competition by speedway officials.

C. Cast iron heads will be allowed a 125 pound weight break.

12.5. DETAILED ENGINE REQUIREMENTS

12.5.1. PISTONS

A. Optional

12.5.2. RODS

A. Optional

12.5.3. CRANKSHAFT

A. Optional

12.5.4. CAMSHAFT

A. Optional

12.5.5. HEADS, VALVES, & VALVE SPRINGS

A. Aluminum heads permitted.

B. Modifications of head permitted.

C. Steel heads permitted a maximum 125 pound weight break.

12.5.6. CARBURETORS

A. One Holley 4412 2 Barrel

12.5.6.1. CARBURETOR SPACER AND GASKETS

A. Only a one (1) piece carburetor spacer, a maximum of three (3) inches in thickness, may be installed between intake manifold

and carburetor.

B. The spacer must be centered on the intake manifold.

C. A one (1) piece paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer. A one (1) piece paper gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must be no larger than the top of the intake manifold.

12.5.6.2. INTAKES

A. Optional

12.5.7. AIR CLEANER

A. Round pleated paper or K&N type air cleaner Maximum 14 inches in diameter.

B. Minimum thickness 1-1/2 inches, Maximum height 4 inches.

12.6. ENGINE/ELECTRICAL SYSTEMS

12.6.1. GENERAL SPECIFICATIONS

A. After market starters permitted.

B. Magnetos not permitted.

C. Racing coils permitted.

12.6.2. EMERGENCY SHUT OFF

A push to stop emergency engine shut off switch mounted on the steering wheel is recommended.

12.6.3. BATTERY

The battery must be installed in an enclosed metal or plastic box complete with a cover if located inside the driver's compartment. The battery must be mounted inside the frame rails and cannot extend below the bottom of the frame rail. The battery mounting position must be acceptable to Track Officials. Any battery that would be installed during the race must be installed in a battery box.

12.6.4. WATER PUMP

A. Optional

12.7. ENGINE COOLING SYSTEMS

A. Aluminum racing radiator allowed.

B. Minimum of one (1) quart overflow catch can required.

C. All radiator overflow hoses must exit to the lower right front corner of the windshield.

12.7.1. FANS

A. Stock type or electric fans may be used. Stock type must be at least four (4) blades and pitched. Stock type must have fan shroud over top of fan.

B. Aftermarket belt pulley permitted.

12.8. ENGINE LUBRICATION

A. Optional

12.9. ENGINE EXHAUST SYSTEM

A. Exhaust pipes must remain same size from collector back. No header wrap allowed.

B. Aftermarket header permitted.

C. Minimum ground clearance on pipe is three (3) inches.

D. Exhaust must exit behind the driver.

E. Mufflers are optional.

12.10. DRIVE TRAIN

12.10.1. CLUTCH ASSEMBLY

A. Optional

12.10.2. FLYWHEEL

A. Optional

12.10.3. BELL HOUSING

A. Blow proof bell housing recommended.

B. If stock bell housing is used, a scatter shield of belt material must be installed to floor pan.

12.10.4. TRANSMISSIONS

A. Must run standard OEM three (3), four (4) or five (5) speed manual transmission with all gears in working order.

B. No automatics. No direct drives.

C. Two speed transmissions add 25 pounds.

12.10.5. DRIVE SHAFT

A. Must be painted white.

B. Two (2) 360 degree drive shaft loops of 1/4 inch thick and two (2) inch wide solid steel required located six (6) inches to twelve (12) inches from each universal joint.

12.10.6. REAR AXLE

A. Locking differential and spools allowed.

B. Quick change rear ends optional.

C. No independent rear axle assemblies allowed.

D. No cambered rear ends. Zero (0) degree camber with the rear axles level.

E. Pan hard bars and mounts must be acceptable to Track Officials.

12.10.6.1. BRAKES

A. Optional

12.10.7. WHEELS

A. Ten (10) inch maximum width permitted.

B. Must be 13 inch wheel.

C. Car numbers must be painted on wheels.

12.10.8. TIRES

A. Hoosier F-35 is the track tire and is the only tire permitted. All tires must be purchased from SNRP. Each competitor may purchase four (4) tires for the first race, then only two tires each subsequent race, those tires must be ran that race. No stock piling tires. All competitors must leave two tires, minimum, in impound that have been used in competition after each race, identified with car number on wheels or leave four tires in impound and that competitor would not have to purchase tires the next week.

B. No pressure relief valves permitted.

C. Visiting cars will be allowed to purchase two used tires and two new tires from the speedway.

Refer to General Rules Section 6.

12.10.9. FRAMES

A. Full tubular frames permitted.

B. No lightening of frames.

C. Minimum body ground clearance is three (3) inches.

D. All frames must be acceptable to Track Officials.

E. Any car that drags the track will be black flagged and will not be permitted to return to competition until repaired.

12.11. SUSPENSION

A. Only one (1) shock or strut assembly per wheel.

B. Sway bars optional. No rear sway bars allowed.

C. Spindles and hub assemblies optional.

D. A-frames and ball joints must be acceptable to Track Officials.

E. Racing springs permitted.

F. Screw jacks permitted.

G. Coil-over's permitted.

12.11.1. WHEELBASE

Optional

12.11. STEERING COMPONENTS

A. Optional. Must be acceptable to Track Officials

12.13. ROLL BARS and CONSTRUCTION GUIDELINES

Refer to Section 201 or Construction Diagrams in Back of Book

12.14. BRAKES

A. Working brakes on all four (4) wheels mandatory.

B. Calipers and Master cylinders optional.

C. Brake adjuster permitted inside car.

12.15. FUEL

Track gas required. No additives.

12.16. FUEL SYSTEM

Refer to Section 201

Minimum fuel cell capacity is eight (8) gallons and Maximum capacity is thirteen (13) gallons. Excluding size and capacity, all fuel cells must meet the standard safety requirements.

12.16.1. FUEL PUMP

Electrical fuel pumps permitted only when used with a Mercury cutoff switch connected to the oil pressure switch. Fuel pump mounting location must be acceptable to Track Officials.

12.17. SAFETY AND CONSTRUCTION GUIDELINES

Refer to Section 5 and Section 201.

SECTION 13: STOCK 4 RULES

13.1. COMPETING MODELS

Stock appearing sedans that were originally produced with four cylinder engines. May be front or rear wheel drive, but must have make of engine to match body and chassis. No 4 wheel drive or mid engine cars.

13.1.1. ELIGIBILITY

All parts, body, and drive train must be stock unless otherwise specified. No part may be interchanged between makes of cars (Ford engines must have all Ford components; Chevy engines must have Chevy components, etc). All parts must be available to all competitors.

13.2 GENERAL BODY REQUIREMENTS

13.2.1. WINDSHIELD

Windshield must be OEM configuration, size and angles, lexan allowed.

13.2.2. SPECIFIC BODIES/ROOF HEIGHT

Stock appearing sheet metal bodies with factory frame and full bumpers, no push bars. OEM configuration steel front fenders, roof, and rear quarter panels in OEM configuration. May fabricate stock appearing metal doors and trunk lid. Aftermarket nose, tail and hood allowed, metal, fiberglass or plastic. **OR** Complete aftermarket steel or fiberglass bodies permitted but must add 50 lbs to the minimum right side weight requirements. All bodies, including aftermarket, must have a minimum 48in roof height measured 10inches back from top of windshield. No open wheel style bodies. May add rigid roof spoiler/deflector to make minimum roof height, must be total width of roof. Body must fit windshield and rear glass, both may be lexan, 3 -2 inch x 1/8 inch metal safety strips required to be bolted in front, 2 in rear.

13.2.3. GROUND CLEARANCE

Ride height 5" minimum, with driver, checked at pinch weld or chassis, whichever is lower. Ride height will be checked down length of left side of car. Minimum nose valence height is 4inches.

13.2.4. SPOILERS

Rear spoilers must be mounted directly to area where rear bumper cover and trunk lid meet. 54inch wide maximum. 5inch tall maximum.

13.2.5. DASHBOARD

Must have a complete dash, made of metal.

13.3 GENERAL ENGINE REQUIREMENTS

13.3.1. GENERAL ENGINE ELIGIBILITY/CHARACTERISTICS

OEM 4 cylinder engines, No 3/4/5 valve or Double Overhead Cam engines allowed. No rotary engines. Cars may interchange with all gasoline engines and parts within same make under the following guidelines. FWD engines allowed.

13.3.2. DETAILED ENGINE REQUIREMENTS

13.3.3. IDENTIFICATION AND MARKING

OEM part numbers, where OEM parts are required, cannot be ground off. Camshaft exempt from this rule.

13.4.3 PISTONS

Pistons may be lightweight aftermarket flat top aluminum with three rings in place, except engines with factory dome must be identical dimensions. Any steel wristpin allowed, no titanium pins. Maximum overbore .065inches.

13.3.5. RODS

Any steel aftermarket rods allowed. Maximum length for Ford is 5.7inches. No maximum length for other makes. No polishing of aftermarket rods may polish stock OEM rods. No hollow aftermarket rods. H-Beam rods allowed on Toyotas.

13.3.6 CRANKSHAFT

Crankshafts may be polished between #5 main and #4 rod journal only for viewing possible cracks, not for lightening. No machining to crankshafts except to journals, lightening only to balance and by means of drilling, no grinding. OEM stock stroke crankshafts, +/- 0.010, stroke variation from stock. May use later model 2.3 liter Ford crankshafts in early model blocks. 2.5 liter Ford crankshafts not allowed. No excessive machining to fit crank shaft to block.

13.3.7 BLOCK

OEM blocks, no aftermarket. Cylinder walls may be sleeved for endurance. Maximum overbore .065inches

13.3.8 CYLINDER HEAD ASSEMBLIES

13.3.8.1 CAMSHAFT

Solid or hydraulic Cam, maximum Valve lift .450". No roller cams or rockers except pushrod engines may run roller rockers, stock ratio.**OR** Higher lift camshafts with or without roller rockers allowed with 100lb weight penalty, may remain 55% left side weight.

13.3.8.2 CYLINDER HEAD

Heads may be interchanged on blocks within same make. Crossbreeding within same make is allowed. Ex: 22R head on 20R block and 2300 head on 2000 block. May not perform excessive machining to fit head to block. OEM style cylinder heads with standard size valves, no porting or polishing and no machine work to fit special cam or valves. Lifter bores may be machined to allow for solid adjusters. All valve seat cuts must be centered off the valve guide. Valve guide cannot be moved. LMSC type bowl cut permitted, can not extend below bottom of valve guide, no blending whatsoever, no grinding.

13.3.8.3 VALVES AND VALVE SPRINGS

OEM or stainless steel aftermarket valves allowed. Must retain stock head diameter. Stem neck-down reduction not in excess of .025inches in diameter. Any steel or stainless steel retainer/keeper allowed. Valve job angles optional. Any valve spring combination.

13.3.9 CARBURETORS

350cfm and 500cfm Holley carburetors are the only carburetors allowed.

13.3.9.1 500 CFM CARBURETOR

A. NASCAR Legal 500 CFM two (2) barrel, model 2300 P/N 0-80583-1 or P/N 0-4412.

B. No modifications must be stock out of the box. The venturi must maintain a round (circular) cross section. Only Holley replacement or service parts can be used in any carburetor rework. Carburetors and/or carburetor components

machined from billet materials will not be permitted. All gaskets must remain unaltered.

Holley 2300 series two (2) barrel Carburetor Rework Guidelines:

C. Carburetor Main Body:

Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for air bleed holes in the top of the carburetor body will be 0.080 inch for all four (4) holes. Screw in air bleed jets will not be permitted in the main body.

D. The choke may be removed, but all screw holes must be permanently sealed.

E. Choke Horn: horn must not be removed

F. Carburetor Boosters:

The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.

G. Carburetor Venturi:

The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer.

H. Alterations that, in the judgment of Track Officials, were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.

I. Carburetor Throttle Body (base plate):

The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.

J. Throttle Plates (butterflies):

Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

K. Throttle Shafts:

Shafts must remain stock and must not be thinned or cut in any manner.

L. Carburetor Metering Blocks:

Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The Holley metering block with screw in emulsion bleed jets will not be permitted. Must not be altered.

M. Accelerator Pump:

The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for a discharge passage.

N. Power Valves and Floats: May be altered.

13.3.9.2 350 CFM CARBURETORS

A. Holley 2300 2bbl carburetor model #7448 with a venturi size of 1 3/16 inch and maintaining throttle bore maximum size of 1 1/2 inch.

B. No modifications. Must be stock out of the box except as follows:

C. All air leaks must be sealed. Any attempt to pull outside air other than through the venturi is not permitted.

D. The only alterations permitted are: the choke may be removed, the power valve size may be changed, accelerator pump cam, and accelerator pump discharge nozzles may be changed and the jet size may be changed. Idle holes may be drilled in the butterflies. No other changes allowed.

E. No reshaping, polishing, grinding or drilling allowed. No adjustable (jetted) air bleeds or circuits. Gaskets must remain unaltered. No chrome carburetors.

F. Holley 350 HP carburetor permitted. Must remain unaltered stock out of the box.

13.3.10 INTAKES

OEM Stock intake allowed with no machine work except to fit carburetor. No fuel injection manifolds on engines that have carbureted intakes available. In necessity to adapt intake to Holley carburetors, OEM Intake may be bored straight down to floor of plenum, maximum 1.690 inches width of straight parallel section and diameter of end arcs. Centerline distance of arcs must match Holley carb centerline distance. Measurements and cuts will create an oval opening. Adapter plate for carburetor is not to exceed 1" in thickness. Any material permitted. Maximum gasket thickness 0.65. Adapter plate may be tapered. No aftermarket intakes. Toyota's may use an unaltered Offenhauser C Series intake manifold.

13.3.11 AIR CLEANER

Round pleated paper air filters only, maximum diameter 14 inches.

No hats, ducts or baffles, no openings around hood or at cowl, hood must seal around perimeter to nose, fenders and cowl/windshield. Filter base plate may not extend above choke horn. No hood scoops, no hole in hood for air

cleaners.

13.3.12 ENGINE/ELECTRICAL SYSTEMS

12 volt system only. Single battery only. Non-adjustable rev-limiters allowed.

13.3.13. DISTRIBUTOR/IGNITION

Stock, OEM type ignition only, distributor may use an aftermarket single pick-up module. Any 12volt after-market coil allowed. All ignition components must be on the engine side of firewall. No MSD boxes.

13.3.14 TIMING CHAINS AND BELTS

Stock type timing belts, square or round tooth may be used on Ford. Timing chain type engine systems must remain stock OEM as well.

13.3.15. OIL PAN

May use a racing oil pan with windage trays but no wipers/crank scrapers, must have 4" minimum ground clearance.

13.3.16 BELTS AND PULLEYS

Aftermarket belts and pulleys allowed. May use speed reducing water pump pulley. May use adjustable camshaft timing pulley.

13.4 ENGINE COOLING SYSTEMS

13.4.1. FANS

Manual or electric fan allowed.

13.4.2 WATER PUMP

Aftermarket belt driven water pumps allowed.

13.5 FUEL SYSTEM

Aftermarket and heavy duty fuel pumps allowed. Electric fuel pumps must have mercury or similar cut-off switch.

13.6 EXHAUST

Exhaust optional, may be run through driver's compartment in safe manner, not breaching chassis and floor pan rules. This will be allowed at the tech/safety officials' discretion. No header wrap allowed b/c of fire hazard.

Crankcase to exhaust evacuation system may be used

13.7 DRIVETRAIN

13.7.1 ENGINE PLACEMENT

No moving engine relative to frame allowed, must be in stock location. Height depicted by minimum oil pan ride height.

13.7.2 REAR AXLE AND DRIVESHAFT

Drive shaft must be magnetic steel. Quick change rear ends not allowed. Gear ratio optional. No interchanges between different makes. Rear differential may be stock type open, welded or spools. No lightening of any components. **OR** Detroit locker, limited slip type and interchanging between makes allowed with 40lb penalty. Weight must be added to right side minimum.

13.7.3 BRAKES

Must have OEM brakes. Brakes on all 4 wheels must be operable. May use bias adjuster but must be under hood. Lightening not allowed on any components. Disc brakes allowed where OEM spec.

13.7.4 WHEELS

Maximum allowable wheel width is 8 inches. No minimum backspace. Maximum wheel spacer is ½ inch either on front or rear, not both. Protrusion of wheels from fender may be limited for safety at tech/safety official's discretion. No bleeder valves.

13.7.5 CLUTCH AND FLYWHEEL ASSEMBLY

OEM steel clutch, pressure plate and flywheel specified for block being used. Flywheels may not weigh less than 16 lbs. Weight may be cut off of outside perimeter to make minimum

13.7.6 TRANSMISSIONS

Transmission must be OEM stock, no aftermarket transmissions. All gears must be operable, lightening is not allowed on any components.

13.8 TIRES

A. SNRP track tire Goodyear D-2432 & D-2633

B. All tires must be purchased from SNRP. Each competitor may purchase four (4) tires for the first race, then only two tires every other race, those tires must be ran that race. No stock piling tires. No soaking tires.

C. No pressure relief valves permitted.

D. Visiting cars will be allowed to purchase two used tires and two new tires from the speedway.

Refer to General Rules Section 6.

13.9 SUSPENSION

13.9.1 GENERAL

Factory suspension: Upper A-frames may be cut. Adjuster cups or wedge bolts permitted. Lower control arms must be stock for year and make of car. May not use longer, later model Mustang 6 cyl A-arm on earlier models. All mounting points on the front lower unit must be in stock location. OEM spindles must be used and not altered except for adding bracing. Mono-balls are not permitted in the suspension. Neoprene and solid bushings are allowed. May use sliders, wedge bolts or extended shackles on leaf springs. Rear control arms must be stock OEM type. Stock type coil over strut kits may be used on cars that came with spring over strut design.

13.9.2 SWAY BAR AND STEERING

Stock type sway bar mounted in stock location, may be adjustable at either end and/or at mounting points. No aftermarket bars with splines and linkage arms. May use heim joints on sway bar linkages. Must use OEM steering rack and/or linkages. May use heim joints where steering tie rod ends meet spindle steering arm.

13.9.3 SHOCKS AND STRUTS

Shocks must remain in the stock location, may be extended on either end but must remain in the same plane. Ford Pinto may relocate shock, but must be acceptable to Track Officials. Strut angle may be changed to allow for camber/caster adjustment. Only one (1) steel shock or strut assembly per wheel. Adjustable struts permitted, but must have the adjuster removed or fixed so no adjustment can be made at the track. The 2 front shocks and/or strut cartridges will be controlled by a \$250.00 claimer rule. The 2 rear shocks/strut cartridges will be \$100. Any top five finishers in the race may claim shocks from the car that finished directly in front of him/her. The claim must be made in writing within 20 minutes after the event accompanied by the \$250(front) or \$100(rear) cash. Car claiming shocks must trade his 2/4 shock package for the shocks being claimed and may only claim one time per year. Anyone not allowing their shocks to be claimed will forfeit points and prize money and be suspended a minimum of two racing events.

13.10 CHASSIS, FIREWALLS AND FLOOR PAN

13.10.1 FIREWALLS

Factory front firewall required, in stock location. Rear firewall may be stock or fabricated, no less than 24gauge steel and must separate driver from fuel cell.

13.10.2 FLOORPAN

Factory floor pan must extend from front firewall to rear firewall.

May fabricate wheel wells and crush panels but they must be metal if part of either firewall. Floor pan may be patched, must be 24gauge steel patchwork. Tubing may be installed at rocker panels for safety.

13.10.3 CHASSIS

Uni-body design chassis may be tied together. No under slung rear chassis. Chassis rails must be in tact from front cross-member mounting to centerline of rear axle. Considerations will be made for wrecked and repaired chassis, at the tech-mans discretion. **OR** full aftermarket tube chassis from front stock firewall back. Must add 150 lbs to minimum right side percentage for cc depicted weight. Minimum total car weight after penalty will be 2350lbs. Wheelbase length and tread width maximums still apply to tube chassis cars.

13.11. WHEELBASE/TREADWIDTH

Wheelbase must match year of car being used. 63inch tread width maximum. 103inch wheelbase length maximum allowed.

13.12 TOTAL CAR WEIGHT

All cars must weigh 1lb per cc. Minimum weight for any car is 2000 lbs. Maximum left side is 55%. All weight penalties are cumulative. Engine cc's must be posted on hood in no less than 2in letters/numbers. Any weight penalties and infraction description must be clearly posted with engine cc's when crossing the scales after qualifying and race. Ex: 2340cc, +40lb Right Side for rear differential, Right Side weight = 1093lbs" Visual protests for weight penalty infractions must be made at least 30 minutes before qualifying or race. Post race weight infraction protests will be handled same as other protest policies.

13.13. ROLL BARS and CONSTRUCTION GUIDELINES

A minimum six point roll cage is required. Refer to Section 201 or Construction Diagrams in Back of Book.

Construction diagram is for reference purposes only

13.17. SAFETY AND CONSTRUCTION GUIDELINES

Refer to Section 5 and Section 201.

SECTION 14: UCAR 2008 RULES

Intentionally Deleted

SECTION 15: V6-UCAR 2008 RULES

Intentionally Deleted

SECTION 201 RULES FOR 2008

201.1. EQUIPMENT AND GENERAL ACCESSORIES

A. It is recommended that accessories used in the interest of safety and stability be submitted for review by Track Officials.

NASCAR will establish minimum and maximum tolerances for safety and stability systems which it reviews and recommends for general use.

B. Electric heating pads, blankets, or any other method will not be permitted for warming the transmission, rear end assembly, or tires.

C. The drivers must not compete in any Event with head or arm extended outside of a closed body race car.

D. Unless otherwise authorized by Track Officials, race cars will not be permitted on the track until the track has been opened for official practice.

E. Passengers will not be permitted to ride in/on the race car at any time.

F. Filming devices will not be allowed to extend beyond the pit wall unless authorized by the Track Officials.

201.2. GLASS

A. Windshield/Windshield braces

A clear polycarbonate windshield may be used in lieu of a standard glass windshield. The windshield must be a minimum of 1/8" inch thick and have a min. of three (3) metal straps or braces 1/8 inch thick by one (1) inch installed inside the windshield. The straps must be bolted to the roof panel or roll bar at the top and the dashboard panel at the bottom with 5/16 inch bolts. A piece of rubber stripping must be installed between the windshield and straps. The straps must be installed in a manner which will not obstruct the vision of the driver. Windshield clips three (3) inches wide by one (1) inch by 1/8 inch must be installed if not riveted or bolted in place. If used, three (3) clips must be bolted to the roof of the truck and extend over the edge of the windshield. Two (2) clips must be bolted to the cowl and extend over the bottom of the windshield. Clips must be spaced a minimum of 12 inches apart.

B. Rear Window

Only clear standard production 1/8 inch thick polycarbonate is to be used in the rear window opening. The standard production polycarbonate must be formed to the same shape as the original equipment glass. The rear window must be secured with a minimum of two (2) metal straps on the outside, not less than 1/8 inch by one (1) inch wide, evenly spaced, and bolted to the roof at the top and the deck support panel at the bottom.

C. Rear View Mirror.

Only one (1) rear view mirror will be permitted and must be mounted at the top of the windshield. A wink type three (3) dimensional mirror will be permitted with a maximum width of 26 inches. The rear view mirror must not extend outside of the truck/car.

D. Side Window Glass/Window Screen.

A nylon mesh window screen must be installed in the left side door window opening and be positioned to cover the entire window opening. The window screen must be a rib type, made from minimum inch, maximum one (1) inch wide nylon material with a minimum one (1) inch square opening between the ribs. The minimum window screen size must be 22 inches wide by 16 inches high. All window screen mounts must be a minimum inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by 3/16 inch thick flat steel or a minimum inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release lever type latch at the top in the front only. Quarter windows must be the same size and located in the stock location for the make and model truck/car being used. Only clear, flat, polycarbonate is to be used in the quarter window openings. Only one (1) air inlet in each quarter window will be permitted. The maximum hose size is three (3) inches. Suction ducts will not be permitted.

E. A vent deflector panel may be installed at the bottom of the windshield "A" post. The deflector may extend a maximum of 8 in. rearward from the lower rear edge of the "A" post and a maximum vertical height of 6 in.

F. STOCK 4, STREET STOCK AND UCARS MAY STILL RUN STOCK SHATTERPROOF WINDSHIELD.

201.3. FUEL

201.3.1. DEFINITION

The word "fuel", wherever used in this document, shall be understood to mean automotive gasoline that complies with the specifications given in subsection 201.2.2.

201.3.2 SPECIFICATIONS

A. Track fuel only. No mixing of octane's. (UCARs may run pump gas).

B. The gasoline must comply with ASTM D4814 entitled, "Standard Specification for Automotive Spark-Ignition Engine Fuel," except limited to liquid hydrocarbons only, Class A, B, C, D, or E, but without regard to geographical or seasonal limitation.

C. The gasoline must not be blended with alcohols, ethers or other oxygenates and it must not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.

D. Icing or cooling of the fuel system will not be permitted in the garage, pit, or racing areas.

201.3.3. FUEL SAMPLES

Track Officials have the right to sample a Competitor's fuel at any time during the Event. Samples will be impounded for observation and/or testing at the discretion of the Track Officials.

201.4. FUEL SYSTEM

Pressure systems will not be permitted. Any concealed pressure type containers, feed lines or actuating mechanisms will not be permitted, even if inoperable. Icing, Freon type chemicals or refrigerants must be not be used in or near the fuel system.

201.4.1. FUEL CELL (EXCLUDES SUPER STOCK, STREET STOCK, and ALL FOUR CYLINDER CLASSES)

The use of a commercially manufactured fuel cell acceptable to Track Officials must be used.

A. The maximum fuel cell capacity including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32 5/8 inches by 16 5/8 inches by 8 7/8 inches unless otherwise stated in individual division rules.

B. Materials other than standard foam, as provided by an approved fuel cell manufacturer, will not be permitted.

C. Fuel cell check valve is required and must be acceptable to Track Officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check valve assembly that meets the following minimum requirements:

1. The fuel cell check valve housing must be manufactured of aluminum or magnetic steel plate not less than 1/4 inch thick. The bottom surface of the check valve plate must be flat. Spacers will not be permitted between the check valve plate and the fuel cell bladder.

2. The solid steel ball check valve must be encased in a four (4) rail carriage. The rails must be constructed of solid aluminum or

magnetic steel not less than 1/4 inch thick by not less than 3/4 inch wide material. The carriage rails must be positioned such that the surface of the 1/4 inch thick edge rides against the steel check ball. Outside surfaces of the carriage must not have any sharp edges. The carriage must not be

altered in any way and must remain perpendicular to the fuel cell check valve top flange plate.

3. The fuel filler check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the filler neck including the check ball seat must not exceed 2-1/8 inches. When seated at least 112 of the check ball must be visible. The diameter of the solid steel check ball must be 2-3/8 inches.

4. The fuel vent check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the vent pipe neck including the check ball seat must not exceed 1-1/4 inches. The diameter of the solid steel check ball must be 1-3/8 inches.

5. The fuel inlet tube and vent tube must have a bead around its circumference for hose retention.

201.4.2. FUEL CELL CONTAINER (EXCLUDES SUPER STOCK, STREET STOCK, and ALL FOUR CYLINDER CLASSES)

A fuel cell container must be used and must be acceptable to Track Officials and meet the following minimum requirements:

A. The fuel cell must be encased in a container of not less than 22 gage (0.031 inch thick) magnetic sheet steel. Fuel cells must be fitted within the container so that the maximum capacity, including filler spout, will not exceed 22 gallons.

B. The 22 gallon capacity fuel cell container size must be 33 inches by 17 inches by 9-1/4 inches (outside dimensions) unless otherwise stated in individual division rules.

201.4.3. FUEL CELL AND FUEL CELL CONTAINER INSTALATION

The fuel cell and fuel cell container must be installed in a manner acceptable to Track Officials in accordance with the following minimum requirements:

A. The fuel cell must be encased in a container of not less than 22 gage (0.031 inch thick) magnetic sheet steel. The fuel cell and the fuel cell container must be fastened in the trunk compartment in a recessed well of not less than 24 gage (0.025 inch thick) magnetic sheet steel welded or attached to the trunk floor.

B. The fuel cell and the fuel cell container must be installed as far forward as possible in the trunk compartment equal distance between frame rails.

C. The fuel cell container, installed in the recessed well, welded to the trunk floor, from the top, must be secured on the top by the fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A- 500 specifications bolted without spacers through the tubing on the top side with the bolts continuing through the tubing of the bottom support frames with a minimum of eight (8) 3/8 inch diameter bolts. The fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswise equally spaced across the top of the fuel cell container.

D. The fuel cell container, installed from the bottom of the trunk compartment must be inside a recessed well that covers the bottom and all four (4) sides. When installed the recessed well must seal completely in the trunk compartment area. The fuel cell container and recessed well must be secured on the top by the fuel cell top rack made of one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-500 specifications bolted or welded without spacers through the tubing on the top side with the bolts continuing through the tubing of the bottom support frames with a minimum of eight (8) 3/8 inch diameter bolts. The fuel cell top rack must consist of two (2) tubes lengthwise and two (2) crosswise equally spaced across the top of the fuel cell container.

E. The front and rear fuel cell cross members must be constructed using a one (1) inch wide by three (3) inches in height by 0.065 inch minimum thick magnetic steel tubing meeting the ASTM A-500 specifications.

F. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch by 0.065 inch minimum thick square magnetic steel tubing meeting the ASTM A-500 specifications, and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear cross members. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well.

G. The bottom of the fuel cell container must have a minimum ground clearance of eight (8) inches.

H. A reinforcement bar, minimum 1-1/2 inches in diameter and 0.083 inch wall thickness magnetic steel tubing, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross member. Two (2) support s bars, one (1) located on each corner, must angle upwards and be welded to the rear frame rails.

I. A rear fire wall of magnetic sheet steel not less than 24 gage (0.025 inch thick) must be located between the trunk compartment and the driver's compartment and must be welded in place.

201.4.4. FUEL FILLER/VENT REQUIREMENTS

201.4.4.1. FUEL FILLER

Dry coupling fuel connectors are eligible for use in the Late Model Stock Car Division. The fuel filler must meet the following minimum requirements:

A. The dry coupling or filler cap must be bolted from the inside off the left quarter panel and be located in the side as high and as far back as possible or on top as far to the left as possible but not in the deck lid.

B. Fueling will not be permitted by opening the rear deck lid.

C. The check valve filler neck inside diameter must not exceed 2-1/8 inches. The outside diameter must not be less than 2-1/4 inches and not more than 2-1/2 inches.

D. The maximum filler spout size is 4-1/4 inches outside diameter by eight (8) inches long then tapering over the next 8-1/2 inches to 2-1/2 inches outside diameter extending to an over all length of 18 inches.

E. A minimum of 12 inches of clear flex hose must be used between the end of the filler spout and the fuel cell neck.

201.4.4.2. FUEL CELL VENT

The fuel cell must be vented as follows:

A. A single one (1) inch maximum inside diameter vent to outside of body must be installed at the left rear corner. A fuel vent flap valve is recommended on all tracks.

B. The fuel cell check valve vent pipe inside diameter must not exceed one (1) inch maximum. The fuel cell vent flexible hose must have a maximum inside diameter of 1-1/4 inches and a maximum length of 60 inches when measured from the outside end of the fuel cell vent pipe to the top of the fuel cell fill plate.

C. When gasoline is added during a pit stop, a crew member must catch any overflowing fuel into a container acceptable to Track Officials. The catch can must be metal and painted red.

201.4.5. FUEL LINES AND FUEL PUMP

Electrical devices or electrical connections will not be permitted on the fuel cell, fuel lines or between the fuel pump and the fuel line assembly. Fuel pressure may only be measured from the rear of the carburetor fuel line assembly.

201.4.5.1. FUEL LINES

The fuel lines and fuel line connections must be acceptable to Track Officials and meet the following minimum requirements:

A. The size, material, and location of the fuel cell pickup must be acceptable to Track Officials.

B. Only one (1) fuel line with a maximum inside diameter of 9/16 inch will be permitted from the fuel cell to the fuel pump.

C. The fuel lines from the fuel cell to the carburetor may be relocated. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in a metal tube located near the floor pan. A check valve, acceptable to Track Officials, mounted at the fuel line outlet on the fuel cell may be used.

D. Additional lines or extra length must not be used on the fuel system. Extra fuel lines or fuel cells concealed or otherwise, will not be permitted.

E. Quick disconnect fittings will not be permitted.

201.4.5.2. FUEL PUMP

The fuel pump must be acceptable to Track Officials and meet the following minimum requirements:

A. Electric fuel pumps will not be permitted unless noted in the class rules.

B. Cooling of the fuel pump will not be permitted.

C. Only mechanical, lever-action, camshaft actuated fuel pumps in the stock location will be permitted.

D. A magnetic steel plate is required between the engine block and the fuel pump on General Motors engines. Thermal plates or gaskets will not be permitted.

201.4.6. FUEL FILLER CANS

A. Only two (2) approved 11 gallon fuel cans will be permitted in the pits for refueling. Fuel filler cans must be painted red. (See the diagram in the rear pages of the Rule Book.)

B. The use of two (2) fuel cans at the same time while refueling the car will not be permitted.

C. Elevated fuel drums or refueling towers will not be permitted. The fuel filler can must be metal, ventilated, and equipped with a flexible filler nozzle.

D. Fuel cans must only be transported from the fuel station to the pit area in a cart acceptable to Track Officials.

201.5. PERSONAL SAFETY EQUIPMENT

Refer to Section 5

201.5.1. HELMETS; HEAD and NECK RESTRAINT DEVICES

Refer to Section 5

201.5.2. SEAT BELTS

Refer to Section 5

201.5.3. SEATS

Refer to Section 5

201.5.4. ROLL BARS

A. As a minimum, all cars are required to have the basic and typical roll cage configured as shown in diagrams #2, #3, #4, and #5. Unless otherwise specified below, all roll bars must be made from round magnetic steel seamless tubing 1-3/4 inches by 0.090 inch minimum meeting ASTM A-519 specifications.

Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to ASTM specifications for the material being welded. Once constructed and installed, the roll cage must be acceptable to Track Officials. Holes and/or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted.

B. BASIC NASCAR ROLL CAGE STRUCTURE

1. The main roll bar (#1 in diagram #5) must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail and with both rising vertically a minimum of 20 inches before bending inward to maintain a minimum clearance with the "B" posts and follow along the inner surface of the roof panel, the left and right side must

be the same, with minimum clearance for the roof panel. The main roll bar (#1) must also be braced with one (1) diagonal bar (#5) and two (2) horizontal bars (#6) and (#7). All bends in the main roll bar (#1) must be as symmetrical as minimum clearances permit.

2. The distance from the center of each of the front roll bar legs (#2 A & B) to the center of the main roll bar (#1) must not

measure less than 43 inches. Each of the front roll bar legs (#2 A & B) must be constructed from a continuous length of tubing. One leg must be welded perpendicular to the top of the right frame rail and one leg welded perpendicular to the top of the left frame rail with both legs rising vertically a minimum of 20 inches before bending inward and rearward to maintain a minimum clearance with the "A" posts. Both legs must follow along the inner surface of each respective 'A' post. The front roll bar legs (#2 A & B) must be welded to the roof bar (#3) near the upper corners of the windshield.

3. The roof bar (#3) must be a continuous length of tubing extending forward from the outer edges of the main roll bar (#1) with minimum clearance to the roof panel and remain parallel to the main frame rails. The roof bar must follow the contour of the windshield as it bends across the front maintaining a minimum clearance of four (4) inches to the top of the windshield. The center to center width of the roof bar (#3) must be a minimum of 43- 1/4 inches, and a minimum distance of 29 inches must be maintained from the centerline of the roof bar (#3) to the centerline of the main roll bar (#1). A minimum distance of 36-1/2 inches must be maintained from the top of the frame side rails to the centerline of the roof bar (#3) in the center of the door.

4. The centerline roof bar (#4) must be welded from the main roll bar (#1) forward to the roof bar (#3) near the car's centerline. The center windshield bar (#4A) must extend forward from the roof bar (#3) near the car's centerline and bend downward following the back of the windshield with minimum clearance. The center windshield bar (#4A) must pass through the top of the dash panel and attach to a support bar under the dash panel at the fire wall.

5. The main roll bar diagonal bar (#5), with no bends, must begin near the upper left bend of the main roll bar (#1) behind the driver's head and after intersecting the horizontal shoulder bar (#7), it must be welded to the lower right side of the main roll bar (#1) where the horizontal tunnel bar (#6) is welded to the main roll bar (#1).

6. Two (2) horizontal bars (#6 and #7) must be welded with no bends inside the vertical legs of the main roll bar (#1) with the horizontal tunnel bar (#6) welded just above the drive shaft tunnel and the horizontal shoulder bar (#7) at a minimum height of 20 inches above the main frame rails. An additional shoulder belt bar (#7B) may be added above the horizontal shoulder bar (#7) to facilitate shoulder harness alignment. The shoulder belt bar (#7B) must be welded to the main roll bar (#1) and the main roll bar diagonal bar (#5). The shoulder belt bar (#7B) must be made from a minimum of 1-3/4 inches by 0.090 inch thick magnetic steel seamless round tubing.

7. The diagonal bar (#7A) must be welded near the center of the horizontal shoulder bar (#7). The diagonal bar then extends forward to a junction with roof support bar (#12) and continues through the fire wall. This diagonal bar must be welded to the right front sub-frame rearward of the spring bucket or shock mount.

8. The dash panel bar (#8) must be a continuous bar with no bends welded beneath the dash panel between the two (2) front roll bar logs (#2 A & B) at a minimum height of 20 inches above the main frame rail.

9. The door bars (#9 A & B), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 20 inches from the top of the main frame rails to its centerline. All door bars must be convex in shape except the bottom door bar on each side which may be straight. The door bars (#9 A & B) must have

a minimum of six (6) vertical support s per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4 inches by 0.090 inch magnetic steel seamless round tubing (not numbered but shown in the left side view of diagrams #3, #4 & #5). A magnetic steel plate, 1/8 inch thick, may be installed over the left side door bars and welded or bolted in place with not less than four (4) minimum 1/2 inch diameter bolts in place. Any door support bars (nerf bars) if used must turn back into the door bars or main hoop bar or front leg bars.

10. The vertical vent window bars (#10 A & B) must be welded from the upper surface of the top door bars on the right side and left side to the front roll bar legs (#2 A & B). The vertical vent window bars (#10 A & B) must be perpendicular to the top door bars (#9 A & B).

11. The two (2) angular supports (#11 A & B) must be welded to the top of the main frame rail and to the bottom surface of the second door bar from the bottom.

12. The roof support bar (#12) must extend from the right front corner of the roof bar (#3) intersecting the diagonal bar (#7A) and down to the transmission cross member. The roof support bar (#12) must be welded near the area of the intersection with the front roll bar leg (#2B) and the roof bar (#3).

13. The rear support bars (#13 A & B) must be continuous lengths of tubing welded to the left and the right back side of the main roll bar (#1) near the roof panel at the top. They must extend to and be welded to the top of the rear subframe rail within one (1) inch of the rear edge of the fuel cell.

14. The trunk reinforcement bar (#14) must form a loop directly above the rear sub-frame side rails and the rearmost cross member and be welded to the rear support bars (#13 A & B). The trunk reinforcement bar (#14) must maintain a minimum height of five (5) inches from the top of the rear cross member to trunk reinforcement bar (#14's) center.

15. Three (3) rear vertical support bars (#15), evenly spaced, must be welded perpendicular to the top of the rear cross member and to the bottom surface of the trunk reinforcement bar (#14). These vertical supports must be made from a minimum of 1-3/4 inches by 0.090 inch magnetic steel seamless round tubing.

16. The two (2) front sub-frame bars (#16 A & B) must be a minimum 1-3/4 inches by 0.083 inch magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs (#2 A & B) at a minimum height of 20 inches. The front sub-frame bars (#16 A & B) must extend forward through the fire wall, turn down, and must be welded to the front sub-frame rails forward of the spring buckets or shock mounts near the radiator mount. All other support bars to the front sub-frame must be

1-3/4 inches round magnetic steel seamless tubing by 0.083 inch minimum wall thickness.

C. GUSSETS

1. Gussets must be used at the intersection where the main roll bar (#1) and the front roll bar legs (#2 A & B) meet the main frame, and the gussets must be constructed using a minimum one (1) inch wide by two (2) inches high magnetic steel box tubing.

2. Gussets must be used at the intersection where the front roll bar legs (#2 A & B) intersect the roof bar (#3), and the gussets must be constructed from a minimum 0.095 inch thick triangular shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.

3. Gussets must be used at the intersection of main roll bar (#1) and the front roll bar legs (#2 A & B) with door bars (#9 A & B) and the gussets must be constructed from a minimum 0.095 inch thick triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.

4. Gussets must be used at the intersection of main roll bar (#1) and the rear support bars (#13 A & B), and the gussets must be constructed from a minimum 0.095 inch thick triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.

D. For the approved location of the various roll bars, please reference both the basic roll cage diagrams and the typical roll cage diagrams at the back of the Rule Book.

E. Modifications to the basic and typical roll cage design described above must be submitted in blueprint form for acceptance to NASCAR at least 60 days before the design can be entered in competition. If NASCAR accepts the modification as set forth in the submitted blueprints, the Competitor must submit for inspection a completed frame and roll cage at least 30 days prior to the date of intended competition.

Acceptance of the submitted blueprint does not guarantee acceptance of the completed frame and roll cage design, and NASCAR may decide not to accept such design even if it is the same as the blueprint form. If NASCAR accepts the completed frame and roll cage, it may then be used in competition in the form accepted, unless and until the form is no longer approved by NASCAR.

F. All roll bars within the driver's reach must be covered with an impact absorbent material acceptable to Track Officials.

G. All references to the roll cage, roll bars, roll cage bars or the roll cage bar design specified in other sections of the Rule Book refer to subsection 201-4.4.

H. At the discretion of Track Officials, additional material and/or tubing may be required to be welded to any car that does not conform to the roll cage or roll bar specifications as described in subsection 201.5.4

NASCAR Construction Guidelines

TYPICAL ROLL CAGE CONFIGURATION

Southern National Raceway Park

