National Association
for
Stock Car Auto Racing, Inc.

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Founder

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Legacy Chairman

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National Motorsports Final Appeals Officer

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& Chief Executive Officer

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BRETT JEWKES
Senior Vice President & Chief Communications Officer

GEORGE SILBERMANN
Vice President, Regional & Touring Series
Appeals Administrator

JOHN DARBY
Managing Director, Competition,
Racing Development & Inspection Processes

JERRY COOK
Competition Administrator

JOHN BOBO
Senior Director, Racing Operations &
Substance Abuse Program
Legal Counsel

BRAD MORAN
Managing Director, NASCAR Touring Series

KEVIN NEVALAINEN
Director, Weekly Racing Operations

KENNY HUNLEY
Director, Weekly Racing

TONY GLOVER
Technical Director, Touring Series

LES WESTERFIELD
Technical Coordinator, Touring Series

CLEM DROSTE
Central/Pacific Regions Director

KERRY THARP
Senior Director, Competition Communications

TOM BRYANT
Director, Tour & Weekly Communications

JASON CHRISTLEY
Senior Manager, Competition Communications

JASON CUNNINGHAM
Coordinator, Competition Communications

*Deceased

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NASCAR

FOREWORD

Since its inception, NASCAR has endeavored to make stock car racing highly competitive, affordable and entertaining for racing fans and competitors. One of the tools that we use for this purpose is the NASCAR Rule Book, which contains the rules and procedures governing NASCAR Members, NASCAR Championships and recommendations for NASCAR-sanctioned racing in the NASCAR Whelen All-American Series.

Close, side-by-side competition among various makes of cars is the basis for NASCAR's tremendous fan support and phenomenal growth. NASCAR remains committed to this path.

The NASCAR Rule Book is designed to continually promote better competition while factoring in the costs of participation. Where appropriate, it encourages technical innovation and creativity. Where necessary, it discourages potential imbalances that could impact the quality of the racing or its affordability. In all cases, rules are crafted with the goal of keeping the sport relevant and exciting.

As part of NASCAR's commitment to maintaining a proper balance in competition, it may be necessary from time to time for NASCAR to make or recommend rule changes or adjustments. To maintain fairness and uphold the integrity of the sport, and at the request of the Track Officials and/or the Promoter, it may be necessary from time to time for NASCAR to issue NASCAR Penalty Notices for rules infractions above and beyond any actions that may or may not be taken by the Track Officials or the Promoter.

NASCAR expects that members and racing teams should largely police themselves. When a NASCAR Penalty Notice is called for, the matter is less about the member(s) receiving the Penalty Notice. The greater consideration is the rest of the garage area, who are the ones potentially affected when an infraction occurs.

This latest version of the NASCAR Rule Book is the culmination of more than 65 years of experience, learning, and knowledge. For 2015, it has been revised in several respects. We urge you to carefully study and familiarize yourself with the new Rule Book in order to understand these revisions, as well as those rules and recommendations that have not changed.

We at NASCAR wish all of you a successful and rewarding year of racing.

BRIAN FRANCE
Chairman of the Board &
Chief Executive Officer

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PREFACE

A NASCAR-sanctioned Event is a competitive stock car racing Event which is intended to be conducted and officiated in accordance with the rules and recommendations in this Rule Book. This Rule Book may be amended from time to time. Special rules may be published by NASCAR specifically for an Event and any applicable agreements to which NASCAR is a party may also apply. The NASCAR Rule Book is designed to provide for the orderly conduct of NASCAR-sanctioned Events. Ultimately, the solution for unauthorized or improper officiating lies not in individual challenges seeking to undo what has been done, but rather in pressure brought upon the Track Officials in charge by drivers, owners, fans, and even NASCAR to improve the caliber of Race supervision. It is the responsibility of each member to address any complaint he/she might have regarding officiating to the Track Promoter.

It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable recommendations and/or Local Track Rules, which may be set in accordance with the NASCAR recommendations set forth herein and amended from time to time. EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES. These rules and recommendations are intended as a guide for the conduct of stock car racing and are in no way a guarantee against injury or death to participants, spectators, or others.

DEFINITION OF TERMS

The following terms, which appear periodically throughout this Rule Book, have the following meanings:

1. "Competitor" - A driver, car owner, crew member or other person (other than a Track Official or NASCAR Supervisory Official) who participates competitively in a NASCAR sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member or crew member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member or other person assigned to or a member of the same racing team.

2. "Double File – Touring Style" – The procedure used to line up cars for restarts during the Race.

3. "Event" - A NASCAR sanctioned motorsports Event. It includes the designated Race as well as all periods for registration (including without limitation, review and approval pursuant to rule 20F&G-3.11), inspections, qualifying, qualifying Races, practice runs, racing competition, Post-Race inspections and rain or postponed dates related thereto.

4. "Local Track Rules" –The official rules governing an Event or series of Events published by the Promoter and announced as applicable to the conduct of racing at that track.

5. "Member" - An individual or entity who has been accepted by NASCAR as a Member pursuant to the NASCAR Rules, and whose membership has not expired, or been suspended, canceled or terminated.

6. "NASCAR" - The trade name and registered service mark of National Association for Stock Car Auto Racing, Inc.

7. "NASCAR Event Management, Inc. - (NEM)" - The rights held by NASCAR as stipulated in this Rule Book including but not limited to the right to award a NASCAR sanction, govern NASCAR Members and NASCAR Championships, and prepare, amend, and modify this Rule Book, have been duly licensed by NASCAR to its affiliate, NASCAR Event Management, Inc. ("NEM"). As such, the rights and authority conferred upon NASCAR in accordance with this Rule Book shall be extended to NEM and its designated employees and representatives, and NEM shall maintain the same level of authority and discretion as NASCAR to act on behalf of NASCAR. As such, any decisions, determinations or ruling made by NEM with respect to NASCAR sanctioning, NASCAR Members, and/or the Series shall be final and binding to the same extent such decisions are enforceable by NASCAR in accordance with the NASCAR Rules.

8. "NASCAR Headquarters" - The principal office of NASCAR, located at:
   P.O. Box 2875
   Daytona Beach, Florida 32120-2875.

9. "NASCAR Inspection Station" – The designated location(s) for various inspections by Track Officials.

10. "NASCAR Rules" - The rules and recommendations in this Rule Book, as they may be amended from time to time as provided in sub-section 1-2.

11. "NASCAR Supervisory Officials" - The officers, employees or agents of NASCAR as designated herein or in a NASCAR Bulletin. NASCAR may designate in a NASCAR Bulletin additional persons as NASCAR Supervisory Officials. The NASCAR Supervisory Officials for 2015, until further notice, are as follows:

A. <u>For All Events:</u>

Brian France	Chairman of the Board & Chief Executive Officer
James C. France	Vice Chairman of the Board, Executive Vice President & Assistant Secretary
Mike Helton	President
Steve O'Donnell	Executive Vice President & Chief Racing Development Officer
Robin Pemberton	Senior Vice President, Competition
Gene Stefanyshyn	Senior Vice President, Innovation & Racing Development
Jim Cassidy	Senior Vice President, Racing Operations
Richard Buck	Managing Director, NASCAR Sprint Cup Series
John Darby	Managing Director, Competition, Racing Development & Inspection Processes
Jerry Cook	Competition Administrator

For Weekly Series Events:

Brad Moran	Managing Director, Touring Series
Tony Glover	Technical Director, Touring Series
Les Westerfield	Technical Coordinator, Touring Series
Kevin Nevalainen	Director, Weekly Racing Operations
Kenny Hunley	Director, Weekly Racing

B. Clem Droste	Central/ Pacific Region Events:
C. Kenny Hunley	Northeast/Southeast Region Events:

12. "OEM" - Original Equipment Manufacturer.

13. "Promoter" - The individual, partnership, corporation, joint venture or other legal entity that, in connection with one or more Events, is designated as the "Promoter" in the executed NASCAR Whelen All-American Series Sanction Agreement for the Event(s) and is responsible for organizing, promoting and operating the Event(s) and setting and enforcing all Local Track Rules for the Event(s).

14. “Race” – The racing competition during an Event for which NASCAR Championship Points are awarded based upon finishing position, or the racing competition named in the Event’s NASCAR Sanction Agreement. The term may also refer to certain non-championship racing competitions during an Event such as heat races, mains, etc. when used in Sections such as the Race Procedure Recommendations and elsewhere of this Rule Book.

15. “Race Equipment” – Any car, car part, engine, engine component, tires, fuel or any other part or related equipment.

16. “Series” – NASCAR Whelen All-American Series

17. “Series Sponsor” Whelen Engineering, Inc. (“Whelen”)

18. "Stock Car" – A vehicle--automobile, car, truck, race car, race truck, prototype, or model--that fits the specifications set forth in this Rule Book and/or in the Local Track Rules.

19. “Team Support Vehicles” – Any vehicle, automobile, truck, golf cart, etc. used by a team at an Event.

20. "Track Officials" - Persons appointed by the Promoter to officiate as an independent contractor or employee of the Promoter at the Event, who must have also secured and maintain a current, valid Track Official License, as described in Section 3-9. Track Officials are under the control of the Promoter and are not Officials appointed or employed by NASCAR as "NASCAR Officials".

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NASCAR®, the NASCAR logo, Chase for the Championship®, Chase for the Cup®, Race to the Chase®, The Chase®, Chase Tracker®, The Chase Grid™, Air Titan®, NASCAR Air Titan®, #MYCHASENATION™, 16 NATIONS, 1 WILL PREVAIL, CHALLENGER 16™, CONTENDER 8™, ELIMINATOR 8™, CHAMPIONSHIP 4™, and all related slogans, logos and trade dress are trademarks of the National Association for Stock Car Auto Racing, Inc.

PATENTS

APPARATUSES, SYSTEMS, AND METHODS FOR CLEARING A SURFACE USING PRESSURIZED AIR	13,757,114
LOCKING MECHANISM WITH ROTATABLE FEATURES	7,097,240
METHOD OF CONDUCTING A RACING SERIES	7,207,568
RETAINING COUPLER	D656,883
RETAINING SHOE	D666,134
RETAINING SYSTEM	8/485,482
ROAD SURFACE CLEARING APPARATUS	29/444,700
STRAIN GAGE LOAD CELL ANCHOR	14/327,150
TAPERED DRIVE SHAFT HOUSING	D556,648
VEHICLE BODY	D547,249
VEHICLE BODY (NATIONWIDE)	D598,811
VEHICLE BODY PORTIONS WITH WING	D603,295
VEHICLE FRAME RAIL	D555,548

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NASCAR hereby grants to each NASCAR Member a revocable, royalty-free license for 2015 to make and use the objects and methods embodied in the above listed patents and patent applications for the sole purpose of competing in NASCAR-sanctioned Events, unless otherwise approved in writing by NASCAR. In addition, NASCAR hereby grants each NASCAR Member a revocable, royalty-free license for 2015 to sell objects and methods embodied in the above patents and patent applications only to other NASCAR Members and for the sole purpose of competing in NASCAR-sanctioned Events, unless otherwise approved in writing by NASCAR.

SECTION 1 - THE NASCAR RULES

1-1 Effective Date

A. The NASCAR Rules, including any amendments thereto, are effective upon the date of issuance by NASCAR, regardless of when a Member receives actual notice.

B. "Date of issuance " of the NASCAR Rules or any amendment thereto is the earliest of mailing or electronic posting from NASCAR or release to the daily or trade press.

1-2 Amendment

A. The NASCAR Rules may only be amended by the issuance of a NASCAR Bulletin issued by NASCAR pursuant to the authority of the President of NASCAR or other duly authorized Officials of NASCAR.

B. Amendments are effective upon the date of issuance by NASCAR, regardless of when a Member receives actual notice.

1-3 Applicability

NASCAR issues various Rule Books, each of which includes in its title reference to a particular NASCAR-sanctioned Series. The NASCAR Rules in each such Rule Book are applicable to the Series set forth in the title of that Rule Book. This Rule Book pertains strictly to the NASCAR Whelen All-American Series and differs in many respects from other NASCAR Rule Books.

1-4 Conflict with and Enforcement of Local Track Rules

If one (1) or more NASCAR Rules are inconsistent with or in conflict with one (1) or more Local Track Rules, the Local Track Rules shall prevail, unless a NASCAR Supervisory Official otherwise advises the Promoter and the Promoter or Track Officials advise the Competitors prior to the Event. NASCAR is not responsible for the enactment of, enforcement of, or consequences from the operation of, Local Track Rules, which shall be enacted and enforced in the sole discretion of the Promoter or its authorized representative and Track Officials. NASCAR does, however, reserve the right to penalize a Member for violation of one (1) or more Local Track Rules if NASCAR, in its sole discretion, determines such penalty is warranted.

1-5 Interpretation and Application

A. If there is a disagreement or dispute regarding the meaning or application of the NASCAR Rules, the interpretation and application by the Track Officials at the Event shall prevail.

B. Notwithstanding the foregoing or any other provision in the Rule Book, NASCAR Supervisory Officials may review, adjust, modify, and/or supersede an interpretation or application of the NASCAR Rules when the NASCAR Supervisory Officials deem such action to be appropriate. In addition, notwithstanding any other provision in the Rule Book, NASCAR Supervisory Officials in their sole discretion may, but shall have no obligation to, review an interpretation or application of the Local Track Rules.

1-6 Finality of Interpretation and Application

A. The interpretation and application of the NASCAR Rules by the Track Officials at the Event or by a NASCAR Supervisory Official, pursuant to sub-section 1-5 Interpretation and Application and the interpretation and application of Local Track Rules by Track Officials shall be final and non-appealable, except as provided in the following Rule Book sections:

- Section 14 Appeals to the National Motorsports Appeals Panel and/or
- Section 15 Final Appeal to the National Motorsports Final Appeals

B. In order to promote stock car racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, ALL MEMBERS, INCLUDING COMPETITORS AND TRACK OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY TRACK OFFICIALS (AND NASCAR SUPERVISORY OFFICIALS WHEN MADE) AS TO THE APPLICATION AND INTERPRETATION OF THE LOCAL TRACK RULES AND/OR THE NASCAR RULES, ARE NON-LITIGABLE. ALL MEMBERS FURTHER COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST NASCAR, NEM OR ANYONE ACTING ON BEHALF OF NASCAR OR NEM, WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE CLAIM IS BASED UPON A DETERMINATION BY A NASCAR SUPERVISORY OFFICIAL THAT WAS MADE FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF A MEMBER,

COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR TRACK OFFICIAL AGREES TO REIMBURSE NASCAR FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEYS' FEES. EACH MEMBER, COMPETITOR OR TRACK OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST NASCAR OR NEM FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION. NASCAR RESERVES THE RIGHT TO TAKE ANY OTHER ACTIONS HEREUNDER, INCLUDING SUSPENSION OR TERMINATION OF MEMBERSHIP, FOR VIOLATION OF THE COVENANT NOT TO SUE.

1-7 Principal Rule of Interpretation and Application

A. The NASCAR Rules are intended to ensure that NASCAR sanctioned Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results.

B. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the NASCAR Rules may not achieve this goal. In such rare circumstances, Track Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the NASCAR Rules, in order to achieve this goal.

C. From time to time in particular rules, Special Event Entry Blanks, Bulletins and elsewhere, NASCAR may use the term "EIRI" - meaning "Except in Rare Instances" - to indicate the likelihood that such a determination may be made.

D. NASCAR or Track Officials, however, may make such a determination even if "EIRI" has not been included in a particular rule, Special Event Entry Blank, Bulletin or otherwise. Such determinations are reviewable by NASCAR Supervisory Officials pursuant to sub-section 1-5 Interpretation and Application. All such determinations are subject to sub-section 1-6 Finality of Interpretation and Application.

1-8 NASCAR Event Management, Inc. (NEW)

The rights held by NASCAR as stipulated in this Rule Book including but not limited to the right to award a NASCAR sanction, govern NASCAR Members and NASCAR Championships, and prepare, amend, and modify this Rule Book, have been duly licensed by NASCAR to its affiliate, NASCAR Event Management, Inc. (“NEM”). As such, the rights and authority conferred upon NASCAR in accordance with this Rule Book shall be extended to NEM and its designated employees and representatives, and NEM shall maintain the same level of authority and discretion as NASCAR to act on behalf of NASCAR. As such, any decisions, determinations or ruling made by NEM with respect to NASCAR sanctioning, NASCAR Members, and/or the Series shall be final and binding to the same extent such decisions are enforceable by NASCAR in accordance with the NASCAR Rules.

SECTION 2 - MEMBERSHIP

2-1 Eligibility

NASCAR may, but is not required to, accept as a NASCAR Member any individual or business entity interested in stock car racing, so long as the individual or entity has properly and truthfully completed and filed a NASCAR membership application, agreed to abide by the NASCAR Rules, paid the fee(s) prescribed for membership, and meets the required qualifications. NASCAR is dedicated to the highest degree of professionalism, sportsmanship and integrity in stock car racing. For that reason, NASCAR may reject the membership application of an otherwise qualified applicant in the interest of stock car racing or NASCAR, in NASCAR’s sole discretion. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to stock car racing or to NASCAR, whether in the course of competition or not, and whether the person or business entity was a Member or applicant at the time of such conduct, may result in rejection of a membership application by NASCAR. Any person or business entity whose membership application has been rejected by NASCAR may appeal the rejection to the National Motorsports Appeals Panel.

2-2 Application Process

Application forms for a NASCAR membership may be obtained from NASCAR Headquarters or at the track. Renewing Members may also fill out their application form online at nascarmembers.com. Upon completion, they

must be submitted to NASCAR Headquarters, which is the only NASCAR office authorized to approve and issue such memberships. Membership application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a NASCAR membership application form and fee by a Track Official and the depositing of accompanying fees by NASCAR do not constitute the issuance of or approval by NASCAR of such an application for NASCAR membership. The receipt of a renewing NASCAR membership application form and fee online at nascarmembers.com and the depositing of accompanying fees by NASCAR do not constitute the issuance of or approval by NASCAR of such an application for NASCAR membership. The issuance of a "receipt" or "temporary" by a Track Official does not constitute the issuance of or approval by NASCAR of an application for NASCAR membership.

2-3 Membership Status

A. A NASCAR Member, including a Member who has been issued a license pursuant to Section 3, is not an agent, or employee of NASCAR or NEM by virtue of such membership or license. With respect to any NASCAR-related activities in which a Member engages, unless the Member is also an employee of NASCAR or NEM, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than NASCAR or NEM, and not an agent or employee of NASCAR or NEM. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions of, their employees or agents. Each such Member assumes all responsibility, either by himself/herself or on behalf of his/her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a NASCAR Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.

B. A NASCAR Member may, if he/she elects, also join the NASCAR Members Club®. However, NASCAR Members Club® members are not otherwise considered to be NASCAR Members as defined in this Rule Book.

C. A NASCAR Whelen All-American Series "15 Day" Membership, if approved by NASCAR, is issued strictly in accordance with the terms and conditions stated on the application form and automatically expires at the conclusion of the 15-day period.

2-4 Suspension

NASCAR may suspend a membership for a definite or indefinite period of time in the interest of stock car racing or NASCAR. Such Member may appeal such a suspension to the National Motorsports Appeals Panel. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fees previously paid by the Member to NASCAR.

2-5 Voluntary Termination

A Member may terminate his/her membership at any time by providing a letter of resignation to NASCAR Headquarters. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fees previously paid by the Member to NASCAR.

2-6 Involuntary Termination

NASCAR may terminate a membership at any time in the interest of stock car racing or NASCAR. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fees previously paid by the Member to NASCAR. Such Member may appeal such a termination to the National Motorsports Appeals Panel.

2-7 Expiration

Membership expires automatically on the last day of the calendar year in which the membership is issued, except in the case of a NASCAR Whelen All-American Series "15-Day" Membership.

2-8 Ejection

A Track Official, Promotor or NASCAR Supervisory Official may eject a Member from an Event or from the racing premises in an emergency situation to promote the orderly conduct of the Event. An ejection is final, non-appealable and non-reviewable except as provided in sub-section 1-5.

2-9 Membership Required

Every person or entity who desires to participate in a NASCAR-sanctioned Event as a Competitor, Track Official, or Promoter must apply for, receive, and possess a valid, current NASCAR membership.

SECTION 3 - LICENSES

3-1 Eligibility

Any person or entity who is a Member in good standing is eligible to receive a NASCAR license authorizing the Member to participate in a NASCAR-sanctioned Event, if the Member has properly filed a license application, agreed to abide by the NASCAR Rules, paid the fees prescribed for the license, and meets the required qualifications for the license set forth in this Section 3 and as may be otherwise required by NASCAR. NASCAR is dedicated to the highest degree of professionalism, sportsmanship and integrity in stock car racing. For that reason, NASCAR may reject any license application of an otherwise qualified applicant in the interest of stock car racing or NASCAR. Among other things, participation or involvement by a Member or applicant (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to stock car racing or to NASCAR, whether in the course of racing activity or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a license application by NASCAR. Any person or entity whose application has been rejected may appeal to the National Motorsports Appeals Panel.

3-2 Licenses Required

Every NASCAR Member who desires to participate in a NASCAR-sanctioned Event as a Competitor, Track Official, or Promoter must apply for, receive, and possess a valid, current NASCAR license authorizing participation in that capacity. NASCAR may specify, limit or restrict the types of racing Series, race cars, or race tracks in which a license-holder may participate.

3-3 Application Process

Application and/or forms for a NASCAR license may be obtained from NASCAR Headquarters or at the track. Renewing license holders may also fill out their application form online at www.nascarmembers.com. Upon completion, they must be submitted to NASCAR Headquarters, which is the only NASCAR office authorized to issue such licenses. License application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a NASCAR license application form and fee by a Track Official does not constitute the issuance of or approval by NASCAR of such an application for a NASCAR license. The receipt of a renewing NASCAR license application form and fee online at nascarmembers.com and the depositing of accompanying fees by NASCAR do not constitute the issuance of or approval by NASCAR of such an application for a NASCAR license. The issuance of a "receipt" or "temporary" by a Track Official does not constitute the issuance of or approval by NASCAR of an application for a NASCAR license. Applicants will receive a license card from NASCAR when their application for a license has been approved, except in the case of a NASCAR Whelen All-American Series "15-Day" License in which a license card is not issued.

3-4 Minors

If the applicant is a minor under the laws of his/her state/province of residence, the applicant must also submit, with his/her application, a fully executed and signed Minor's Release. This Minor's Release must be signed by the applicant, as well as the applicant's natural father or mother, or by a court-appointed legal guardian. As with all applications NASCAR may, but is not required to, approve the application of any applicant under 21 years of age.

3-5 Licenses Non-Transferable

A NASCAR license is non-transferable and non-assignable. It may be used only by the Member to whom it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a penalty imposed on the licensee by NASCAR. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A LICENSE IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL LICENSEE SHALL INDEMNIFY NASCAR AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE.

3-6 Minimum Driver License Requirements

To secure and maintain a NASCAR Competitor License as a race driver, a NASCAR Member at a minimum must:

1. Be at least 16 years of age except for Learner's Permits as specified in sub-section 3-6.1 below.

2. If requested by Track Officials, submit to and pass driving ability tests conducted by and at the discretion of Track Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.
3. Be physically fit as determined in the sole discretion of Track Officials. In this regard, Track Officials may require a Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
4. Execute and deliver to Track Officials and/or NASCAR such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required by Track Officials and/or NASCAR from time to time.
5. Decisions by Track Officials with respect to driver ability and/or physical fitness are solely the decisions of the Track Officials. NASCAR is not responsible for such decisions.

3-6.1 Minimum Learner's Permit Requirements

A. To secure and maintain a NASCAR Learner's Permit as a race car driver, a NASCAR Member, at a minimum, must:

1. Be at least 14 years of age.
2. Provide a fully-executed Minor's Release in accordance with Section 3-4 of this Rule Book.
3. Provide any additional proof of age requested or required by Track Officials or NASCAR.
4. If requested by Track Officials, submit to and pass driving ability tests conducted by and at the discretion of Track Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.
5. Be physically fit as determined in the sole discretion of Track Officials. In this regard, Track Officials may require a Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
6. Execute and deliver to Track Officials and/or NASCAR such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required by Track Officials and/or NASCAR from time to time.
7. Decisions by Track Officials with respect to driver ability and/or physical fitness are solely the decisions of the Track Officials. NASCAR is not responsible for such decisions.

B. A driver with a NASCAR Learner's Permit may only compete in Divisions II and lower, but not in Division I, where Local Track Rules allow. A track may specify, limit, or restrict Learner's Permit participation to certain Divisions; disallow Learner's Permit participation in some or all Divisions; and/or limit 14-year-olds with a Learner's Permit to a certain division(s) and 15-year-olds with a Learner's Permit to a certain divisions(s). A driver with a NASCAR Learner's Permit must not drive in any Division I or Feature Division Races, or in any Divisions that Local Track Rules do not allow for Learner's Permits.

C. A Competitor with a NASCAR Driver Feature Division Learner's Permit may compete in Division I (Feature Division) or other NASCAR-sanctioned Divisions where Local Track Rules allow. A track may specify, limit, or restrict Feature Division Learner's Permit participation to certain Divisions; disallow Feature Division Learner's Permit participation in some or all Divisions; and/or limit 14-year-olds with a Feature Division Learner's Permit to a certain division(s) and 15-year-olds with a Feature Division Learner's Permit to a certain divisions(s). A driver with a NASCAR Feature Division Learner's Permit must not drive in any Divisions that Local Track Rules do not allow for Feature Division Learner's Permits.

3-7 Minimum Car Owner License Requirements

A. To secure and maintain a NASCAR Competitor License as a car owner, a NASCAR Member at a minimum must:

1. Be at least 16 years of age, unless the applicant is a business entity, in which case the Member signing the application as the individual legally responsible for the ownership and operation of the business entity in accordance with 3-7B below, must be at least of the age of majority in the state/province of residence.
2. Own a racing car.

B. NASCAR will issue the license in the name of the car owner as named on the license application. If the car is owned by a partnership, corporation or other business entity, the license will be issued in the name of the partnership, corporation or business entity, and the license will further indicate the name of the individual legally responsible for the ownership and operation of the business entity. That person will be the party responsible for all communications and contact with NASCAR regarding all business (as opposed to racing competition) matters in connection with the car.

3-8 Minimum Crew Member License Requirements

To secure and maintain a NASCAR Competitor License as a crew member, a NASCAR Member at a minimum must:

1. Be at least 14 years of age.
2. Be physically fit to be a crew member, as determined in the sole discretion of Track Officials. In this regard, Track Officials may require the Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
3. Execute and deliver to Track Officials and/or NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by Track Officials and/or NASCAR from time to time.
4. Decisions by Track Officials with respect to physical fitness are solely the decisions of the Track Officials. NASCAR is not responsible for such decisions.

3-9 Minimum Track Official License Requirements

To secure and maintain a License as a Track Official for NASCAR-sanctioned Events, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.
2. Possess, in the sole discretion of the Promoter, the necessary qualifications and abilities to carry out the duties of a Track Official.
3. Be physically fit to perform the duties of an Official, as determined in the sole discretion of the Promoter. In this regard, the Promoter may require the Official or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
4. Execute and deliver to the Promoter and/or NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by the Promoter and/or NASCAR from time to time.
5. Decisions by the Promoter with respect to suitability and/or physical fitness are solely the decisions of the Promoter. NASCAR is not responsible for such decisions.

3-10 Minimum Promoter License Requirements

To secure and maintain a License as a NASCAR Promoter, a NASCAR Member must:

1. Be at least 18 years of age. If the applicant is a corporation, partnership, or other business entity, the individual legally responsible for the ownership and operation of the business entity must satisfy the same age requirements.
2. Be the Promoter and/or an employee of a Promoter that has entered into a valid sanction agreement for one (1) or more NASCAR-sanctioned Events.
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, resumes, waivers and other documents as may be required by NASCAR from time to time.

3-11 Use of NASCAR Licenses

A. Licensees must present their NASCAR License to the Track Officials and or NASCAR Supervisory Officials at any time upon request.

B. The license of a Member suspended or terminated, at any time for any reason, must be promptly forwarded to NASCAR Headquarters. Even if the Member fails to do so, the license shall be inoperative and invalid unless the Member has been suspended, in which case the license shall be inoperative and invalid until the lifting of the suspension. NASCAR Headquarters will return the license to the Member upon the lifting of a suspension.

3-12 Suspension

NASCAR may suspend a license for a definite or indefinite period of time, or for all or specified NASCAR-sanctioned Events or tracks, in the interest of stock car racing or NASCAR. Such Member may appeal such a suspension to the National Motorsports Appeals Panel. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fees previously paid by the Member to NASCAR.

3-13 Voluntary Termination

A licensee may terminate his/her license at any time by surrendering his/her license, accompanied by a letter of resignation, to NASCAR Headquarters. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the license fees previously paid by the Member to NASCAR.

3-14 Involuntary Termination

NASCAR may terminate a license at any time in the interest of stock car racing or NASCAR. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the license fees previously paid by the Member to NASCAR. Such Member may appeal such a termination to the National Stock Car Racing Appeals Panel.

3-15 Expiration

A license expires automatically on the last day of the calendar year in which the license is issued. A NASCAR Whelen All-American Series "15-Day" License, if approved by NASCAR, is issued strictly in accordance with the terms and conditions stated on the application form, and automatically expires at the conclusion of the 15-day period.license expires automatically on the last day of the calendar year in which the license is issued. A NASCAR Whelen All-American Series "15-Day" License, if approved by NASCAR, is issued strictly in accordance with the terms and conditions stated on the application form, and automatically expires at the conclusion of the 15-day period.

3-16 Ejection

A Track Official or Supervisory Official may eject a licensee from an Event or from the racing premises in an emergency situation, to promote the orderly conduct of the Event. An ejection is final, non-appealable and non-reviewable, except as provided in sub-section 1-5.

3-17 Interim Review of Licensee Qualifications

NASCAR, in its sole discretion, may review the qualifications of a licensee at any time after issuance of a license and may require the licensee to submit to such additional physical examinations, to submit a resume or an updated resume to include driver information and record of competition, or to pass such additional driver ability tests, and may take such other action or require the licensee to take such other action as NASCAR may deem appropriate, to determine whether the licensee continues to qualify for a license under these Rules.

SECTION 4 - INJURY REPORTS

4-1 Any Member involved in an accident or otherwise injured while on the racing premises at an Event (e.g. racing surface, pit area, garage area, etc.), must report such incident to a Track Official as soon as practicable, but in no event prior to leaving the premises, unless such Member is physically unable to make such a report.

SECTION 5 - SANCTIONED EVENTS

5-1 A NASCAR sanctioned Event is an Event that NASCAR has agreed in writing to sanction, in an applicable, fully executed Sanction Agreement that is in effect at the time of the Event. BE AWARE THAT THE GRANTING OF A SANCTION BY NASCAR FOR ONE OR MORE RACES OR EVENTS AT A TRACK DOES NOT IN ANY WAY MEAN THAT ALL RACES OR EVENTS SCHEDULED AT THAT TRACK, EVEN FOR THE SAME RACING DIVISION OR THE SAME RACE CARS OR TYPES OF RACE CARS INCLUDED AS PART OF THE NASCAR-SANCTIONED EVENT(S). BE AWARE THAT EVEN IF ONE OR MORE RACES ON A GIVEN EVENT DATE HAVE BEEN GRANTED A NASCAR SANCTION, THAT DOES NOT IN ANY WAY MEAN THAT ALL RACES AND/OR RACING-RELATED ACTIVITIES CONDUCTED DURING THE SAME DAY/NIGHT OF RACING, OR DURING THE SAME OVERALL TIME PERIOD OF THE EVENT, ARE NASCAR-SANCTIONED. IT IS THE RESPONSIBILITY OF EACH NASCAR MEMBER TO DETERMINE IF THE RACE/EVENT IN WHICH HE/SHE IS PLANNING TO PARTICIPATE IS NASCAR–SANCTIONED OR NOT. Such determination can be made by contacting the Promoter and/or by contacting NASCAR Headquarters.

5-2 A NASCAR Sanction Agreement is issued only by NASCAR Headquarters on the appropriate form, after approval by NASCAR. The issuance of a Sanction Agreement for a specific Event does not obligate the Promoter or NASCAR to enter into a Sanction Agreement, or to issue a sanction, for any other Event(s). NASCAR may terminate or modify a Sanction at any time, in its sole discretion, in accordance with the Sanction Agreement.

5-3 Only individuals or entities holding current, valid NASCAR memberships and licenses are authorized to participate in NASCAR-sanctioned Events.

5-4 All changes relating directly to the NASCAR sanction of an Event must be approved in advance by NASCAR Headquarters.

5-5 Among other things, a NASCAR sanction entitles the Promoter to participate in marketing and promotional programs available through the 2015 NASCAR Whelen All-American Series, as they may be amended from time to time; to utilize the administrative remedies specified in this Rule Book if the Promoter and/or Track Officials elect to; to use the NASCAR Marks as specified in the NASCAR Sanction Agreement; and to participate in other national and/or local marketing and promotional elements of the NASCAR Whelen All-American Series such as Event Nights, signage packages, and so on, if the Promoter meets all requirements thereof. It also entitles eligible Competitors in Events to participate in the 2015 NASCAR Whelen All-American Series national championship points; state/provincial championship points, point fund and award distributions; applicable participant accident coverage; and other benefits afforded to licensed NASCAR Members in good standing through NASCAR and/or the 2015 NASCAR Whelen All-American Series. The sanction does not provide for any direct or indirect supervisory authority by NASCAR over the conduct of the Events, the condition of the Facility, or the interpretation or applicability of Local Track Rules, other than as expressly stated in this Rule Book. NASCAR does, however, reserve the right to penalize a NASCAR Member for violation of one or more Local Track Rules and/or this Rule Book if NASCAR, in its sole discretion, determines the issuance of a Penalty Notice is warranted. So long as The NASCAR sanction is in effect and not terminated, the Promoter shall organize, promote and hold the Events in accordance with the NASCAR Sanction Agreement.

SECTION 6 - SAFETY RECOMMENDATIONS

6-1 Stock car racing is an inherently dangerous sport. Each Member assumes that risk when he/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.

6-2 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 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 AND EQUIPMENT AND/OR CONDITIONS AT THE TRACK. EVEN IF A NASCAR SUPERVISORY OFFICIAL, NASCAR EMPLOYEE OR NASCAR REPRESENTATIVE IS PRESENT AT AN EVENT, TRACK SAFETY CONDITIONS AND DECISIONS REMAIN THE RESPONSIBILITY OF THE PROMOTOER AND PARTICIPANTS, AS SUCH NASCAR REPRESENTATIVE(S) ARE NOT IN A POSITION TO HAVE THE MOST KNOWLEDGE OF LOCAL CONDITIONS, LOCAL PRACTICES, AND/OR LOCAL CIRCUMSTANCES. In the NASCAR Whelen All-American 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/or 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 and equipment, and/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 to the degree possible the risk of injury to themselves and others. NEITHER NASCAR, TRACK OFFICIALS OR 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 and 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.

6-3 PERSONAL SAFETY EQUIPMENT RECOMMENDATIONS

A. General

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. NASCAR, TRACK OFFICIALS, OR THE PROMOTER 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 sub-section 6-4.

B. Protective Clothing

IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT NASCAR, TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

DRIVERS – It is highly recommended that every driver wear the following:

	Use Required	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
Uniform		X	3.2A/5		Outside Surface of Left Sleeve
Shoes		X	3.3		X
Gloves		X	3.3		X
Head Socks		X	3.3		X
Helmet Skirts		X	3.3		X
Underwear		X		3.3	
Socks		X		3.3	
Helmet		X See Helmet Recommendations in Rule Book Section 6-4-1A(1)			Helmet Certification Label Affixed To Helmet At All Times

CREW MEMBERS –It is highly recommended that, during race conditions, any crew member who steps into the car servicing area should wear the following:

	Use Required	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
Uniform		X	3.2A/1		Outside Surface of Left Sleeve
Shoes		X	3.3		X
Gloves		X			X
Head Socks		X			X
Helmet Skirts		X			X
Underwear		X		3.3	
Socks		X		3.3	
Helmet		X Refer to Section 20D17.1A Helmets			Helmet Certification Label Affixed To Helmet At All Times

FUEL HANDLER (CREW MEMBER) – It is highly recommended that, during race conditions, any crew member involved in fueling the car or handling or transporting fuel in the garage or pit area must wear the following:

	Use Required	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
One-Piece Uniform		X	3.2A/5		Outside Surface of Left Sleeve
Shoes		X	3.3		X
Gloves		X	3.3		X
Apron		X	52.1		X
Underwear		X		3.3	
Socks		X		3.3	
Head Socks*		X			X
Helmet Skirt*			3.3		X
Full-face Helmet with Face Shield		X See Helmet Recommendations in Rule Book Section 6-4-1A(1)			Helmet Certification Label Affixed to Helmet At All Times

*Head socks and/or helmet skirt

C. Other Safety Devices

1. It is recommended that each car have, within the driver's reach, a manually controlled push or pull knob which activates a built-in, fully charged fire extinguishing pressurized cylinder, with a visible, operating pressure gauge. It is recommended that an automatic thermally activated discharge nozzle be used in addition to the manually controlled push or pull knob. This extinguisher system should meet the SFI 17.1 specification and display a valid SFI 17.1 label. This extinguisher should be certified by the manufacturer every two (2) years. An additional manufacturer's label with a visible date code should be located directly below the pressure gauge on the surface of the cylinder. This fire extinguisher cylinder must be securely mounted to the right of the drive shaft tunnel or to the rear of the driver's seat. The fire extinguisher cylinder and its mount(s) must not be beyond the inside edge of the right side main frame rail. The mounting system must secure both ends of the cylinder for its full circumference to the structure of the car and must be acceptable to Track Officials. Hose clamps, worm drive clamps or cable ties should not be used to mount this cylinder. A device(s) should be installed to keep the cylinder from sliding out of the mounting system. Clamp style or "figure eight" mounts must completely encircle the circumference of the 1-3/4 inch outside diameter of the roll bar. This cylinder should contain a minimum of five (5) pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36, 3M NOVEC 1230 or equivalent type agent. The primary

purpose of this system is to protect the driver. Nozzle(s) must be designed for the extinguishing agent used and should not be pointed directly at the driver, but should be mounted to provide flooding of the driver's compartment to the manufacturer's recommendation. If engine compartment nozzle(s) are used with this cylinder, the fire extinguishing cylinder size should be increased to a minimum of 10 pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36, 3M NOVEC 1230 or equivalent type agent to be used for this system. All discharge lines and fittings should be steel or steel reinforced hose although nozzles may be aluminum. Cylinder for all agents should be DOT-approved steel or aluminum. Carbon fiber or composite cylinders should not be permitted.

2. It is recommended that each car have an additional fire extinguishing cylinder solely dedicated to extinguish the fuel cell area (trunk) and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment with the use of a T-type fitting and thermally activated discharge nozzles. This extinguisher should meet the SFI 17.1 specification and display a valid SFI 17.1 label. This extinguisher should be certified by the manufacturer every two (2) years. An additional manufacturer's label with a visible date code should be located directly below the pressure gauge on the surface of the cylinder. This fire extinguisher cylinder should be mounted beyond the right side or to the rear of the driver's seat in the driver's compartment and it should use a mounting system which secures both the neck and the end (or foot) of the cylinder for its full circumference and attaches to a steel bracket welded to the frame and/or roll cage structure of the car and be acceptable to Track Officials. Hose clamps, worm drive clamps or cable ties should not be used to mount this cylinder. This cylinder should contain a minimum of 10 pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36, 3M NOVEC 1230 or equivalent type agent. This cylinder should be activated by an automatic, thermally activated discharge nozzle(s) recommended by the manufacturer for this application. This automatic system may have a manual and/or pneumatic override from the driver-activated system. If the engine compartment discharge option is used, then an additional automatic, thermally activated discharge nozzle should be located under the hood forward of the firewall. All discharge lines and fittings should be steel or steel reinforced hose although nozzles may be aluminum. When routing pressurized lines, (thermally activated) either in the trunk area or engine compartment, the lines should only be permitted to pass through the firewall near the longitudinal centerline of the vehicle. These lines should not pass through floorboards, wheel wells or crush panels. All cylinders should have an indicator gauge and identifying label readily visible for inspection purposes. The gauge should be compatible with the agent used in the cylinder.
3. All entrants should have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound Class B fire extinguisher with a visible, operating pressure gauge.
4. Halon 1211 and Halon 1301 will not be permitted.

D. Passengers should not be permitted in or on a race car at any time.

6-3-1 Recommendations for Helmets / Head and Neck Restraint Devices / Systems

A. Helmets

1. Drivers should wear a full-face helmet, carrying at least one (1) of the following certifications:
   FIA 8860-2004
   FIA 8860-2010
   Snell SA 2000
   Snell SA 2005
   Snell SA 2010
   Snell SAH 2010
   SFI 31.1/2005
   Helmet certification (label) should be affixed to the helmet at all times.

   Helmets should be fitted with the following system:

:

Eject™ Helmet Removal System

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. Helmet surface protrusions such as visor tear-off posts should be removed.
3. During Race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet. Helmets should be fitted with the following system:

Eject™ Helmet Removal System

4. During Race conditions, any crew member involved in fueling the car should wear a full-face helmet with a covering face shield and a fire resistant head sock or helmet skirt. It is recommended that the head socks and/or helmet skirts meet the SFI 3.3 specification and must display a valid SFI 3.3 label.
5. IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT NASCAR, THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER HELMET IS SFI APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

B. Recommendations for 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-accepted head and neck restraint device/system which is SFI-approved and acceptable to Track Officials. The device should meet the SFI 38.1 specification and should display a valid SFI 38.1 label. 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, TRACK OFFICIALS, OR THE PROMOTER, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, DISPLAYS A VALID SFI LABEL, IS CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
3. The following are the SFI-approved Head and Neck Restraint Devices/Systems that are currently acceptable to NASCAR:

DEVICE	MODEL	OPTION
HANS	Professional Series	Fixed or Sliding Tethers
HANS	Extra/Economy Series	Fixed or Sliding Tethers
HANS	Sport Series	Fixed or Sliding Tethers
HANS	Sport II Series	Sliding Tethers
HANS	Pro Ultra	Sliding Tethers
Simpson (formerly Hutchens)	Hybrid	Fixed Tethers
Simpson	Hybrid Pro, carbon	Fixed Tethers

6-3-2 Recommendations for Seat Belts

A. Each car should be equipped with an SFI 16.5-approved, three (3) inches nominal in width maximum, minimum 6-point seat belt restraint system and display a valid SFI 16.5 label. It is recommended that a 7-point (third anti-submarine belt) seat belt restraint system be used. The shoulder harness should not be less than two (2) inches wide (nominal) as it passes over the head and neck restraint device. The shoulder harness and lap belt assembly must not be more than three (3) inches (nominal) in width. Seat belt restraint systems should have a latching mechanism attached to the lap belt or, if a cam lock latching mechanism with a 5-point belt configuration is used, it should be attached to the lap belt or the shoulder harness. If the cam lock latching mechanism is used with a 6-point belt configuration then it may be attached to the anti-submarine belt(s). This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belts, 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 the two (2) following release designs:

1. **Latch/Lever Release:** Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release.
2. **Cam Lock Release:** 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. Lap belt mounts should be able to swivel without binding or interference. 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. On the left lap belt, if a roller adjuster is used, it should have tension springs installed and it should be attached to and be a part of the latch release mechanism directly without any 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 or 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 3-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 clip-on/hook/eyebolt style mounts should not be permitted, only tab style lap belt mounts secured with a nut and bolt should be permitted for aluminum seats. NASCAR-approved composite material seats should use the lap belt mounts, which are integral with the seat and should be of the same mount style as approved with the seat, following the manufacturer's instructions.
3. Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only (as shown in Diagram #2B in the rear pages of the Rule Book). If shoulder belt mounting brackets are used, the shoulder belt mounting brackets should not exceed (3) three inches in length and be a minimum of 1-3/4 inches in width. The shoulder belt mounting brackets should be made of solid magnetic steel with a minimum thickness of 3/16 inch welded to the horizontal shoulder bar (#7) or shoulder belt bar (#7B). The shoulder belt mounting holes should have a minimum edge-to-hole distance of 1/4 inch. If the shoulder belt bar (#7B) is used, and the center-to-center distance from the horizontal shoulder bar (#7) is more than four (4) inches, then the shoulder belts should mount directly to the shoulder belt bar (#7B) or to tabs welded directly to the shoulder belt bar (#7B). The opening in the seat for this type of belt should be either a single or double open slot with a finished inside edge or a grommet installed. Only individual shoulder harness belts should be permitted. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts may be permitted provided the belts do not cross behind the driver and all 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. The seat opening for these crossed shoulder belts should be a single, open slot with a finished inside edge or a grommet where the shoulder belts cross behind the driver. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt.. 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. Anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wrap-around or tab-style anti-submarine belt mounts will be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

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 may be removed and relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belt 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. The SFI 16.5-approved seat belt restraint systems will remain acceptable until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands should not be mixed.

F. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE SFI 16.5-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.

6-3-3 Recommendations for Seats and Seat Components

A. Each car should be equipped with an SFI 39.1 approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and be acceptable to Track Officials. Custom-manufactured aluminum seats constructed from solid aluminum sheet material, from the seat bottom to above the driver's shoulders, may be permitted if acceptable to Track Officials. Holes and/or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction should not be permitted. Composite material seats may be permitted. Seats constructed of multiple materials, including composite materials, should be SFI-approved and acceptable to Track Officials. No gaps should be present between the seat structure and driver's uniform in the area directly under the driver with the exception of standard seat cover upholstery (1/4 inch thick maximum) or flame retardant knit material. The area directly under the driver extends from the driver's waist (belt line) forward to the front edge of the sub-strap pass through holes or four (4) inches forward of the lap belt mount, whichever is greater, as well as extends five (5) inches to both the left and right of the driver's centerline. It is recommended, a minimum thickness of 3/4 inches of insert/padding meeting the SFI 45.2 specification be used in this area directly under the driver.

B. The seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer. SFI 39.1 seats and headrest/head surround assemblies should not be modified or altered. All seats should have padded seat leg extensions on the left and right side. Leg extensions should be securely mounted to the seat and car structure. All seat interiors should be lined with inserts and/or padding and should meet the SFI 45.2 specification and display a valid SFI 45.2 label. Composite material seat leg extensions should meet the SFI 56.1 specification for flammability. All leg extension padding and seat inserts, padding, coverings and/or upholstery should be flame retardant.

C. A headrest/head surround assembly, acceptable to Track Officials, should be used. Headrests/head surround assemblies should be designed to provide rigid support around both sides of the helmet and across the back and from the forward that all other hard surfaces of the driver's seat be padded with a minimum of two (2) inches of flat impact absorbent material meeting the SFI 45.2 specification.

D. Optional strap-type headrest supports or nets should be equipped with a quick release fastener accessible by the driver.

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, 5/16 inch minimum diameter bolts through the horizontal shoulder bar (#7). For aluminum seats, if a seat bracket is used to attach the seat to the most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact. The left side of the headrest/head surround assembly may be shortened to permit egress of the driver. The headrest/head surround assembly should be rigidly bolted to the top of the seat and/or roll cage and should not extend into the window opening beyond the area defined by the upper roll cage using a minimum of 5/16 inch diameter bolts, except for the composite seats. Steel brackets welded to the roll cage should be a minimum 1/8 inch thick and aluminum brackets welded to the headrest/head surround assembly should be a minimum 3/16 inch thick. All bolts should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. In addition, it is recommended that the headrest/head surround assembly be bolted to the shoulder supports (if used) with minimum 3/16 inch thick brackets and a minimum 5/16 inch diameter bolts. All headrests should be fabricated in a rigid construction and of materials which provide adequate support in an impact. It is recommended that all headrests/head surround assemblies be padded with a minimum of four (4) inches of flat impact absorbent material meeting the SFI 45.2

specifications. It is also recommended horizontal shoulder bar (#7), the bracket must be constructed using a minimum of 3/16 inch thick metal plate, and it should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. For composite seats, the seat bracket must attach the seat to the horizontal shoulder bar (#7) and should be constructed from magnetic steel.

Minimum upper seat bracket thicknesses:

Hendrick: 0.090 inch
Sabelt: 3/16 inch
Sparco: 3/16 inch

The magnetic steel seat bracket to be used with a composite seat should be constructed according to the manufacturer's instructions, including all required gussets and reinforcements. All gussets should be solid and should run from the centerline of the seat mounting hole to the centerline of the roll cage mounting hole. The outer diagonal gusset edge should be straight unless the gusset is relieved to make room for the horizontal shoulder bar (#7). Holes and or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction should not be permitted.

The seat bracket should be fastened to the seat with a minimum of four (4) high quality 5/16 inch minimum diameter bolts for aluminum seats.

F. The seat bottom should be secured to the car's frame/roll cage assembly with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16 inch minimum diameter bolts per side. Seat mount brackets or mounting systems welded to the seat frame should be a minimum of 1/4 inch thick. All seat mounting brackets, welded to the frame rail, frame crossmembers, floors, roll bars or removable seat mounting frame assemblies, should be made of a minimum of 1/4 inch magnetic steel if single shear or a minimum of 3/16 inch if double shear configuration is used. If a slotted mount is used to mount the seat to the seat frame, the seat should be bolted to the seat frame bracket using an additional bolt to prevent sliding. Adjustable magnetic steel inserts (slugs) may be used to prevent sliding as an alternative to the slotted type mount with the additional bolt. When mounting through the aluminum seats or brackets large diameter washers should be used.

G. The seat shoulder support angle should not exceed 25 degrees from vertical when measured where the driver's shoulder contacts the seat with the seat installed in the car. Additional angle may be added to the bottom of the shoulder support for driver arm clearance, if necessary. The interior shoulder support surface should be positioned perpendicular to the seat back in a plan view.

H. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seat back to the front of the driver's chest. Partial rib/chest supports constructed of foam, meeting the SFI 45.2 specification, may be permitted. Rib/chest support structures should not continue forward past the front of the driver's chest and should not curve or wrap around the front of the driver's chest. Rib/chest support foam, meeting the SFI 45.2 specification may curve or wrap around the front of the driver's chest.

I. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR OR THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER SEAT, HEADREST/HEADSURROUND ASSEMBLY, AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

6-4 Window Net Recommendations

A. A window net should be installed in the driver's side door window opening and should be positioned to cover the entire window opening. A window net should not be used beyond two (2) years from the date of manufacture.

B. The window net should be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs. Window nets should meet the SFI 27.1 specification. The minimum window net size should be 22 inches wide by 16 inches high. The forward edge of the window net, when in the closed position, should be in line or forward of the steering wheel.

C. All window net mounts should be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 inch thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when in the closed position, should fit tight and be secured with a lever-type quick release latch acceptable to Track Officials. The lever should be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only; pins or clips should not be permitted. The latch should be mounted at the top in the front to roof bar (#3) or at the top of front roll bar leg (#2A) near roof bar (#3) and release from the inside.

SECTION 7 - ENTRIES

7-1 Special Event Entry Blank Requirements

A. In order to compete in a NASCAR sanctioned Event, when an Special Event Entry Blank is published a Member must submit and have approved an Special Event Entry Blank for the Event. Telephone or electronically submitted entries will not be accepted unless specifically stated on the Special Event Entry Blank. NASCAR or the Promoter may publish the sole Special Event Entry Blank for the Event. For purposes of this sub-section, "Special Event Entry Blank" refers to the form of entry required by NASCAR or the Promoter for Members to officially enter a NASCAR-sanctioned Event. Be advised that many Events/Races in the NASCAR Whelen All-American Series may not have a Special Event Entry Blank. For more information or if there is any question, contact the Promoter or NASCAR Headquarters.

B. It is the responsibility of the Member to obtain the appropriate Special Event Entry Blank, if required, and to ascertain and abide by all applicable deadlines and instructions. The distribution of Special Event Entry Blanks to Competitors does not relieve them of this responsibility.

C. The Member must complete the Special Event Entry Blank for the Event in full and submit it to the appropriate office (as specified on the Special Event Entry Blank) by the deadline listed thereon.

D. Acceptance of any entry is at the discretion of NASCAR and the Promoter, and may be refused by either. If the Promoter refuses an entry, the Promoter must notify NASCAR Headquarters of the refusal not later than 24 hours after the entry deadline appearing on the Special Event Entry Blank.

7-2 Member Obligations / Agreements / Releases

A. A NASCAR sanctioned Event is a competitive stock car racing Event that is intended to be conducted and officiated in accordance with this Rule Book, as it may be amended from time to time, any special rules that may be published by NASCAR or the Promoter specifically for the Event, and any applicable agreement to which NASCAR is a party. BY SUBMITTING AN SPECIAL EVENT ENTRY BLANK, IF APPLICABLE, AND/OR BY PARTICIPATING IN THE EVENT REGARDLESS OF WHETHER THERE WAS AN SPECIAL EVENT ENTRY BLANK OR NOT, AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF TRACK OFFICIALS, NASCAR OFFICIALS (WHETHER LOCAL, REGIONAL OR NATIONAL) AND NASCAR SUPERVISORY OFFICIALS, RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE, (EXCEPT AS PROVIDED IN SECTIONS 14 AND 15 OF THIS RULE BOOK) AND NON-LIGITABLE. SUCH A MEMBER FURTHER AGREES TO INSPECT THE RACING AREA, AND HIS/HER RACE CAR AND ALL RELATED EQUIPMENT, SAFETY PERSONNEL AND EQUIPMENT AND CONDITIONS AT THE TRACK, TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST NASCAR, THE PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF, DAMAGE TO THE CAR, OR INJURY OR DEATH OF THE DRIVER, THE PIT CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH AND ALL PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT THE MEMBER'S SPOUSE AND NEXT OF KIN HAVE BEEN ADVISED THAT THE MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.

B. When a Competitor submits an Special Event Entry Blank or informs a Promoter or NASCAR that he/she will attempt to compete in an Event, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his/her ability.

C. If a Competitor competes in a NASCAR sanctioned Event without having properly submitted a fully executed Special Event Entry Blank, the Competitor, by such entry, nevertheless agrees that he/she is subject to all NASCAR Rules, amendments and special rules, as well as all statements, releases and obligations appearing in the Special Event Entry Blank, as if he/she had properly submitted a fully executed Special Event Entry Blank.

D. Only persons approved by Track Officials may enter the racing areas. Competitors may not enter the racing areas (i.e., garage areas, pits, racing surface and similar areas) unless they personally have signed all required entry forms, waiver and release of liability forms and pit permits applicable to

the particular Event. No person may sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than himself/herself.

7-3 Advertising / Promotion Release

Each Member, by entering a NASCAR-sanctioned Event, grants to NASCAR, its duly authorized agents and assigns, an exclusive license to use and sub-license his/her name, likeness and performance, including photographs, images and sounds of such Member and/or any vehicle(s) with respect to which the Member competes in NASCAR-sanctioned Events, in any way, medium or material (including, but not limited to, telecasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by NASCAR, sales and other commercial projects, and the like) for promoting, advertising and publicizing at any time any NASCAR-sanctioned Event or NASCAR related telecast or programming, and each Member hereby relinquishes to NASCAR in perpetuity all rights thereto for such purposes.

7-4 Telecast and Other Rights

Each Member, by entering a NASCAR-sanctioned Event, acknowledges that NASCAR, and its licensees and assigns (as their interests may appear), exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including, but not limited to, television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by NASCAR, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including, but not limited to, in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any NASCAR Event or the Member's performance in the Event, and that, except for works created pursuant to the fair use doctrine or the NASCAR Media Access Policy, NASCAR is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any NASCAR Event or the Member's performance in the Event. Each Member agrees to take all steps reasonably necessary, and all steps requested by NASCAR, to protect, perfect or effectuate NASCAR's ownership or other interest in these rights. Each Member agrees not to take any action, nor cause others to take any action, nor enter into any third party agreement that would contravene, diminish, encroach or infringe upon these NASCAR rights.

7-5 Substance Abuse

A NASCAR Member must not use or be under the influence of stimulants, depressants or tranquilizers, including but not limited to alcoholic beverages, narcotics, etc., during an Event or violate any Local Track Rules regarding substance abuse.

7-6 Code of Conduct

A NASCAR Member shall not make (or cause to be made) a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person’s race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.

SECTION 8 - RECOMMENDATIONS FOR INSPECTIONS AND ELIGIBILITY

8-1 Time / Manner / Location

A. All Race Equipment is subject to inspection by Track Officials at any time and in any manner and location as determined by Track Officials.

B. All decisions by Track Officials regarding the timing , manner and location of inspection, as well as, which Race Equipment will be inspected are final, non-appealable and non-reviewable except as provided in sub-section 1-6 Finality of Interpretation and Application.

8-2 Inspection Area

Only those persons approved by Track Officials may be admitted to the inspection area.

8-3 Car Eligibility

A. Track Officials will determine whether Race Equipment (car, including any car parts, components, or equipment), meets the applicable specifications for an Event as specified by the Track Officials.

B. Except as provided below, only Race Equipment determined by the Track Officials to meet the applicable specifications are eligible to compete in the Event. Such determinations may be made by Track Officials at any time before, during, or after the Event, and may take into account, to the extent deemed reasonable by Track Officials in the interests of racing competition and fairness, any modifications caused or required as a result of damage caused by In-Race accidents.

C. To be eligible for Championship Points (National and/or state/provincial), a car must take the green flag or enter the race per Section 9-6 B, under its own power without being assisted in any way. To be eligible for Championship Points (National and/or state/provincial) a car can only compete in one (1) division per Event. Cars of different divisions will not be permitted to compete in other divisions to increase car counts except for the following condition. When Track Officials permit separate divisions to compete together in one (1) Race (such as Street Stock class competing with the Late Model class, running two (2) divisions together to increase car count for the Race) the cars/drivers can only receive points for their separate respective division's car count for that Race (not for the total number of cars in the Race). Drivers that compete in more than one (1) division per Event must compete with separate cars that comply with the rules for that division to be eligible for Championship Points (National and/or state/provincial) in both divisions.

8-4 Competitor Obligations

A Competitor must take whatever steps are requested by a Track Official, including tear down of the car, to facilitate inspection of the Race Equipment. This obligation includes, but is not limited to, installing inspection holes, inspection ports, and/or other means of inspection in the frame, roll cage bars, engine components, and the like. NASCAR, Track Officials or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections.

8-5 Inspection Prior to Competition

If a Track Official determines prior to competition that the car, including any Race Equipment, does not meet the applicable specifications, the car will not be permitted to compete unless, the Track Official deems the Race Equipment eligible to compete.

8-6 Car Sealing / Impounding

A. NASCAR (or NASCAR, if requested by Track Officials) have the right, for inspection purposes, to seal or impound Race Equipment entered and competing in an Event. NASCAR, Track Officials or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

B. In Events where cars are impounded after qualifying, only repairs or adjustments authorized by Track Officials may be performed. All repairs and/or adjustments may result in a penalty.

8-7 Inspection After Competition

At an Event where the Track Officials or the Local Track Rules require inspection after the Event, any Race Equipment that has competed in the Event may not be removed from the race car or taken from the racing premises without permission of the Track Official in charge of the Event.

8-8 Cars / Equipment / Parts Failing To Meet Specifications

Track Officials (or NASCAR, if requested by Track Officials) have the right to confiscate any Race Equipment without obligation for payment or reimbursement which fails to meet applicable specifications during an Event or that is used or altered in violation of Local Track Rules. If Track Officials determine that any Race Equipment used by a Competitor does not meet Local Track Rule specifications or is used or altered in violation of the Local Track Rules, Track Officials may declare the car ineligible for the Event, disallow the Competitor's qualifying times, withdraw the Competitor's opportunity to qualify for the Event, loss of finishing position, disqualification of the Competitor(s) from the Event and/or make such other determination as may be appropriate in the interest of competition. This will not be deemed or construed to be a penalty within the meaning of Section 12 and is not appealable under that Section.

8-9 Competitive Analysis

From time to time, Track Officials (or NASCAR, if requested by Track Officials) may determine that, in the interest of competition, it is necessary or appropriate to undertake an analysis of the performance capabilities of any Race Equipment. The Competitor shall take whatever steps are requested by Track Officials for this purpose. If, in the judgment of Track Officials, any Race Equipment has been altered or modified to compromise the results of the competitive analysis, Track Officials may request that NASCAR assess penalties pursuant to Section 12. If, in the judgment of Track Officials, any action(s) or procedure(s) were conducted with the intent to alter or compromise the results of the competitive analysis, Track Officials may request that NASCAR assess penalties pursuant to Section 12. Track Officials also have the right to seal or impound Race Equipment for this purpose. NASCAR, Track Officials and the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such analysis, sealing or impounding.

8-10 Finality of Inspection / Eligibility Decisions

Inspection and/or eligibility decisions, including any decisions regarding a Competitor's compliance with equipment related procedures set forth in the Local Track Rules, are final, non-appealable and non-reviewable except as provided in sub-section 1-6.

8-11 Penalties

In addition to making the inspection and/or eligibility decisions described in this Section, NASCAR may issue a NASCAR Penalty Notice for any violation of the NASCAR Rules in accordance with the procedures in Section 12.

SECTION 9 - RACE PROCEDURE RECOMMENDATIONS

The Race Procedure recommendations below should be followed unless Local Track Rules supersede.

9-1 Race Procedure Defined

Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of car(s) for competition, a Competitor's compliance with competition-related procedures as set forth in the Rule Book and/or Local Track Rules, qualifying procedures, the line up of the cars, the start of the Race, the control of cars throughout the Race by flags, lights or other direct communication between Track Officials and Competitors, the election to stop or delay a Race, control of pit activity, flagging, the positioning of cars at any time, the addition of lap(s), the assessment of lap and time penalties and the completion of the Race. It does not include the assessment of penalties pursuant to Section 12 (disqualification, suspension, point deduction or fine), but it does include lap and/or time penalties and similar actions during a Race or immediately after a Race as provided in this section. The rules in this section provide the framework for Track Officials to implement race procedures. In addition to interpreting and applying these rules, Track Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of NASCAR racing, including but not limited to, fairness and prompt finality of competition results.

9-2 Finality of Race Procedure Decisions

All decisions by Track Officials at the track involving Race procedures are final and non-appealable, subject only to review by NASCAR Supervisory Official(s). In making such a determination, the interest of finality in completion of the results will be a principal consideration.

9-3 Official Starter

The Official Starter will be designated by Track Officials.

9-4 Driver Responsibilities

A. The driver shall be the sole spokesperson for the car owner, crew members and others assigned to the racing team in any and all matters pertaining to the Event (other than proceedings pursuant to Sections 12, 13, 14 and 15 of the Rule Book). At all Events, the driver assumes responsibility for the actions of his/her car owner and team members, and may be subject to disciplinary action as a result. At all Events, the driver assumes responsibility for assigning and directing the activities of all crew members, and others assigned to the racing team who enter the car servicing area of pit road, and for spotter(s) and for ensuring that they report to their designated area at the appropriate times. The driver will be the only team representative authorized to

withdraw a car from the Event. Unpaid fines for the car owner, driver, crew chief, crew members, and others assigned to the racing team may be collected by NASCAR by deducting same from the purse or point fund earnings of the driver.

B. All drivers should be on time to compete in the qualifying sessions and Races for which they are scheduled. Any driver or car not ready to compete within five (5) minutes of the time called, may be sent to the rear of the line, repositioned within the order of the qualifying session or Race, or left out of the remainder of the day's qualifying sessions or racing activities, at the discretion of the Track Officials.

C. Changes of the driver at any time must not be made without advance notification to and approval by the Track Officials. If a driver change is made while the red flag is displayed, the location and the other circumstances of the change must be designated by the Track Officials. If a driver change is made while the red flag is displayed, the car may be required to relinquish its position and move to the rear of the field when the Race is resumed and remain there until a green flag restart.

D. A car's eligibility to compete in the Event will be at the discretion of the Track Officials.

E. Any driver that is not present to answer the second roll call at the driver meeting and any driver that is not present at the Pre-Race driver introductions may be penalized.

F. Subject to the other provisions in the Rule Book, any eligible car may be driven in any Event by an eligible driver.

9-5 Starting Position Determination

A. A driver may not attempt to qualify more than one (1) car in a single qualifying session or qualifying Race. A car may only make one (1) qualifying attempt per session unless otherwise authorized by the Track Officials. A driver may only qualify one (1) car for an Event. The time accredited to each car will determine its starting position as set forth in this sub-section 9-5. When two (2) or more cars have the same qualifying times, the starting position for the Event should be determined by the current calendar year Track point standings in the Series for which the Event is a part (or the current NASCAR Whelen All-American Series National Driver Points Standings if Track Points are not relevant).If point standings do not resolve the matter, then the driver setting the duplicate time first would start in front of the other. In the event of European style qualifying (cars qualifying in groups) a random draw by the drivers setting the duplicate times should determine the starting positions.

B. Qualifying or a handicap point system may be used to determine starting positions. The method used should be agreed upon by the Track Officials and the Promoter, and should be brought to the attention of all Competitors in the Local Track Rules and/or before the race program starts. If the qualifying sessions are not completed due to weather or other adverse circumstances, and if a handicap point system is not in use, the available starting positions for the Event should be assigned using the following procedure:

1. Cars that completed a qualification run should not be deemed to have qualified for the race unless the round of qualification was completed.
2. The first positions should be assigned in order to the drivers in the current top 30 Track Point Standings after the last race prior to the Event in question. In case of ties, ties will be broken as set forth in sub-section 17-4, B-1.
3. The next position should be assigned to the reigning Track Champion, if he or she has not already been assigned a position.
4. The next positions should be assigned to any drivers that have won at least one (1) race at the track during the current year or previous year, if they have not already been assigned a position.
5. The next positions should be assigned to those drivers, if any, that completed a qualifying attempt that was disallowed pursuant to subsection C-1 above, in order according to time, if they have not already been assigned a position.
6. The next positions should be assigned to cars in order (1,2,3….etc.) in which their number was selected during a random drawing for the Event.
7. Starting position assignments should be made in the manner set forth above until all the available starting positions for the Event have been filled. Additional starting positions should not be assigned except at the discretion of Track Officials.
8. When inspections, qualifying races, or qualifying sessions are held on days prior to the date of the race, Track Officials reserve the right to seal and/or impound all engines, cars, car parts, equipment or components. NASCAR, Track Officials, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

9. After the starting field has been established, at the discretion of Track Officials, a car that has been wrecked and sustains severe damage may be removed from the track for adequate repairs. Upon returning, the car should be inspected and start at the rear of the field.
10. After the starting field has been established, any driver that relinquishes its starting position should start at the rear of the field.

C. If Local Track Rules provide for a partial or full-field inversion and/or a re-draw of starting positions after the completion of qualifying, then the procedure for the inversion/re-draw should be explained to all Competitors in the Local Track Rules and/or before qualifying for the Event starts.

9-6 Race Start

A. All cars that are in the official starting line-up should be on the starting grid ready to participate five (5) minutes before the pace laps start unless otherwise directed by a Track Official. Any car not on the starting grid ready to participate when the cars start the pace laps should not be permitted to enter the Race at any time and should not be eligible for a finishing position or points for that race, except non-qualifier points as specified by the Track Officials. Any car in the starting line-up and on the starting grid should be permitted to enter the race at any time after the pace laps start, if possible. If a car is able to enter the race after the starting flag is displayed, the Track Official on pit road should be advised to insure proper scoring of the car.

B. If a car drops out during the pace laps or drops out before the completion of the first official lap, and thereafter fails to return to the Race, the car should not be allowed to be included in the official finish of the race or receive NASCAR Championship Points. If a car does not leave the starting grid under its own power and thereafter fails to return to the Race, the car shouldl not be allowed to be included in the official finish of the race or receive NASCAR Championship Points.

C. Once the field of cars is lined up and the starter signals the drivers to be ready, pace laps may be set at the discretion of the Track Officials. During the pace laps, if a car does not maintain its designated position in the starting field, Track Officials may reposition the car at their discretion. Scoring and the required Race distance begin when the leader crosses the start/finish line after the starting flag is displayed.

D. Unless otherwise directed by Track Officials, the car awarded the pole position should be given the choice of starting on the pole or taking the outside position in the front row. The car awarded the pole position should be used as the control car for the start of the Race.

E. At Events where the cars are impounded by Track Officials after the starting lineup is determined, teams should not be permitted to make any repairs, adjustments, add fuel, changes of car parts and/or components before the affected car receives the green flag on the race track, unless otherwise authorized by the Track Officials.

F. When a driver change is made during a Race in order for the initial driver to receive National Championship points and prize money, the initial driver must start the Race. Otherwise, the points and prize money will be awarded to the relief driver. Driver changes will not be permitted from the start of pace laps until after the car completes its first scored lap.

G. All driver changes must be authorized by the Track Officials. If a driver change is made before the start of a Race, the car must relinquish its starting position and start at the rear of the field. National Championship Driver points and prize money will be awarded only to the starting driver.

H. Backup Cars:

1. Once qualifying has begun (whether completed or not), or the starting field has been determined, if a backup car is used, the car must start the Race at the rear of the field.
2. If qualifying is not completed due to weather or other adverse circumstances, and a backup car was authorized prior to the starting field being determined, the Track Officials will make the determination whether a backup car has had adequate practice to remain eligible for its assigned starting position. If the determination is made that the car is not eligible for its assigned starting position, the car will start at the rear of the field.

9-7 Race Halt

A. Track Officials will determine whether the race track is suitable for competition.

B. A Race may be stopped at the discretion of the Track Officials at any time they determine, or in the exercise of their independent judgment, that the track is not suitable for competition.

C. Upon resuming the Race, following a Race halt, all subsequent laps may be scored.

9-8 Race Halt / Restart Before One (1) Lap Completion

When a Race is stopped before the completion of one (1) lap, there shall be a complete double-file restart in the original starting positions, except any car that is involved or not able to return to its position at the time of the restart shall lose its original position and Track Officials shall determine the new starting position for such car(s) at the rear of the field.

9-9 Race Halt / Caution Period / Restart After One (1) Lap Completion

A. When a Race is stopped after the completion of at least one (1) lap, cars should line up in their respective track order in which they were scored. If there is no restart, and the Race is declared official, the cars should be scored as described in sub-section 9-14D.

B. Restart procedures should be made known in the local Track Rules and/or at the Pre-Race driver's meeting. When the starter gives the "one (1) lap to go" signal, unless otherwise directed by Track Officials, cars will line up in columns of two (2) for all restarts in the following "Double File – Touring Style" format after they cross the start/finish line.

1. The Race leader should have column/lane selection for each restart and be the control car for the restart.
2. The third place car, in scored order, should line up on the inside column/lane of the second row as designated in the Local Track Rules and/or Pre-Race drivers meeting. All other lead lap car(s) should line up in their respective track position.
3. All lapped car(s) should line up in their respective track position, behind the last car on the lead lap.
4. The car awarded the "Free Pass" at the time of the last completed green flag lap should line up behind the last lapped down car in the running order.
5. Car(s) that have been issued a race procedure penalty should line up at the "Tail of the Field" in their respective track position.
6. Once the leader receives the "one to go" signal at the start/finish line, all cars exiting pit road should restart at the rear of the field unless otherwise directed by Track Officials.
7. Car(s) required to or electing to lay over to the inside column, should allow all car(s) to pass on the outside, and then double-up at the "Tail of the Field" in their respective track position.

C. All car(s) should maintain their respective track position and stay in their lane and/or line until they have crossed the start/finish line for the restart.

9-10 Race Halt / Adverse Circumstances

When an Event is halted due to rain, curfew or adverse circumstances, the Event may be rescheduled to a date and time to be determined by NASCAR and Track Officials. Unless otherwise determined by Track Officials, the rescheduled Event program should start with the incomplete portion of the previous Race and all original entries should start in the position they held when the Race was stopped.

9-11 Lap or Time Penalties

A lap or time penalty is the act during a Race of detaining a car and its driver for a certain time or number of laps, whichever is appropriate as determined by Track Officials. A lap or time penalty is not a "penalty" within the meaning of Section 12, and is not appealable under that Section. A lap or time penalty may be imposed when the Competitor has violated the NASCAR/Track Rules, a directive from a Track Official, or a known pit road or race procedure including but not limited to, intentionally causing or attempting to cause a caution period, aggressive driving, passing the caution vehicle, going above the pre-established blend line when exiting the pits, passing prior to the start/finish line on the initial start, restart violation, and verbal abuse of, or inappropriate gestures to Track Officials. A Competitor shall not receive a lap or time penalty after the completion of the Race unless in the closing laps of the Race, a Competitor violates a NASCAR/Track Rule, a directive from a Track Official, or a known Race or pit road procedure, and there are not enough laps or time remaining in the Race for the Track Officials to impose a lap or time penalty. If a post Race lap or time penalty is imposed, a scoring correction reflecting the penalty will be permitted prior to the posting of official Race results.

9-12 Parking

The Track Officials may direct a Competitor to cease competition, to leave the racing premises, or to bring the car to the pit road and/or garage area for a specified number of laps and/or a specified time penalty, for the balance of the Race, if it is necessary to do so in order to promote the orderly conduct of the Event(s). Such a directive will be given only in extraordinary

circumstances, as determined by the Track Officials. It will not be deemed or construed to be a disqualification, suspension or other "penalty" within the meaning of Section 12 and is not appealable under that Section.

9-13 Race Start / Scoring / Finish Line

The start/finish line shall be considered to extend from the grandstand retaining wall to the pit service wall or a point in the infield. Any car driven by its driver between these points may legally be scored, receive the green, yellow, black, white or the checkered flags. Unless otherwise authorized, the leading edge of this line shall be considered the scoring point, as determined by Track Officials.

9-14 Official Completion

A. All Races will be run until the leader has completed the required Race distance, which means the advertised distance, except as described in sub-section 9-14C & D. In NASCAR's sole discretion, a Race will not be considered officially completed if the leader has not completed the halfway distance.

B. Once the leader receives the white flag at the start/finish line and then the yellow flag is displayed and/or the caution lights illuminated (yellow), the Race will not be restarted.

C. Required Race Distance Is Greater Than Advertised Distance -

In the closing laps, when the Race is under a caution period, the required Race distance may be extended beyond the advertised distance. If the Race is restarted with two (2) or less laps remaining of the advertised distance, the Race may be concluded with up to three (3) restart attempts that would consist of a green flag lap, a white flag lap and a checkered flag finish. If, after the final restart attempt, the leader has not received the white flag under a green flag condition, the Race will be concluded under caution. All additional laps, if any, will be counted and scored. The Track Officials at their sole discretion may limit the number of restart attempts to complete the Event.

D. Required Race Distance Is Less Than The Advertised Distance-

If, when the halfway distance has been reached or surpassed by the leader, Track Officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the Race within a reasonable time after it has been stopped, the Race will be considered officially completed as of the last lap completed by the leader prior to the Race halt, and the finishing positions will be determined as they would have held if the Race had been restarted.

9-15 Pit Procedures During Race

Drivers or cars may receive pit stop service only when they are in pit area or at Track Officials' discretion.

A. When following the caution vehicle during a caution period, drivers should maintain their position in relation to other cars in the field or as otherwise directed by Track Officials, and should not be permitted to pass other Competitors or the caution vehicle when preparing to enter pit road.

B. Cars should enter the pit road in a single file line.

C. Drivers should not exceed the pit road speed limit determined by Track Officials for each Event. The pit road speed limit should be made known to all Competitors in the Local Track Rules and/or in the Pre-Race driver's meeting.

D. Only one (1) jack should be used for a pit stop involving tire(s)/wheel(s) changes. The same jack should be used when tire(s)/wheel(s) are changed on the left and right side during the same pit stop. If a car falls off a jack or the jack fails, a second jack may be used on the same side to facilitate use of the first jack.

E. Only two (2), 1/2 inch drive air wrenches, with a single socket and with a hex design capable of removing or attaching one (1) lug nut at a time, should be used to change tire(s)/wheel(s) during any pit stops. The socket should not have the capability of retaining or dispensing any lug nuts. If one (1) air wrench becomes unusable, the pit stop should be completed using only the remaining air wrench. Before the car leaves its assigned pit box, the air wrench used to change the front tire(s)/wheel(s) should be carried back to the pit service wall.

F. Crew members should not service or repair a wrecked or damaged car until the car has been removed from the race track. After repairs have been completed by the crew, the car is subject to visual or other inspection by Track Officials prior to and/or during any further competition. If Track Officials determine that further repairs are warranted, the crew must make those repairs.

G. Air supply tanks and pressure regulators for all air wrenches should remain on the equipment side of the pit service wall at all times. Air supply tanks should have a protective cage or guard around their regulators and fittings at all times.

H. When tire(s)/wheel(s) are replaced, all lug nuts should be installed before the car leaves the assigned pit area. When a Track Official detects a violation and advises the Team, the car must return to its assigned pit area for inspection.

I. All equipment used to service the car should remain in the assigned pit area.

J. Crew members:

1. Should remove tire(s)/wheel(s) from the outside half of the pit box in a manner acceptable to Track Officials before the car exits its assigned pit box.
2. Should not allow a tire(s)/wheel(s) to cross the center of pit road at any time.
3. Should not intentionally cause a tire/wheel to go beyond the outside half of any pit box.

K. Cars may not be pushed past the end of the pit road. Unless otherwise authorized, once the Race is underway, cars may be started by hand pushing in the pit area only, but under no circumstances is any car to be hand pushed onto the race track from the pit area. Cars may not receive any assistance after the white flag has been displayed, except those cars making pit stops.

L. Crew members must not go on the race track for any reason while the cars are racing or while the cars are running under the yellow flag or the red flag, unless directed to do so by a Track Official.

M. All major car repairs, including suspension parts, components and front springs, as determined by Track Officials, must be performed in the pit area.

9-16 On-Track Incident Procedure

During an Event, if a race car is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the race car (i.e. fire, smoke in the cockpit, etc.) the driver should take the following steps:

1. Shut off electrical power and, if driver is uninjured, lower window net.
2. Do not loosen, disconnect or remove any driver personal safety equipment until directed to do so by safety personnel or a Track Official.
3. After being directed to exit the race car, the driver should proceed to either the ambulance, other vehicle, or as otherwise directed by safety personnel or a Track Official.
4. At no time should a driver or crew member(s) approach any portion of the racing surface or apron.
5. At no time should a driver or crew member(s) approach another moving vehicle.

All vehicles not involved in the incident or that are able to continue afterwards should slow down to a cautious speed as outlined in Section 10-4 (Yellow Flag), use extreme care as they approach an incident scene, and follow any directions given by safety personnel or Track Officials. Cars in line behind safety car should not weave or otherwise stray from the line in the vicinity of the incident.

SECTION 10 - RACE PROCEDURE RECOMMENDATIONS (FLAG / LIGHT RULES)

10-1 General

Track Officials will establish and enforce the flag rules for each Event. The procedure for use of flags by Track Officials may vary for individual tracks or Races.

10-2 Green Flag

A. The green flag signifies the start or restart of racing conditions. The Track Officials will signify one (1) lap to go, a lap before the green flag is intended to be displayed.

B. At the initial start of the race, the starter may display the green flag at his/her discretion. Cars should maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line. The number two (2) starting position should not beat the number one (1) starting position to the start/finish line.

C. All restarts should be made at a designated area on the race track and should be made known to the drivers in the Local Track Rules and/or in the Pre-Race driver's meeting. If the leader does not restart when he/she reaches the designated area on the race track, the starter should restart the race. Once the green flag is displayed, cars should maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line. The number two (2) starting position should not beat the number one (1) starting position to the start/finish line.

10-3 Blue Flag With Diagonal Yellow Stripe

The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag should prepare to yield to overtaking traffic.

10-4 Yellow Flag / Pit Entry Flag / Light

A. The yellow flag/light signifies a caution period. The yellow flag should be displayed and the caution (yellow) lights illuminated immediately following any cause for the caution period. ALL CARS should REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car. The track position of each car will be determined by the Track Officials, and NO PASSING WILL BE PERMITTED, unless directed by Track Officials. Cars should maintain, under their own power, a reasonable speed considering the conditions that exist on the track. Determination of a reasonable speed is a judgment call and will be made by Track Officials.

B. Cars returning to the race track from the pits during a caution period must wait for the continuous line of cars behind the caution vehicle, unless otherwise directed by Track Officials.

C. Cars may not pass the caution vehicle unless directed to do so by a Track Official. Any cars illegally passing the caution vehicle or Race leader should be black flagged or re-positioned at the discretion of the Track Officials.

D. Any driver who, in the judgment of Track Officials, intentionally causes or attempts to cause a caution (yellow flag) condition by stopping or spinning out or any other action, may be penalized.

10-4.1 Free Pass

THE "FREE PASS" PROCEDURE WILL ONLY BE USED AT TRACKS AT THE DISCRETION OF THE TRACK OFFICIALS.

A. After the yellow flag is displayed and/or caution lights are illuminated (yellow), the first eligible car, one (1) or more laps down to the leader at the time of a caution period, will be given one (1) lap back. The car must maintain a reasonable speed (what determines a reasonable speed will be at the discretion of Track Officials). The eligible car will be instructed to line up behind the caution vehicle. When the "one (1) to go" signal has been given the eligible car will be instructed by Track Officials to pass the caution vehicle in order to gain one (1) lap back and will restart the Race at the tail of the field.

B. A car is not eligible to receive the "Free Pass" when, in the judgment of Track Officials, the car was involved in, or the reason for the caution. Under these circumstances, the "Free Pass" will not be awarded to any car. If a car(s) is under penalty, the car(s) is in the garage, the car(s) is behind pit wall, making a pit stop before pit road is open, or making a pit stop before being released on the "one (1) lap to go signal" the car(s) will be deemed ineligible and the "Free Pass" may be awarded to the next eligible car.

10-5 Red Flag

THE RED FLAG SIGNIFIES THAT THE PRACTICE OR RACE MUST BE STOPPED IMMEDIATELY REGARDLESS OF THE POSITION OF THE CARS ON THE TRACK. The red flag should be used if, in the opinion of Track Officials, the practice or Race should be stopped immediately. Cars should be brought to a stop in an area designated by Track Officials. Repairs or service of any nature or refueling will not be permitted when the Race is halted due to a red flag unless authorized by Track Officials. All work must stop on any car in the pit area when the red flag is displayed during the Race, unless authorized by Track Officials or unless the car has withdrawn from the Event. Work must not be resumed until the red flag is withdrawn unless authorized by Track Officials.

10-6 Black Flag / Black Flag with White Cross

A. The black flag signifies the driver must go to the pits immediately and report to the Track Official at the car's assigned pit area. It does not mean automatic disqualification. At the discretion of the Track Officials, if the driver does not obey the black flag directive, the driver may then be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.

B. In addition to the black flag, Track Officials may use a blackboard or black flag number indicator in full view of the Competitor on which the number of the car being black-flagged will be shown. Track Officials may also communicate to the crew the black flag directive.

10-7 White Flag

A. The white flag signifies that the leader has started his/her last lap. When the yellow flag is displayed and/or the caution lights are illuminated (yellow) during the white flag lap, cars will be scored based on their respective track

position. **NO PASSING WILL BE PERMITTED** as long as the car(s) maintain a reasonable speed considering the conditions that exist on the track. The determination of respective track position and reasonable speed are judgment calls that will be made by Track Officials.

B. Cars may not receive any assistance after the leader has received the white flag at the start/finish line except cars making a pit stop. Violation may result in the car not being scored on that lap.

C. Any Competitor assisting another Competitor after passing under the white flag may be subject to a lap or time penalty.

10-8 Checkered Flag

A. The checkered flag signifies that the Race is completed. When the required Race distance has been completed by the lead car, the Race distance will be declared "officially complete" regardless of the flag being displayed. The definition of the required Race distance is provided in sub-section 9-14.

B. When the checkered flag is displayed and the Race leader completes the Race, the balance of the field also completes the Race in the same lap. Finishing positions will be determined according to the most laps traveled in the least total time, whether the car is still running or not.

C. The Race winner or any other designated Race finishers in any Race must bring his/her car to the start/finish line or designated area and remain there until released by the Track Official.

10-9 Special Flags/Signal Lights

Special flags and/or signal lights may be used at the discretion of Track Officials, but must be explained to all drivers and crew chiefs in the Local Track Rules and/or at the Pre-Race meeting.

SECTION 11 - TIMING AND SCORING

11-1 Official Scoring - The Track Official designated by the Promoter to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final.

SECTION 12 - VIOLATIONS AND DISCIPLINARY ACTION

12-1 General Procedure

If a Track Official or Supervisory Official observes or is made aware of an act or omission by a NASCAR Member that constitutes a violation of the NASCAR Rules or that is detrimental to stock car racing or NASCAR, and if the Track Official or Supervisory Official determines that the act or omission is sufficiently serious to warrant the imposition of a NASCAR penalty, the Official shall report the violation in written detail to the NASCAR Competition Administrator as soon as practicable, and shall recommend an appropriate NASCAR penalty. The NASCAR Competition Administrator shall consider the report and shall conduct whatever additional inquiry the NASCAR Competition Administrator deems appropriate under the circumstances. After concluding the inquiry, the NASCAR Competition Administrator shall review the matter with NASCAR personnel from relevant areas to determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken. The Member shall be informed of the determination, and if disciplinary action is imposed, the NASCAR Competition Administrator shall issue a NASCAR Penalty Notice to the Member specifying the violation, a brief statement of the time and circumstances of the violation as outlined in sub-section 12-4, and the penalty imposed. NASCAR may publish notice of the violation and the penalty. The subject Member referenced in the NASCAR Penalty Notice shall have no claim or cause of action of any kind against NASCAR and its Members, Employees and Affiliates, or any individual publishing such Penalty Notice or violation. If the Member wishes to appeal the NASCAR Penalty Notice, the Member shall make a written request for a hearing to the National Motorsports Appeals Panel within 10 calendar days of the issuance of the NASCAR Penalty Notice, as outlined in Section 14.

Any and all penalties that are issued by Track Officials relative to Local Track Rules, if even called a "penalty notice", are not considered a NASCAR Penalty Notice as described in this Section 12, and are not appealable per Sections 14 or 15.

12-2 Emergency Action

If the act or omission of a Member is determined by a Track Official or Supervisory Official to constitute a threat to the orderly conduct of the Event, that Track Official may take temporary emergency action against the Member. Such emergency action may include ejection from the racing premises,

suspension of membership and license, or any other action designed to remove the threat created by the Member. Examples of conduct warranting such emergency action include, but are not limited to, the consumption of alcoholic beverages, stimulants, depressants, tranquilizers or other drugs before or during an Event, the use of illegal drugs at any time, fighting, aggressive driving, rules violations and failure to obey the flag rules or any other directive of a Track Official. The Track Official shall report the Member's conduct, and the emergency action taken, to the NASCAR Competition Administrator as soon as practicable, and thereafter the procedure set forth in sub-section 12-1 shall apply. The emergency action shall remain in effect until the decision of the NASCAR Competition Administrator is made, except that parking and/or an ejection is final, non-appealable and non-reviewable in accordance with sub-section 3-16, (ejection) and/or sub-section 9-13 (parking).

12-3 Payment of Fines

Fines shall be paid to NASCAR Headquarters promptly after receipt of a NASCAR Penalty Notice. Failure to pay promptly may result in suspension. All unpaid fines of a Member may be collected by NASCAR by deducting the amount from the purse or point fund earnings of the Member, or if the Member is not a driver, from the purse or point fund earnings of the driver or car owner with whom the Member was associated at the time of the conduct that gave rise to the NASCAR Penalty Notice. Any fines left unpaid at the end of the racing season shall be considered grounds for refusal to approve the membership application for the next applicable year of the Member against whom the unpaid fine has been assessed.

12-4 General Scope of Penalties

NASCAR may issue Penalty Notices as it deems necessary to provide for orderly conduct of the sport.

Penalties for violation of NASCAR Rules are determined by the gravity of the violation and its effect on fairness of competition, the orderly conduct of the Event, and the interests of stock car racing and NASCAR. Such penalties may include, but are not limited to, a fine and/or disqualification, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension of membership or license privileges, and/or loss of Championship points. Probation may be for a specified time period to review the Member's conduct to determine whether a more severe penalty is warranted. A suspension may be total or it may be limited to a suspension of membership or license privileges at a particular race track or tracks, or for a particular series of Events, or for a specified or indefinite period of time.

To treat all members fairly and equitably, among other things, Section 12 provides for Penalties:

1. without regard to intent or lack of intent in the case of technical infractions;
2. without attempting to determine if any perceived advantage or disadvantage may have resulted from a technical infraction;
3. without attempting to determine who was actually a party to whatever led to the violation, except in the case of behavioral infractions, and then only to the extent reasonable and practical for a sporting authority;
4. without regard to a driver or team's current position in the Championship point standings;
5. without regard to a member or team's financial means or current manpower resources;
6. without regard to the manufacturer, sponsor, supplier, vendor, or any third-party affiliates.

The issuance of a Penalty Notice by NASCAR is not a reflection on any sponsor affiliated with an affected team, driver, or Member; nor on the racing organization that fielded the race car; nor on any of the individuals employed by that organization; nor on the auto manufacturer; nor on those who were specifically named in the Penalty Notice.

The NASCAR Competition Administrator will use the following as guidelines for the imposition of NASCAR Penalty Notices in the situations described below, but may assess a greater or lesser penalty depending upon the circumstances:

A. Any Member who performs an act or participates in actions deemed by Track Officials as detrimental to stock car racing or to NASCAR: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

B. Any Member who permits someone else to use his/her NASCAR license or Competitor pit permit, or who falsifies NASCAR documents or provides false information on NASCAR applications: a fine, and/or probation, and/or suspension. Any Member who uses a license or Competitor pit permit other than his/her own is subject to fine, and/or probation, and/or suspension.

C. Any Member who signs the NASCAR release sheet or Competitor pit permit for any one else: a fine, and/or probation, and/or suspension.

D. Any Member who assaults or threatens to do bodily harm to any Competitor, Track or Supervisory Official or persons serving under his/her direction: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

E. Any Member who, while participating in a NASCAR sanctioned Event, partakes of any alcoholic beverage, stimulant, depressant, tranquilizer or other drug or is otherwise under the influence of alcohol or drugs, as reported to the NASCAR Competition Administrator by Track Officials: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

F. Any Member who participates in a fight(s) or altercation(s), and/or verbal abuse to another Competitor, Track Official or persons serving under his/her direction, and/or uses inappropriate language, including but not limited to a person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition, on social media or public address systems, in the pits, on the track or on the race premises: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

G. Any Member who commits an assault with a weapon in the pits, on the track or on the race premises: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

H. Any Member, licensed as a driver or car owner, who violates sub-section 7-2B (failure to meet obligation of an accepted entry) may be subject to the following penalty for each violation: a fine.

I. Any driver who is not present to answer at the drivers meeting on the second roll call and any driver who is not present at the pre-race driver introductions: a minimum fine of $50.00.

J. Any driver, car owner or crew member who permits a car to be driven in any NASCAR-sanctioned Event by an unlicensed person or ineligible driver, or who fails to notify Track Officials of any change of driver during an Event may be fined, and/or probation and/or suspended.

K. Any driver who does not display contingency decals shall not be eligible to receive contingency prize money and awards, and any driver who does not display Series Sponsor decals and the Series Sponsor driver uniform patch may be fined an amount less than or equal to State or Provincial Championship Point Fund earnings.

Inspections

L. When Track Officials mandate inspection during the Event, if any Race Equipment which has been used in the Event is removed from the race car or is taken from the racing premises without permission of a Track Official, or is tampered with by any member of the team or anyone associated with the team: disqualification unless the Competitor proves beyond any reasonable doubt that the violation was caused by circumstances which the Competitor could not control.

M. Any Member who fails to tear down a car for inspection when requested to do so by the Track Official: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

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N. Any driver who does not obey the flag rules: a fine.

O. Any driver who, in the judgment of Track Officials, intentionally causes or attempts to cause a caution (yellow flag) condition by stopping or spinning out or any other action: a fine.

Bodies / Parts / Components / Equipment

P. Any determination by Track Officials that the Race Equipment used in the Event does not conform to applicable specifications or has not been approved by the Track Officials prior to the Event, or is not required for the normal functional operation of the race car or has been altered to detract from or compromise their integrity or effectiveness, whether operational or not: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

Q. Any Member failing to surrender to NASCAR or Track Officials any car, car part, component, and/or equipment found during an inspection that does not meet applicable specifications: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

R. Any concealed pressure-type containers, feed lines, or actuating mechanism, when found in the car or on the person of a Competitor, even if inoperable: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

S. Any Competitor found using, in his/her car, automated electronic recording devices, electronically actuated devices, onboard computers and the like even if inoperable or incomplete, which have not been approved by Track Officials prior to the Event: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

T. Any Competitor found to have or have had on his/her person or in his/her possession or in his/her vehicle a device(s) at an Event designed specifically to enhance the traction capabilities of the vehicle even if inoperable or incomplete which has not been approved by Track Officials prior to the Event: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

12-5 Suspension

A suspension may be total or it may be limited to a suspension of membership and/or license privileges at a particular track or tracks, and/or for a particular series of Events, and/or for one (1) or more NASCAR-sanctioned series, and/or for a specified or indefinite period of time, and/or as otherwise determined by NASCAR. Any special conditions for the suspension will be stated on the NASCAR Penalty Notice. All suspensions are with immediate effect. In general, a Member who is suspended is not eligible to participate in person in any NASCAR-sanctioned activity, nor to enter restricted areas of an Event (e.g.; garage, pits, spotter stand, victory lane, etc.) in which the competition or related activities take place, nor to enter the premises of any NASCAR-sanctioned racetrack whatsoever (including, but not limited to, public areas) without the prior approval of Track Officials. Other NASCAR privileges will be suspended during the period of suspension. However, during the period of suspension, the Member is still bound by and subject to this Rule Book and all the obligations of a licensed NASCAR member. If the Penalty Notice states that a Member is "suspended from NASCAR" for a specified or indefinite period of time, then the suspension shall apply to all NASCAR-sanctioned Events at all levels of the sport.

12-6 Other NASCAR Penalties

A. NASCAR may also issue other types of NASCAR Penalty Notices as it deems fit for the orderly conduct of the sport that fall outside the scope of Section 12-4. Those include areas such as, but not limited to:

1. Administrative Penalties (insufficient funds; invalid credit card information; etc.).
2. Penalties issued relative to the Appeals Process (Member held "in contempt"; failure to appear and or testify; etc.).

B. Penalties in these areas are not appealable in any case. Only Penalty Notices issued by NASCAR relative to Section 12-4 via a NASCAR Penalty Notice may be appealed.

SECTION 13 - PROTESTS

13-1 General Procedure

All matters pertaining to protests shall be handled by Track Officials. If a NASCAR Member who is a Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of the Local Track Rules, the Member may protest such action to a Track Official. The protest must be made in writing by the Competitor (or his/her crew chief if the Competitor is a driver and is on the race track) within 20 minutes after the checkered flag is displayed signifying the completion of the Race. The protest fee is $300 for each separate protested item, other than specified below. A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be $500.00. A protest that involves the removal and inspection of the camshaft and its components shall be $500. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components shall be $750.00. A protest that involves the removal of the crankshaft from the engine and inspection of the crankshaft and all its components shall be $1,000.00. (Example: A protest of a Carburetor ($300), cylinder head ($500), crankshaft ($1000) and piston and/or connecting rod ($750) shall be accompanied by a $2,550.00 total protest fee.)

The Track Officials shall decide whether the matter is subject to protest, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. The Track Official may decline to accept a protest, even if the matter were otherwise subject to protest, if he/she determines that the alleged rule violation is so insubstantial as to not provide the Competitor with a significant competitive advantage over other Competitors. A decision that the matter is not subject to protest is final and non-appealable. In deciding the protest, the Track Official may take whatever action he/she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official Race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action. The protesting NASCAR licensed member, or his/her appointed NASCAR licensed representative will be permitted to be present during the inspection process of the protest. Any additional rules violations, not related to the protest, found during the protest inspection process are subject to additional penalties.

13-2 Matters Not Subject To Protest

Protests will not be accepted that are directed to a decision of a Track Official or Supervisory Official on any subject not specifically provided for in these rules or the Local Track Rules. Such subjects include, but are not limited to, timing and scoring decisions, inspection decisions and Race procedure decisions.

13-3 Finality of Protest Decisions

The decision by the Track Official with respect to a protest is final and non-appealable, unless the decision of the Track Official results in the issuance of a Penalty Notice by NASCAR pursuant to Section 12. In that event, only the Penalty Notice shall be subject to further review in accordance with Sections 14 and 15.

SECTION 14 - APPEALS TO THE NATIONAL MOTORSPORTS APPEALS PANEL

14-1 Purpose, Scope and Jurisdiction

Participating in the sport of stock car racing as sanctioned by NASCAR is a privilege for all NASCAR Members. Through this Rule Book, as well as NASCAR special rules, bulletins and/or any applicable agreements to which NASCAR is a party, NASCAR promulgates Rules that create safer, fair and orderly motorsports events. During the course of these events, NASCAR's responsibility is to ensure that the Rules are enforced in a fair, but decisive manner, and when warranted, to penalize those who violate the Rules. NASCAR recognizes the right of a Member to appeal a NASCAR Penalty Notice issued to a Member for violations of these Rules, unless otherwise provided otherwise in these Rules.

If a Member wishes to appeal a Penalty Notice issued by NASCAR to the Member, that Member may file an appeal with the National Motorsports Appeals Panel ("Appeals Panel") in accordance with these Rules. The Appeals Panel provides Members with an impartial and meaningful opportunity to appeal a NASCAR Penalty Notice. Further, the Member is entitled to a second and Final Appeal of the Appeal Panel's decision to the Final Appeals Officer ("FAO") pursuant to the provisions of Section 15 Final Appeal to the National Motorsports Final Appeals Officer.

The Appeals Panel has exclusive jurisdiction to:

1. Hear and consider all appeals of any NASCAR Penalty Notice.
2. Hear and review any decision by NASCAR to deny, suspend or terminate any NASCAR membership license.

The scope of each appeal is limited to the facts and circumstances surrounding the violation and the proper application of the NASCAR Rules as they relate to the facts. Any speculation as to the impact of an Appeals Decision on a Member or race team (e.g., economic hardships, contractual obligations, etc.) is outside the scope of the Appeals Panel's authority and is not to be considered as part of the appeal.

All decisions of the FAO will be final and binding on all parties.

14-2 Appeals Panel Members

A. The members of the Appeals Panel for 2014 are:

Mark Arute
Christiane Ayotte
Lee Baumgarten
Johnny Benson
Paul Brooks
John Capels
Ken Clapp
Barbara Cromarty
Robert L. DuPont
Laurel Farrell
Richard Gore
Janet Guthrie
Russell Hackett
David Hall
John Horton
Jack Housby
Bill Lester
Steve Lewis
Bud Moore
Bill Mullis
Hunter Nickell
Don Panoz
Buddy Parrott
Dale Pinilis
Cathy Rice
Shawna Robinson
Jay Signore
Jimmy Smith
Lake Speed
Lyn St. James
Kevin Whitaker
John White
Robert Yates

14-3 Appeals Administrator

The Appeals Administrator ("Administrator"), who administrates the appeals process, is a non-decision making, administrative NASCAR employee appointed by the President of NASCAR and charged with the duty of organizing and running all levels of the appeals process. In the event of death, retirement or incapacity of the Administrator, the President of NASCAR shall either appoint an acting Administrator until the Administrator is able to resume his/her duties, or appoint a new Administrator. For 2015, the Administrator is George Silbermann.

The role of the Administrator is to ensure that every Appellant who has filed an appeal has the following documents and materials:

A. A copy of the Penalty Notice, which includes a description of the misconduct and Rules violated; and

B. Notice of a scheduled hearing at least 72 hours before the hearing, except in the case of an expedited appeal; a list of potential witnesses to be called by NASCAR and, if applicable, an updated list of potential witnesses to be called by NASCAR at least 24 hours in advance of the hearing;

C. Copies of all Appeal Summaries (as may be provided by the Appellant(s) and NASCAR) at least 24 hours in advance of the hearing.

D. A copy of a sample Decision Form to the parties, if requested.

E. The Administrator shall also make sure to facilitate any logistical needs for the hearing, and respond to any specific questions the Appellant(s) or NASCAR may have about the appeal process.

14-4 NASCAR Member's Appeal Rights

NASCAR Members have the following rights with respect to hearings before Appeals Panels and the FAO:

A. Written notice of the Penalty Notice, stating the alleged violation and Rule or Rules violated;

B. Notice of scheduled hearing no later than 72 hours before the hearing, unless it is an expedited appeal, including a list of potential witnesses to be called by NASCAR;

C. To present favorable witnesses and evidence, subject to the reasonable discretion of the Appeals Panel or FAO; and

D. To be present while NASCAR presents witnesses and evidence;

E. Presumption of innocence. When an appeal is before an Appeals Panel, the burden rests on NASCAR to show that it is more likely than not that a violation of the NASCAR Rule Book, special rules, bulletins or any applicable agreements to which NASCAR is a party has occurred, and that the Penalty Notice issued is within the Guidelines of NASCAR's Rules;

F. Presumption of Correctness. When an appeal is made to the FAO, the burden shifts to the Appellants to show the Appeals Panel ruled contrary to the NASCAR Rules;

G. To have his/her hearing limited to the misconduct specified in the Penalty Notice.

H. To have a written decision provided by the Appeals Panel specifying whether or not it affirms the Penalty Notice or the Rule violated, penalty assessed and any right of appeal thereafter; and

I. To present a second appeal of the Appeal Panel's decision to the FAO.

14-5 Expedited Appeal Procedures

Fairness may demand that an appeal is expedited to finalize decisions before or during The Championship or in other rare circumstances. NASCAR may request to the Administrator for the appeals process described in Sections

14 Appeals to the National Stock Car Racing Appeals Panel, and 15 Final Appeal to the National Motorsports Final Appeals Officer to be expedited. If the Administrator grants the request, the Administrator shall provide the Member an Expedited Appeal Notice, containing:

1. The expedited deadline the Member has to file for an appeal.
2. If filed, what the hearing date would be.

To file an appeal, Members must meet the deadline provided in the Expedited Appeal Notice. If a Member receives an Expedited Appeal Notice, the Member should contact the Administrator immediately to discuss expedited procedures and requirements.

14-6 Filing for Appeal

If any NASCAR Member wishes to initiate an appeal of a Penalty Notice, he or she may request an appeal hearing before an Appeals Panel by submitting a written request to the Administrator. The written request must:

A. State the reason for the appeal;

B. Include a list of any and all intended or potential witnesses who agree to testify on your behalf to be called to testify at the hearing; the Appellant may update the witness list at any time up to 24 hours in advance of the hearing by notifying the Administrator;

C. Include any request for temporary deferral of the penalty pending an appeals hearing. Deferral of the penalty request must be for a penalty that is, in fact, allowed to be temporarily deferred under the Rule Book, since some penalties may not be deferred, such as, substance abuse penalties;

D. Send the appeal request to the Administrator within ten (10) calendar days of the issuance of the Penalty Notice, unless it is an expedited appeal. In computing the ten (10) days, the date of issuance of the Penalty Notice is not to be included, and the ten (10) days begins on the day after issuance. Once the ten (10) day period has expired, there is no right to appeal. All expedited appeal requests must comply with the filing deadline stated in the Penalty Notice;

E. Include a $200.00 non-refundable appeal filing fee, by check or money order (cash will not be accepted), made payable to NASCAR. Payment may be made online by credit card at: http://appealfees.nascar.com.

F. The written request may be submitted either electronically by email or by mail per the following:

1. E-mail submissions shall be sent to the Administrator at the following address: appeals@nascar.com. NASCAR or the Administrator will not accept submissions for appeal via fax or telephonic conversation. The request submission will not be treated as accepted until the appeal filing fee is received at NASCAR. If the fee does not arrive within the ten (10) days specified period or if the request does not comply with requirements of this section, it will be treated as incomplete and void. All expedited appeal filing fees must comply with the filing deadline stated in the Penalty Notice.
2. Written requests are to be submitted either in person or by U.S. Mail or overnight courier (i.e., UPS) to:

   Attn: George Silbermann, Appeals Administrator
   NASCAR, Inc.
   One Daytona Boulevard
   Daytona Beach, FL 32114

G. The NASCAR Member must submit the written request and filing fee within then (10) calendar days of issuance of the penalty or ruling by NASCAR per the following:

1. Certified return receipt mail postmarked within the ten (10) calendar days of issuance if using the U.S. Mail.
2. Dated and posted within the ten (10) calendar days of issuance if using overnight couriers (i.e., UPS).
3. If an expedited appeal, written request and filing fee must comply with deadlines stated in the Expedited Appeal Notice.

H. Proof of submission. NASCAR Members filing for appeal hearings must retain proof of submission and delivery confirmation where applicable. Upon request of the Administrator, the Appellant(s) must provide copies of all such proof and confirmation;

I. The Administrator may designate an alternate delivery option in special cases, in his/her sole discretion.

14-7 Scheduling of Hearing Date, Deferral of Penalty

Upon receipt of a valid written request for an Appeal, the Administrator shall set a hearing date at an appropriate time and place as determined in his or her discretion. When necessary, the Administrator may schedule hearings to occur by telephone (non-speaker) or video conference. While the

Administrator has complete discretion in scheduling an appeal hearing, such hearings should, as a general matter, be heard within 60 days of receipt of the written request for an appeal and initiation fee. The Administrator must provide notice (written or electronic) of the hearing at least 72 hours in advance to the Appellant(s) and to NASCAR, unless it is an expedited appeal.

Once an appeal is received, the Administrator shall select from the list of Appeal Panel members three names. In seating an Appeals Panel, the Administrator shall take into consideration the panelists' availability, background, professional experience and knowledge. The Administrator shall then:

1. Determine whether deferral of the Penalty is appropriate pending the hearing.
2. Forward a copy of the written Appellate request to the Appeals Panel.

14-7.1 Deferral of Penalty

After reviewing the written request for penalty deferral, the Administrator may determine whether the Penalty Notice or portions of the penalty under review shall be temporarily deferred until the appeal has been resolved. Series Championship Points, both Car Owner/Driver, penalties may not be deferred, and if the appeal prevails, the practice is to restore points. The Administrator shall have no authority to defer penalties for violations in which the NASCAR Rules expressly exclude eligibility to deferral pending appeal (e.g. substance abuse penalties). If the Administrator temporarily defers execution of the penalty, but later the Appeals Panel upholds the original penalty in whole or in part, it may reinstate the original penalty from the date of the appeal decision, or take such other action as it deems appropriate to effectuate in whole or in part the penalty, including without limitation, disallowance of finishing position, points and/or prize money otherwise earned in any Event during the period of temporary deferral of the penalty. All temporary penalty deferral decisions for each level of hearing are in the sole discretion of the Administrator.

14-7.2 Cost Bond

The Appeals Panel may require the Appellant(s) to post an adequate bond to cover the costs of the appeal or any reasonably foreseeable economic harm to NASCAR or other NASCAR Members that might be caused by the appeal. If the Appeals Panel requires such a bond, the Appeals Panel has sole discretion to specify its form and amount. The Appeals Panel shall inform the Administrator of its decision which will be communicated to the parties.

14-8 Conflict of Interest

NASCAR recognizes that for Panelists to be knowledgeable about motorsports that they may be part of the racing community and may have a variety of relationships throughout the industry. Yet, it is of extreme importance to NASCAR that its Members and the public have confidence in the integrity and impartiality of NASCAR's appellate process, and each Panelist selected to sit on a Panel is asked to discuss any potential conflict they perceive, regarding their service on a Panel, with the Administrator. If the Panelist concludes that a conflict exists or there is an appearance of a conflict, the Panelist will be replaced by the Administrator with another Panelist, and all parties will be notified.

A conflict of interest may consist of, but is not limited to, financial relationships with any of the parties, and a current or historical working or business relationship with any one of the parties. A conflict or the appearance of a conflict does not exist simply because the Panelist and parties know each other and have worked together; rather, the relationship must be of a nature that makes it difficult for the Panelist to render an impartial decision.

14-9 Appeal Summaries

A. In order to assist Appeals Panelists or the FAO to have a better understanding of the issues to be presented at a hearing, both parties may file with the Administrator a brief written summary presenting their case in the appeal ("Appeal Summary"). Neither party is required to submit an Appeal Summary for a hearing, but a summary may be volunteered by either party.

B. If a decision is made to file an Appeal Summary, the Summary shall be sent to the Administrator electronically by email (or by overnight U.S. Mail or overnight courier) at the appropriate address listed in Sub-Section 14-6F Filing for Appeal above, and it must adhere to the following requirements:

1. May not be longer than 2 pages (standard-size letter paper, Times New Roman size 12 font, single spaced).
2, The summaries may also have attachments or appendices which may include, but are not limited to: video, written statements, diagrams, photographs, charts etc.

C. Must be filed with The Administrator by the deadline of 5:00 pm eastern time on the Friday immediately preceding the beginning of the hearing, unless the Administrator determines that the scheduled time of the hearing necessitates an adjusted deadline.

D. Any summaries filed after the deadline will not be accepted. During expedited appeal proceedings, time requirements will make preparation of voluntary summaries burdensome for both parties; therefore, summaries are not permissible.

E. Appeal Summaries must honor the spirit of the NASCAR Appeals process, in that the summary will be a precise and fact-based description of the party's perception of the facts and does not resemble a formal legal document. The summary may not contain any misrepresentations or personal attacks on any individuals involved in the matter.

F. The Administrator shall distribute summaries to the Appeals Panel and/or FAO and shall also provide a copy to the other party not less than 24 hours in advance of a hearing, unless it is an expedited appeal.

G. Appeals Summaries shall be confidential and not released to the public by either party, or shared or discussed via social media in any manner, whether in whole or in part. Release to the public may result in a penalty. At the end of a hearing, either party may request the Appeals Panel to redact proprietary information from the appendices. If the Decision is appealed to the FAO, the Appeal Summaries become appendices to the Panel's Decision for FAO review.

14-10 Authority of Appeal Panelists

Appeal Panelists have the sole authority to define the scope of relevant testimony, what is admissible or non-admissible, to limit or extend questioning or to seek input from others. Appeals Panelists may ask questions from any parties or witnesses present, at any time during the hearing. Panelists are to make findings and render a decision based on the evidence and within the guidelines of the NASCAR Rules. Appeals Panelists shall not be bound by technical or formal rules of evidence or procedure, except as otherwise provided herein, but shall conduct proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' positions, in their sole discretion. They are to deliberate in private.

14-11 Authority to Summon NASCAR Members to Hearing

The Appeals Panel may summon any Member to testify at a hearing. In the discretion of the Panel, the summons may be for a Member to appear in person or telephonically per the Rules in this section. Any Member who is summoned to testify and refuses or fails to appear and/or testify may be subject to disciplinary actions as deemed appropriate by NASCAR, including indefinite suspension or termination of their NASCAR Membership.

If the Appeals Panel finds a Member to be "in contempt" during a hearing, which may be the result from, but is not limited to, such Member's unwillingness to cooperate by providing complete and truthful testimony to the best of his or her knowledge, the Member may be subject to disciplinary action as deemed appropriate by NASCAR, including without limitation, indefinite suspension or termination of their Membership.

14-12 Appearance of Parties

NASCAR Members, whether a party to the appeal or a witness to the incident in question, may appear in person, by telephone (non-speaker phone), or by video-conference in hearings before the Appeals Panelists, subject to approval by the Administrator.

NASCAR Members may not appear through a representative or legal counsel or have a representative or legal counsel present during any portion of the hearing or testimony. NASCAR Officials in the hearing may not be represented by legal counsel or have legal counsel present during any testimony.

Both parties may be in the hearing room to hear both sides present evidence. A party to the hearing is defined as:

1. The individual(s) named in the Penalty Notice.
2. One NASCAR Official.

If appearance by telephone (non-speaker phone) or video conference is approved by the Administrator, the party or parties (not witnesses) appearing by telephone shall be permitted full access to the hearing, in its entirety.

Recording of the proceedings by any party, NASCAR or witnesses, is prohibited whether appearing in person or via telephone or video-conference.

14-13 No Communications with Appeals Panelists Outside of Hearing

No Member, Competitor, team owner, car owner, car sponsor or other representatives of the Competitor, and the NASCAR Officials involved, may contact or discuss the subject matter of the appeal with any Appeals Panelists outside of the hearing.

14-14 Order of Proceedings

A. The Appeals Panel will ensure that the proceedings are executed in a timely and appropriate manner. Unless otherwise set forth by the Administrator, the hearing shall proceed in the following manner:

1. Administrator calls proceedings to order;
2. Administrator reads the penalty and basic facts of the violation;

B. The Appeals Administrator may choose to invoke the witness rule if special circumstances warrant. Unless invoked, all witnesses not a party to the proceeding must remain outside the Panel hearing room until called to testify and not discuss their testimony with anyone. In either case, parties to the hearing per Section 14-12 Appearance of Parties may remain in the hearing room to hear both sides present evidence;

C. Since NASCAR has the burden of proving its case, NASCAR presents evidence first;

D. Member Appellant presents evidence;

E. NASCAR and Appellant(s) are permitted alternating opportunities of Rebuttal, subject to Appeals Panel's discretion;

F. Deliberation Process and Decision Form. The Deliberation Process is private to the Panelists, and the Panelists are expected to not discuss their Deliberations regarding the appeal with others. If Panelists have questions during deliberations, they may ask the Administrator procedural questions or pass questions through the Administrator to the parties;

G. Decision announced to parties by Administrator who then formally closes the proceedings;

H. Decision released publicly.

14-15 Appeal Panel Decision

14-15.1 Finding of Fact / Penalty Notice

Appeals Panel decisions shall be made in a two-step process. The Appeals Panel is to first make a decision on whether NASCAR has shown by a preponderance of the evidence that there has been a violation of the NASCAR Rule Book, special rules, bulletins or any applicable agreements. In the event that a violation is found, the Panel may then proceed to the penalty review phase of the violation, in which the original penalty issued by NASCAR may be upheld, increased, decreased or otherwise adjusted in the Appeals Panel's sole discretion, provided the increase, decrease or adjustment does not conflict with any other provision of the NASCAR Rules.

14-15.2 Voting

In order for the Appeals Panel to issue a binding decision, at least a majority of the voting members of the Appeals Panel must concur on the decision. If a majority of voting members of the Appeals Panel cannot agree on a decision of the appeal, or if deliberations continue for a maximum of 10 business days, the appeal shall be automatically referred to the FAO for decision. If deliberations continue for a maximum of 24 hours in an expedited appeal, the appeal shall be automatically referred to the FAO for decision. The Administrator will not have any authority to vote on or determine the resolution of an appeal.

If the Appeals Panel determines that the proceedings with respect to any appeal have been instituted or continued by any NASCAR Member for frivolous purposes and/or without merit, the reasonable cost of such proceedings shall be assessed against the NASCAR Member who instituted or continued such proceedings.

14-16 Burden of Proof

14-16.1 Presumption of Innocence

When an appeal is before an Appeals Panel, the burden of proof for the appeals proceeding is on NASCAR to show by a "preponderance of the evidence" that:

1. A violation occurred.
2. The penalty assessed is within the scope of the Guidelines.

Preponderance of the evidence means that it is more likely than not that:

1. A violation occurred.
2. The penalty assessed is within the scope of the Guidelines.

Each Appellant(s) appealing a penalty is presumed not to have violated the Rule. Since NASCAR carries the burden, NASCAR shall be permitted as the last to argue, explain or present rebuttal on the facts and violation to the Appeals Panel.

14-17 Execution of Decision

Upon the presentation of all evidence and testimony by both parties, the Appeals Panel shall be permitted to issue a ruling, or retire for further private deliberation. Upon reaching a decision on the matter, the Appeals Panel shall complete a Decision Form provided by the Administrator at the end of the hearing.

Upon completion of the Decision Form by the Appeals Panel, the Administrator will announce the decision to the parties, notify the Appellant of any subsequent appeal options or expedited appeal requirements, if relevant, and formally close the hearing.

14-18 Public Statements

After the hearing has begun, the proceedings shall be treated as confidential, and all parties are prohibited from releasing public statements about the proceedings, except that NASCAR shall be permitted to publicly disclose or announce scheduling details or pre-hearing decisions of the Appeals Panel or FAO (i.e. decisions to defer a penalty pending hearing). This prohibition ends after the Administrator has announced the decision of the Appeals Panel. The purpose of this rule is to insure the fairness of the proceedings and allow the Appeals Panel to make its determination based only on evidence provided at the hearing. Only after a decision is reached and published can parties make such statement(s) they deem appropriate. Under no circumstances will Appeals Panelists be permitted to discuss publicly the details of the appeals heard and/or their deliberations.

14-19 Publication of Decision

NASCAR shall have the right to publish any decision of the Appeals Panel, including without limitation, the names of the parties involved. A NASCAR Member or other witness involved in a proceeding before the Appeals Panel shall have no claim or cause of action of any kind against NASCAR, its Members, employees, affiliates, the Appeals Panel, or any publisher of any information relating to the final decision, including but not limited to claims of defamation, slander and/or libel, since any such claim(s) shall be deemed to have been waived by the appeal.

14-20 Option for Final Appeal

Once the Appeal Panel has resolved an appeal and announced its decision, the Appellant(s) shall have the option to appeal the decision of the FAO. See Section 15 Final Appeal to the National Motorsports Final Appeals Officer for filing requirements, or if an expedited appeal, contact the Administrator immediately for filing requirements.

SECTION 15 - FINAL APPEAL TO THE NATIONAL MOTORSPORTS FINAL APPEALS OFFICER

15-1 Purpose, Scope and Jurisdiction

The duty of the Final Appeals Officer ("FAO") is to provide NASCAR Members an impartial and additional opportunity to appeal a decision of the National Motorsports Appeals Panel ("Appeals Panel"). The FAO has exclusive jurisdiction to:

1. Hear and consider all Appeal Panel's decisions regarding any NASCAR-issued Penalty Notice which penalizes the Appellant(s).
2. Hear any decision by NASCAR to deny, suspend or terminate any NASCAR membership or license reviewed by an Appeals Panel.

The scope of each appeal is limited to the correctness of an Appeals Panel's decision to the subject matter of the Penalty Notice and/or the NASCAR decision in question. Any speculation as to the impact of a FAO Decision on a Member or race team (e.g., economic hardships, contractual obligations, etc.) is outside the scope of the FAO's authority and is not to be considered as part of the appeal. All decisions of the FAO will be final and binding on all parties.

15-2 Final Appeals Officer

The FAO is appointed by the President of NASCAR. If an appeal pursuant to this Section is received by the Appeals Administrator ("Administrator") during a vacancy in the position of the FAO, or during the incapacity of the FAO, then the President of NASCAR shall appoint an Acting FAO to consider the appeal in accordance with this section.

The FAO for 2015 is Bryan Moss.

15-3 Appeals Administrator

The Administrator shall have the same responsibilities for appeals to the FAO as he/she had with respect to those before the Appeals Panel, and his/her duties are the same as described in Section 14, Appeals to the National Motorsports Appeals Panel, unless otherwise set forth herein.

15-4 Filing for Final Appeal

Once the Appeals Panel has resolved an appeal and announced its decision, the Appellant(s) shall have the right to appeal the decision to the FAO. The FAO shall be the final appellate authority within NASCAR, and a NASCAR Member may, as a matter of right, appeal any decision of the Appeals Panel to the FAO. NASCAR, however, is not permitted to appeal a decision of the Appeals Panel.

For any Member wishing to initiate an appeal of an Appeals Panel decision, they are to follow the procedures for filing an appeal found in Section 14-5 Expedited Appeals Procedures and Section 14-6 Filing for an Appeal, except as otherwise provided in this section.

15-5 Scheduling of Hearing Date, Deferral of Penalty and Cost Bond

Upon receipt of a valid written submission for an Appeal to the FAO, the Administrator shall set a hearing date at an appropriate time and place as determined by his or her discretion following the procedures in Section 14-6 Filing for an Appeal as applied to the FAO's appeal hearing.

15-6 Conflict of Interest

If the FAO believes that he or she has a conflict of interest or the appearance of a conflict of interest with respect to his or her acting as FAO in a given appeal, he or she may inform the Administrator that he or she wishes to be removed from that appeal. A conflict of interest may consist of, but is not limited to, current financial relationships with any of the parties, a current or historical working or business relationship with any of the parties, or anything that may otherwise lead to the appearance of impropriety or impairs the integrity of the hearing or decision. A conflict or the appearance of a conflict does not exist simply because the FAO and parties know each other and have worked together; rather, the relationship must be of a nature that makes it difficult for the FAO to render an impartial decision. If the FAO believes he or she has a conflict of interest in a matter, he or she may recuse himself/herself, and the President of NASCAR will appoint a temporary FAO to preside over the hearing and issue a final decision.

15-7 Appeal Summaries

Appeal Summaries used in the Appeals Panel Hearing will be attached to the Appeals Panel's Decision Form provided to the FAO. For expedited appeals, summaries are not permissible per Section 14-9 Appeals Summaries.

15-8 Authority of the FAO

The FAO has the sole authority to define the scope of relevant testimony, what is admissible or non-admissible, to limit or extend questioning or to seek input from others. The FAO may ask questions from any parties or witnesses present, at any time during the hearing. The FAO is to make findings and render a decision based on the evidence within the NASCAR Rules. The FAO shall not be bound by technical or formal rules of evidence or procedure, except as otherwise provided herein. The FAO shall conduct proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' positions.

15-9 Authority to Summon NASCAR Members to Hearing

The FAO may summon any Member to testify during a hearing. Any Member who is summoned to testify and refuses or fails to appear and/or testify may be subject to any disciplinary actions as deemed appropriate by NASCAR, including indefinite suspension or termination of their Membership.

If the FAO finds an Appellant(s) to be "in contempt" during a hearing, which may, but is not limited to such Member's unwillingness to cooperate by providing complete and truthful testimony to the best of his or her knowledge, the Member may be subject to disciplinary action as deemed appropriate by NASCAR, including, without limitation, indefinite suspension or termination of their Membership.

15-10 Appearance of Parties

Appearances before the FAO must comply with the procedures in Section 14-12 Appearance of Parties.

15-11 No Communications with the FAO Outside of Hearing

No Appellant(s), Competitor, team owner, car owner, car sponsor or other representatives of the Competitor, nor any NASCAR Officials shall contact or discuss the subject matter of the Final Appeal with the FAO outside of the hearing.

15-12 Order of Proceedings

The FAO is to ensure that proceedings are executed in a timely and appropriate manner. Unless otherwise determined by the Administrator, the hearing shall proceed in the following manner:

A. Administrator calls proceedings to order;

B. Administrator reads the penalty and basic facts of the violation;

C. The Appeals Administrator may choose to invoke the Witness Rule if special circumstances warrant. Unless invoked, all witnesses not a party to the proceeding must remain outside the hearing room until called to testify and not discuss their testimony with anyone. In either case, parties to the hearing (per Section 14-12) may remain in the hearing room to hear both sides present evidence;

D. Since the Appellant(s) has the burden of proving his or her case, Appellant(s) presents evidence first;

E. NASCAR present(s) evidence;

F. Appellant(s)/Team and NASCAR are permitted alternating opportunities of Rebuttal, subject to FAO'S discretion;

G. Deliberation Process and Decision Form prepared by the FAO. If the FAO has questions during deliberations, he or she may ask the Administrator procedural questions or pass questions through the Administrator to the parties;

H. Decision announced to parties by Administrator, who then formally closes the proceedings;

I. Decision released publicly.

15-13 The FAO Decision

15-13 Finding of Fact / Penalty Phase

The The FAO's decision shall be made in a two-step process. The FAO is to first make a decision on whether the Appellant(s) has shown, by a preponderance of the evidence, that no violation occurred of the NASCAR Rule Book, special rules, bulletins or any applicable agreements to which the NASCAR Member is a party. If the FAO finds a violation has occurred, the FAO will consider whether the penalty set forth in the Penalty Notice or otherwise modified by the Appeal Panel should be upheld, increased, decreased or otherwise adjusted in the FAO's sole discretion, provided the increase, decrease or adjustment does not conflict with any other provision of the NASCAR Rules. If the FAO finds by a preponderance of the evidence the Appellant(s) was denied appellate rights, as specified in sub-section 14-4 NASCAR Member's Appeal Rights, the FAO is to dismiss the Penalty Notice.

If the FAO determines that the proceedings with respect to any appeal have been instituted or continued by any NASCAR Member are frivolous and without merit, the reasonable cost of such proceedings shall be assessed against the NASCAR Member who instituted or continued such proceedings.

15-14 Burden of Proof

15-14.1 Presumption of Correctness

When an appeal by the Appellant(s) is to the FAO, the burden of proof shifts from NASCAR to the Appellant(s) to show by a "preponderance of the evidence" that:

1. A violation did not occur.
2. The penalty assessed is not within the scope of the Guidelines.
3. That he or she was denied appellate rights as specified in Section 14-4 NASCAR Member's Appeal Rights, in the appellate process.

Preponderance of the evidence means that it is more likely than not that:

1. A violation did not occur.
2. The penalty assessed is not within the scope of the Guidelines.
3. That he or she was denied appellate rights as specified in Section 14-1 Purpose, Scope, and Jurisdiction in the appellate process.

Since the Appellant(s) carries the burden, the Member shall be permitted as the last to argue, explain or present rebuttal on the facts and violation to the FAO.

15-15 Execution of Decision

Upon the presentation of all evidence and testimony by both parties, the FAO shall be permitted to issue a ruling, or retire for further deliberations on the matter in private. Upon reaching a decision on the matter, the FAO shall complete a Decision Form provided by the Administrator at the end of the hearing.

Upon completion of the Decision Form, the FAO will review and announce the decision. Appeal Summaries are not to be part of the FAO Decision Form, and Appeal Summaries are to be returned to the Administrator.

15-16 Public Statements

After the hearing has begun, the proceedings shall be treated as confidential, and all parties are prohibited from releasing public statements about the proceedings, except that NASCAR shall be permitted to publicly disclose or announce scheduling details or pre-hearing decisions of the Appeals Panel or the FAO (such as decisions to defer a penalty pending hearing). This prohibition ends after the FAO has made his or her ruling and issued a decision. Only after a decision is reached and published may parties make a public statement about the appeal to the FAO.

15-17 Publication of Decision

NASCAR shall have the right to publish any decision of the FAO, including without limitation, the names of the parties involved. A NASCAR Member or other witness involved in a proceeding before the FAO shall have no claim or cause of action of any kind against NASCAR, its Members, employees, affiliates, the FAO, Appeals Panel Members or any publisher of any information relating to the final decision, including but not limited to claims of defamation, slander and/or libel, since any such claim or claims shall be deemed to have been waived by the appeal.

SECTION 16 - PRIZE MONEY

16-1 Establishment and Distribution of Prize Money

All matters relating to the establishment and distribution of prize money will be handled by the Promoter and Track Officials.

SECTION 17 - POINTS AND POINT FUNDS

17-1 Establishment of Point Funds and Awards

A. NASCAR may establish a Drivers Point Fund for each track in the NASCAR Whelen All-American Series.

B. Awards from each point fund will be determined and distributed in accordance with this section, unless otherwise authorized by NASCAR.

17-2 Funding of Point Funds

The Drivers Point Fund will be funded by the Promoters in accordance with the Sanction Agreements between each Promoter and NASCAR.

17-3 Award of NASCAR Points and Championship Point Structure

NASCAR, in its sole discretion, will determine the make-up, structure and eligibility requirements for the awarding of NASCAR Championship points and the determination of NASCAR Championships. In awarding NASCAR Championship points, NASCAR will use race results as submitted by Track Operators to determine a driver's performance. However, NASCAR, in its sole discretion, may use any means at its disposal to determine a driver's performance or any other relevant factors in awarding NASCAR Championship points.

To be eligible for Championship Points a car must take the green flag, or enter the race per Section 9-6 B, under its own power without being assisted in any way. To be eligible for Championship Points a car can only compete in one (1) division per Event. Cars of different divisions will not be permitted to compete in other divisions to increase car counts except for the following condition. When Track Officials permit separate divisions to compete together in one (1) Race (such as Street Stock class competing with the Late Model class, running two (2) divisions together to increase car count for the Race) the cars/drivers can only receive points for their separate respective division's car count for that Race (not for the total number of cars in the Race). Drivers that compete in more than one (1) division per Event must compete with separate cars that comply with the rules for that division to be eligible for Championship Points in both divisions. Rule changes will not be permitted for a Division once the rules are presented at the beginning of the season for the purpose of allowing cars from other division to compete in that division.

Championship points for drivers will be awarded as follows:

1. In 2015 NASCAR Championship points will be awarded in ascending order from the last place finisher in each Division Race. Last place will receive two (2) points, next to last four (4) points, the next position ahead of that, six (6) points and so on, adding two (2) points for each position for the remainder of the field. An additional

three (3) Bonus Points will be awarded for a Division win if the starting position for that driver was in starting position one (1) thru nine (9). An additional two (2) Bonus Points (for a total of five (5) will be awarded for a Division win if the starting position for that driver was in starting position 10 or further back. The maximum number of NASCAR Championship points (minus bonus points) that a driver can earn by winning in a given Race is 36 NASCAR Championship points, if that Race includes 18 or more cars, not including the additional Bonus Points awarded for a Division win. If more than 18 cars compete in a Race, then each driver finishing in 19th position and/or below will receive two (2) NASCAR Championship points, if all other eligibility requirements are met. **DRIVERS MUST HAVE A VALID NASCAR LICENSE FOR THE DIVISION IN WHICH THEY ARE GOING TO COMPETE IN AT THE TIME OF COMPETITION TO FACTOR INTO AWARDING CHAMPIONSHIP NASCAR POINTS. ALL DRIVERS IN THE FIELD WILL BE ELIGIBLE FOR NASCAR CHAMPIONSHIP POINTS FOR THAT RACE IF AND ONLY IF THEY AS WELL HOLD A VALID NASCAR LICENSE FOR THE DIVISION IN WHICH THEY ARE GOING TO COMPETE IN.**

If a driver does not have a current, valid NASCAR Driver's License, he/she will not receive NASCAR Championship points for that Race therefore reducing the points for all the other drivers in that Race. For example if a driver finishes 10th in a Race he may receive only 18 points instead of the normal 20 points for that position if a driver in the Race is not a current NASCAR-Licensed Driver for that division.

2. A driver will be credited only with points earned in the car in which he/she started the Division Race, unless otherwise specified by the Track Officials for qualifying points or non-qualifier points. The starting driver will be credited with all points earned by that car in that Race. To be eligible to earn NASCAR Championship points in the Race, the driver and the car must be qualified to start the Race. A driver cannot receive points for more than one (1) car in the Race.
3. Changes of the driver and/or car at any time must not be made without advance notification to and approval by a Track Official.
4. Subject to the other provisions in the Rule Book, any eligible car may be driven in any Event by an eligible driver. Eligible drivers and eligible cars will be determined by the Track Officials.

17-4 Distribution of Point Funds

NASCAR point funds will be distributed as follows, based on the final NASCAR championship points standings at the conclusion of the season:

A. Drivers

NASCAR will distribute the Drivers' Point Fund to each eligible driver according to the following percentage schedule, unless otherwise authorized by NASCAR.

Place	% of Total	Place	% of Total
1	20.0	11	2.9
2	10.0	12	2.8
3	9.0	13	2.7
4	8.0	14	2.6
5	7.0	15	2.5
6	6.0	16	2.4
7	5.0	17	2.3
8	4.0	18	2.2
9	3.5	19	2.1
l0	3.0	20	2.0

B. Miscellaneous Rules

1. If at any time two (2) or more drivers have the same number of points for a NASCAR Track Championship (a "tie"), each driver will be ranked according to the greatest number of awarded first place finishes in 2015 Events as of that time, counting up to the best 18 points finishes. If a tie still exists, the greatest number of awarded second place points, the greatest number of awarded third place points, etc. will be used in the same manner, until the tie is broken. If a tie still remains, the driver that accumulates the greatest number of first place points, second place points, third place points, etc. extending beyond the best 18 points finishes, if necessary, will prevail.
2. Eligibility to participate in the Point Fund may be forfeited by any Member violating NASCAR Rules prior to the presentation of the 2015 awards.
3. To be eligible to receive any posted award, point fund and/or contingency award the recipient must possess a valid NASCAR

Division I (Feature Division) Driver's License and must have displayed all required contingency decals on their car for the entire 2015 season.

4. In the Event the NASCAR Championship point fund collected at any track does not exceed $200.00 at the end of the season, the portion usually assigned or track distribution will be transferred to the NASCAR Championship or trophy funds as the case may be, and a track champion will not be named.
5. **The Series Sponsor decals must be displayed on both sides of the car in the designated area and must have the Series Sponsor uniform patch on the upper chest (left or right side) of the driver's uniform. At NASCAR's discretion, a driver may be penalized an amount less than or equal to Track Championship Point Fund earnings for failure to display Series Sponsor decals and the Series Sponsor driver uniform patch (Section 12-4K).**

17-5 Manufacturer's Point Championship

Not applicable for this Series.

17-6 Administration of Points and Point Funds

A. NASCAR reserves the right to establish, maintain, compile, publish and otherwise operate and award points, point funds, and trophies through the facilities of the Awards and Achievement Bureau, Inc., under its rules and regulations.

B. All Members agree to abide by decisions of NASCAR Headquarters in the establishment and administration of the Point Funds.

17-7 2015 NASCAR Championship Point Season

Unless otherwise authorized by NASCAR, the 2015 NASCAR National, State and/or Canadian Provincial Championship point season will begin on January 1, 2015 and end on Sunday, September 20, 2015.

A. Track point Champions will be determined by whatever points system the Track Promoter uses. It does not have to be the system in the NASCAR Rule Book. The beginning and ending dates will be January 1, 2015 through November 1, 2015.

B. Unless otherwise authorized by NASCAR, any Events scheduled after these dates shall not count toward the 2015 NASCAR Championship Points standings.

17-8 Payment of Point Fund Awards

Point Fund money will be mailed following verification procedures at the conclusion of the season.

17-9 NASCAR Division I Championship Program(s)

A. The NASCAR Division I Championship will be determined by a driver's performance at one (1) or more NASCAR-sanctioned track(s) anywhere in North America, counting up to the best 18 points finishes. The NASCAR National Champion does not have to be a State and/or Canadian Provincial NASCAR Champion or a Track Champion. In addition, there will be an overall ranking of the top 500 drivers in the nation.

B. The State and/or Canadian Provincial NASCAR Championships will be determined by a driver's performance at one (1) or more NASCAR-sanctioned track(s) in that State and/or Canadian Province, counting up to the best 18 points finishes. The State and/or Canadian Provincial NASCAR Champion driver does not have to be a track champion. Driver points for the State and/or Canadian Provincial NASCAR Championship do not transfer between States and/or Canadian Provinces, although a driver may compete for more than one (1) State and/or Canadian Provincial NASCAR Championship.

C. Miscellaneous Rules

1. NASCAR championship points will be awarded per Section 17-3 of NASCAR Whelen All-American Series Rule Book.
2. Drivers must have a valid NASCAR Division I (feature division) license at the time of competition to factor into awarding of NASCAR Points. All drivers in the field will be eligible for NASCAR points for that race if and only if they as well hold a valid NASCAR Division I (feature division) driver license.
3. If at any time two (2) or more drivers have the same number of points (a "tie"), each driver will be ranked according to the greatest number of awarded first place points in 2015 Events as of that time, counting up to the best 18 points finishes. If a tie still exists, the greatest number of awarded second place points, the greatest number of awarded third place points, etc. will be used in the same manner, until the tie is broken. If a tie still remains, the driver that accumulates the greatest number of first place points, second place

points, third place points, etc. extending beyond the best 18 points finishes, if necessary, will prevail.

17-10 Rookie of the Year Program

The NASCAR Rookie of the Year program is a Points Fund program for NASCAR-licensed drivers in Division I, (Feature Division) at NASCAR Whelen All-American Series race tracks.

Only ***FIRST TIME*** Division I (Feature Division) license holders, who have not competed in a Division I (Feature Division) (Touring or National Series) Race, are eligible. All ***FIRST TIME*** Division I (Feature Division) license holders (rookies) will automatically be entered into the program. Competitors who have held a 15 day temporary license will be eligible for the Rookie of the Year Program.

17-10.1 Award of NASCAR Rookie of the Year Program Points

A. In 2015, the NASCAR Rookie of the Year will be determined by the NASCAR Championship points accumulated by the driver's best 18 points finishes from any NASCAR-sanctioned Division I (Feature Division) Race.

B. The State/Provincial Rookie of the Year is determined by a Competitor's best 18 points finishes from any NASCAR-sanctioned track within the State/Province in North America.

C. The National Rookie of the Year is determined by a Competitor's best 18 finishes from any NASCAR-sanctioned track within North America.

D. Championship Rookie points for drivers will be awarded per Section 17-3 and 17-4 of the NASCAR Whelen All-American Series Rule Book.

17-11 NASCAR Divisions II - V Championship Program

The **NASCAR Divisions II - V Championship Program** is a National Championship program for NASCAR-licensed drivers in Divisions II, III, IV and V at NASCAR Whelen All-American Series race tracks. NOTE: Drivers in Divisions VI or above will be included in Division V.

A. **NASCAR Divisions II - V Championship Program** points for drivers will be awarded in each Division per Section 17-3 and 17-4 of the NASCAR Whelen All-American Series Rule Book.

B. The NASCAR Division II - V Championships will be determined by a driver's performance at one (1) or more NASCAR-sanctioned track(s) anywhere in North America, counting up to the best 14 points finishes. In addition, there will be an overall ranking of the top 100 drivers in each division.

Miscellaneous Rules

DRIVERS MUST HAVE A VALID NASCAR CHARGER, LEARNER'S PERMIT OR DIVISION I (FEATURE DIVISION) LICENSE AT THE TIME OF COMPETITION TO FACTOR INTO AWARDING NASCAR DIVISIONS II - V CHAMPIONSHIP PROGRAM POINTS. ALL DRIVERS IN THE FIELD WILL BE ELIGIBLE FOR NASCAR DIVISIONS II - V CHAMPIONSHIP PROGRAM POINTS FOR THAT RACE IF AND ONLY IF THEY AS WELL HOLD A VALID NASCAR CHARGER, LEARNER'S PERMIT OR DIVISION I (FEATURE DIVISION) LICENSE.

1. If a given NASCAR Whelen All-American Series track has a sanctioned Division VI or VII, each of those Divisions will be considered to be an additional Division V for the purposes of this program.
2. A driver's ranking will be determined by a driver's performance in each Division at one (1) or more NASCAR-sanctioned track(s) anywhere in North America, counting up to the best 14 points finishes. A driver may earn **NASCAR Divisions II - V Championship Program** points in more than one Division, but **NASCAR Divisions II - V Championship Program** points are not transferrable between Divisions. A driver may only receive points in the Division that he/she is competing in at a given track. The Divisions may have different classes of cars/trucks from one track to another. For example a Limited Sportsman Division may be a Division II at one track and a Division IV at another, therefore the driver may not receive the same Division points when he/she travels from track to track with a Limited Sportsman race car.
3. If at any time two (2) or more drivers have the same number of points (a "tie"), each driver will be ranked according to the greatest number of awarded first place points in 2015 Events as of that time, counting up to the best 14 points finishes. If a tie still exists, the greatest number of awarded second place points, the greatest number of awarded third place points, etc. will be used in the same manner, until the tie is broken. If a tie still remains, the driver that accumulates the greatest number of first place points, second place points, third place points, etc. extending beyond the best 14 points finishes, if necessary, will prevail.

SECTION 20F
LATE MODEL STOCK CAR DIVISION

Open to NASCAR approved automobile manufacturers provided they comply with, and adhere to, specifications as outlined for this Division. Engines may be interchanged within any approved corporate body manufacturer's line.

NOTICE

ALL MODEL, ENGINE OR EQUIPMENT CHANGES OR MODIFICATIONS NOT SPECIFICALLY ADDRESSED IN THIS RULE BOOK BY NASCAR MUST BE SUBMITTED TO NASCAR, IN A COMPLETED FORM/ASSEMBLY, FOR CONSIDERATION OF APPROVAL, ON OR PRIOR TO SEPTEMBER 2, 2015, UNLESS OTHERWISE AUTHORIZED BY NASCAR TO BE CONSIDERED FOR COMPETITION FOR THE 2016 SEASON. ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF TRACK OFFICIALS. TRACK OFFICIALS MAY ASSESS WEIGHT PENALTIES FOR RACE EQUIPMENT DEEMED AS NOT IN COMPLIANCE WITH THESE RULES. RACE EQUIPMENT WILL NOT BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION AT ANY TIME OR ANY NUMBER OF TIMES UNOBSERVED OR UNDETECTED. ANY RACE EQUIPMENT WHICH DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE 2015 NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN COMPETITION IN 2015.

PRIOR TO PRODUCTION, ANY NEW RACE EQUIPMENT TO BE CONSIDERED FOR APPROVAL FOR COMPETITION MUST BE SUBMITTED TO NASCAR FOR APPROVAL. AT THE MANUFACTURER'S EXPENSE, THE MANUFACTURER MUST PROVIDE ALL INFORMATION, MATERIALS, ELECTRONIC FILES, RACE EQUIPMENT AND FULL SCALE RACE VERSION VEHICLE(S) AS REQUESTED BY NASCAR. MANUFACTURER MUST ALSO PROVIDE TO NASCAR ANY RACE EQUIPMENT TO BE USED AS COMPARISON ITEMS FOR INSPECTION PURPOSES ALONG WITH ANY REQUIRED MANUFACTURER TEMPLATES.

20F - 1 COMPETING MODELS AS SELECTED BY NASCAR

20F - 1.1 Late Model Stock Car Races

Late Model Stock Car Races are open to eligible 2000 through 2006 approved steel body models of passenger car production sedans and the approved 2007 through 2015 composite body models. The approved composite body models are the only 2007 through 2015 models permitted. These bodies must remain as manufactured and meet all other specifications as set forth in Section 20F. The 2007 through 2015 composite body panels must have the manufacturer/NASCAR-approved logo imbedded into the composite material. Interchanging of parts or components from the steel bodied 2006 and prior bodies and the 2007 through 2015 composite bodies will not be permitted. Only previously approved plastic fenders and previously approved plastic bumper covers will be permitted on the 2006 and prior steel bodies. Interchanging of manufacturer's parts or components will not be permitted.

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

20F - 1.2 Not Applicable For This Division.

20F - 1.3 Approved Competition Models

The following are the only approved steel body models eligible for competition in 2015:

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
2006	Ford	Fusion
2000 - 2003	Pontiac	Grand Prix

The following are the only approved composite body models eligible for competition in 2015:

YEAR	MAKE	MODEL
2007 - 2008	Chevrolet	Monte Carlo SS
2008 - 2015	Chevrolet	Impala SS
2007 - 2015	Dodge	Charger
2007 - 2015	Ford	Fusion
2009 - 2015	Toyota	Camry

20F - 2 GENERAL CAR BODY REQUIREMENTS

20F - 2.1 Car Bodies

The car body must be acceptable to Track Officials and meet the following requirements: Interchanging of parts or components from the steel bodied 2006 and prior bodies and the 2007 through 2015 composite bodies will not be permitted. The composite bodies must contain the approved composite roof (and components), approved composite or plastic type fenders and approved composite or plastic type quarter panels, approved front and rear bumper covers and approved hood. The approved door panels and deck lid must be steel or aluminum. Only previously approved plastic fenders and previously approved plastic bumper covers permitted on the 2006 and prior steel bodies.

A. The 2000 through 2006 eligible steel bodies and the 2007 through 2015 eligible composite bodies will be volume production models as selected and approved. (See sub-section 20F-1.3)

B. Cars should be neat appearing. The interior, exterior, and underside of the car must be painted. Clear coat only will not be permitted. All front and rear bumper covers must be the same color as the car including the bolts and rivets. The interior and exterior of all floors, firewalls, roll cage and frame assemblies and the interior of all steel body panels should be painted using only light/bright colors. The type of paint used, whether it be flat, satin or high gloss finish, must provide a smooth surface. The paint or vinyl must not be textured. Vinyl may only be used on the exterior of the body panels. Thermal barrier coatings applied to the immediate driver's area may be used. The location of thermal coatings must be acceptable to Track Officials.

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

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

E. All cars must have complete bodies, hoods, front fenders, quarter panels, front and rear bumper covers in top quality condition. All aftermarket bodies and trim parts must be acceptable to Track Officials. The minimum thickness for any exterior sheet metal body parts of the 2000 through 2006 steel body cars must be 24 gage (0.025 inch thick) magnetic sheet steel. Body panel rivets may be aluminum.

F. Adjustable body mounts will be permitted. All body mounts must be metal, plastic type or polycarbonate.

G. Streamlining of the contours of the car such as headlights, front bumper cover, front air dam, grilles, roof, and the top of the windshield and rear window will not be permitted. Installation of air directional devices, underpans, baffles, dividers, shields or the like beneath the car or the car's hood and fender area, front firewall, floor, rear firewall area, rear deck and quarter panel area will not be permitted. Any part or component of the car, not previously approved by Track Officials, that has been installed or modified to enhance aerodynamic performance, 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 window must be installed in their original standard positions. The windshield and rear window must be sealed using sealers and/or adhesives that allow the easy removal of the windshield and rear window.

I. All door panels 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 not less than 24 gage (0.025 inch thick) magnetic sheet steel. The floor area on the left side must not be lower than the top of the frame rails except directly under the seat where the floor may be dropped not lower than one (1) inch above 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 approved front and rear bumper covers for the make and model and must be in top quality condition.

M. Any device or duct work that permits air to pass from one area of the interior to another, or to the outside of the car, will not be permitted. This includes, but is not limited to, the inside of the car to the trunk area, or floors, firewalls, crush panels and wheel wells passing air into or out of the car.

N. All seams of the interior sheet metal and all interior sheet metal to exterior body panel contact points must be sealed and caulked. This includes, but is not limited to, floors, firewalls, wheel wells, package trays, crush panels and any removable covers.

20F - 2.2 Overall Car Weight

A. Throughout the Event, all cars must weigh a minimum of the following total weights and must maintain the minimum right side weight ready to compete (with fuel, oil, water, etc.) with driver:

MANUFACTURER	TOTAL WEIGHT	RIGHT SIDE WEIGHT
General Motors	3100 lbs.	1375 lbs.
General Motors (World Products cylinder heads #011150)	3100 lbs.	1375 lbs.
Ford	3100 lbs.	1390 lbs.
Dodge (cylinder heads #4532693)	3100 lbs.	1400 lbs.
Dodge (cylinder heads # 5249769)	3100 lbs.	1420 lbs.
General Motors #88958604 or #19318604 Crate Engine	3100 lbs.	1374 lbs.
Ford 347SR Crate Engine	3100 lbs.	1375 lbs.
Ford 347SR Crate Engine/ 650CFM carb	3100 lbs.	1400 lbs.

B. Unless otherwise authorized by the Track Officials, at all times during an Event, all weights will be measured by Track Officials using the scales provided by the Track. It is the responsibility of each race team to ensure that its car meets the specified minimum weight requirements for this division on these scales.

C. On major components, the use of non-magnetic and/or hollow fasteners and component mounting hardware with the intent of weight reduction will not be permitted.

D. Unless otherwise approved, Race Equipment, including car parts and components, that in the judgment of NASCAR Officials have been constructed to increase the components weight beyond normal standards will not be permitted.

E. **Before the use of any composite component(s), the component(s) must be submitted to and approved by NASCAR for use in competition.**

20F - 2.3 Added Car Weight

Added weight must be approved ballast only. Tungsten and other unapproved metals or materials will not be permitted. ADDED WEIGHT MUST BE IN BLOCK FORM OF NOT LESS THAN FIVE (5) POUND BLOCKS AND PAINTED WHITE WITH THE CAR NUMBER AND TEAM IDENTIFICATION PERMANENTLY LEGIBLE ON IT. Added weight must be securely bolted in place inside a 1/8 inch minimum thickness rectangular or square tubular type magnetic steel weight container in a manner acceptable to Track Officials. Triangular or other odd shaped lead ballast plates, if used, must be completely enclosed and securely fastened with multiple fasteners inside a 1/8 inch minimum thickness weight tray or container. Added weight may not be added to the outside of the frame rails, below the bottom of the frame rails, ahead of the front spindles, to any suspension parts, behind the rear axle or inside the driver's compartment. Added weight containers may be attached to the inside of the main frame rails and must not be lower than the bottom of the frame rails. Center mounted added weight containers will be permitted but must be securely welded in place and be acceptable to Track Officials. For inspection purposes, all weight containers must have, on one (1) end, a metal cap with a weight retention through bolt of not less than 3/8 inch diameter (installed from the top or side of the added weight container) to permit removal of the added weight. Added weight will not be permitted inside any crossmember, roll bars or any inaccessible welded chassis component. Electrical, pneumatic, hydraulic, remote control, or any other weight shifting devices will not be permitted at any time. Added weight inside an approved weight container, following the guidelines above, may be bolted or welded to the rear suspension crossmember. Added weight inside an approved weight container, following the guidelines above, may be bolted or welded to the front sub-frame lower suspension mounting crossmember but must be behind the front spindles.

20F - 2.4 Car Weights After Competition

A. After a car has qualified, only fluids consumed, as determined by Track Officials, may be replaced.

B. Unless otherwise authorized by Track Officials, when cars are weighed after a Race, only water in the radiator, oil in the engine, and fuel in the fuel cell may be added. Wheels and tires must not be changed, unless otherwise authorized by Track Officials.

C. Track rules may permit a percentage of weight loss per lap after competition.

D. The addition of ballast weight, after competition, will not be permitted for any reason.

20F - 3 DETAILED CAR BODY REQUIREMENTS

In addition to the General Car Body Requirements specified in sub-section 20F-2, the following Detailed Car Body Requirements must be maintained. For more detailed body installation and guideline dimensions, refer to the body diagram pages in the rear of the Rule Book.

20F - 3.1 Aerodynamic Devices

All aerodynamic devices must be approved by NASCAR and acceptable to Track Officials.

20F - 3.1.1 Front Air Dam

A. The approved front air dam must maintain a minimum ground clearance of four (4) inches for all models.

B. All support brackets must be mounted to the rear of the air dam. Brackets and mounts must not be used or installed as air directional devices.

C. The leading edge of the air dam must not extend more than three (3) inches forward of the bumper measured at any point across the bumper.

D. On all approved models, the leading edge of the air dam, when measured from the centerline of the right front spindle must not exceed 46 inches and must not be less than 45 inches. Front air dam extensions, made of flexible plastic type material, will be permitted to be attached to the bottom of the front air dam (bumper cover). It must be flush mounted, stationary, securely fastened, single layer, not exceeding a maximum of 3/16 inch thick and maximum of four (4) inches in height and must be mounted parallel to the bumper cover. The air dam extension must be secured in a manner that will prevent movement of the air dam extension while in competition and maintain a minimum ground clearance of four (4) inches.

20F - 3.1.2 Rear Spoilers

A solid non-adjustable spoiler must be attached to the rear of the car. All cars will be permitted to use a rear spoiler not exceeding five (5) inches in height and not more than 54 inches in width, measured around the back side of the spoiler, 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 control the flow of air over one (1) surface only. The rear spoiler blade must maintain the same thickness over the entire spoiler blade. Rudders or forward mounting brackets will not be permitted. A maximum of 39 inches from the ground to the top of the spoiler (with the driver in the car) will be permitted. (The maximum spoiler height from the ground for the 2000 through 2002 Monte Carlo will be 40 inches in the center and 39 inches on each end.) The spoiler must maintain a maximum of five (5) inches in height. The rear spoiler angle must be set between 50 degrees and 60 degrees. Spoiler braces on the back of the spoiler will not be permitted. Non-adjustable rear spoiler supports will be permitted inside the trunk area.

In addition to applicable rules above: the 2007 through 2015 composite body cars only: The spoiler must be slotted 5/8 inch in the center to fit the NASCAR overall template for each make of car and must maintain the same contour as the production deck lid and quarter panels as viewed from above and behind. The spoiler must be mounted in such a way as not to flex or bend under pressure and must be mounted with a minimum of six (6), 1/4 inch diameter or larger bolts evenly spaced across the back of the deck lid. The spoiler mounting flange must not extend beyond the lower edge of the rear deck lid. The spoiler flange must not extend beyond the outer edge of the spoiler. Spoiler braces, if used, must be mounted on the back of the spoiler and there must be a maximum of three (3) spoiler braces per spoiler half with the spoiler braces located 4-1/2 inches inboard from the end of each spoiler half and 4-1/2 inches to the left and right of each spoiler half at the center split. The remaining spoiler braces must be spaced equally between the side and center spoiler braces on each spoiler half. Each spoiler brace must bolt to the top of the spoiler not more than 1/2 inch down from the top and must bolt to the deck lid below the bottom of the spoiler. Each spoiler brace must not exceed a maximum one (1) inch width, including all mounting brackets and hardware. All spoiler braces, when used, must be acceptable to Track Officials.

20F - 3.2 Windows / Lights / Mirrors

20F - 3.2.1 Windshield / Windshield Braces

A clear polycarbonate windshield must be used in lieu of a standard glass windshield. The windshield may have a maximum of six (6) inches of tint from the top down. Additional windshield tint or tape may be added for adverse sunlight conditions. Unless otherwise authorized by Track Officials, the addition of tint or tape must be confined to the driver's side of the windshield. Additional tint to the right side of the center windshield bar (#4A) will not be permitted. A one (1) inch wide black border may be installed on the sides of the

windshield. Windshield tear-off material must be approved by NASCAR. The windshield must be a minimum of 1/8 inch thick and have a minimum of three (3) metal straps or braces 1/8 inch 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 dash panel at the bottom with minimum 5/16 inch diameter bolts. A piece of rubber stripping must be installed between the windshield and straps. The straps must be installed in a manner that will not obstruct the vision of the driver. Windshield clips three (3) inches wide by one (1) inch by 1/8 inch thick must be installed if the windshield is not riveted or bolted in place. If used, the three (3) clips must be bolted to the roof of the car 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. Additional windshield fasteners may be used if acceptable to Track Officials.

20F - 3.2.2 Rear Window

A. Only clear standard production 3/16 inch thick polycarbonate must be used in the rear window opening. A one (1) inch wide black border may be installed on the sides and top of the rear window. The standard production polycarbonate must be formed to the same shape and size as the original equipment glass. Access holes in the rear window for the rear jacking bolts must not exceed a maximum diameter of 1-1/4 inches. The rear window must be securely fastened in place with bolts or rivets. Track Officials may require the outside of the rear window to be secured with a minimum of two (2) metal straps on the outside, not less than 1/8 inch thick by one (1) inch wide, evenly spaced, and bolted to the roof at the top and the deck support panel at the bottom acceptable to Track Officials. The inside of the rear window must be supported by at least two (2) metal braces acceptable to Track Officials. The inside metal braces may be adjustable but must be secured in place.

B. The rear window width will be determined by measuring down three (3) inches from the top of the rear window at the edge of the roof on the roof centerline. The minimum width of the rear window for the following models must be:

YEAR	MODEL	MINIMUM MEASUREMENT
2000 - 2002	Chevrolet Monte Carlo	47-1/2 inches
2003 - 2005	Chevrolet Monte Carlo	46 inches
2006 - 2007	Chevrolet Monte Carlo SS	46 inches
2008 - 2015	Chevrolet Impala SS	46 inches
2001 - 2004	Dodge Intrepid	43 inches
2005 - 2006	Dodge Charger	43 inches
2007 - 2015	Dodge Charger	43 inches
2000 - 2005	Ford Taurus	43 inches
2006	Ford Fusion	43 inches
2007 - 2015	Ford Fusion	46 inches
2000 - 2002	Pontiac Grand Prix	47-1/2 inches
2003	Pontiac Grand Prix	46 inches
2009 - 2015	Toyota Camry	46 inches

The roof, "B" post and "C" post must remain as manufactured.

20F - 3.2.3 Side Window Glass

A. Door window glass will not be permitted.

B. A clear flat polycarbonate vent deflector panel may be installed at the bottom of the windshield "A" post. The deflector may extend a maximum of eight (8) inches rearward from the lower rear edge of the "A" post. The rear edge of the vent deflector must be vertical.

C. Quarter window openings must maintain the same size, shape and be located in the stock location for the make and model car being used. Flat, clear, polycarbonate must be installed in the quarter window openings. If quick release fasteners are used, they must be the flush mount type. All other fasteners must be acceptable to Track Officials. 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.

20F - 3.2.4 Headlights / Parking Lights

Approved headlight, parking light, upper grille and taillight decals must be installed and be acceptable to Track Officials.

20F - 3.2.5 Rear View Mirror

Multi-view type mirrors with a maximum width of 26 inches must be installed at all times during competition. A side mounted rear view mirror may be installed; however, it must be acceptable to Track Officials and must not extend outside of the car at any time. Composite material(s) will not be permitted on the rear view mirror or its mounting hardware.

20F - 3.3 Dash Panel

A. All dash panels must be acceptable to Track Officials. When a complete dash panel is used, all cars must have a removable inspection panel, a minimum size of 10 inches by 10 inches or eight (8) inches by 18 inches, on the top of the dash panel on the driver's side. The inspection panel must be large enough to allow for inspection of all wiring under the dash panel. The inspection panel must be fastened with wing-type quick release fasteners. The lower edge of the dash panel must not be lower than the top of the steering column. The dash panel must be metal. Composite material dash panels will not be permitted.

B. The dash panel from the center of the car to the right side may be stepped down to the top of the dash bar (#8) when the ignition amplifier box and wiring is mounted on top. The right side of the dash panel from the center windshield bar (#4A) to the right side front roll bar leg (#2B) may be replaced with a flat ignition system mounting plate. The flat ignition system mounting plate must be securely fastened on the top of the dash bar (#8) and mounted parallel to the frame rails. The right side ignition system mounting plate must be constructed of metal.

20F - 3.4 Firewalls

For driver protection, all firewalls, floors, tunnels, and access panels must be installed and completely secured in place when the car is in competition.

A. All cars must have full firewalls of magnetic sheet steel not less than 24 gage (0.025 inch thick) and must be acceptable to Track Officials.

B. The front firewall must extend straight across from the left side to the right side without any 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, a firewall panel must be installed to cover the raised floor pan opening from the inside edge of the main frame rail inward to the bell housing tunnel and extend down to the top of the frame.

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

D. All firewalls must be sealed without any holes between the engine and driver's compartment, and trunk compartment and driver's compartment, and they must be welded and not pop riveted.

20F - 3.5 Doors

A. The maximum outside width of the door panels from left side to right side must not exceed 77-1/2 inches. Door panel size and configuration must match from left side to right side. Door panels of not less than 24 gage (0.025 inch thick) magnetic sheet steel must be the same size and configuration as the NASCAR-approved model. Straight or slab door panels will not be permitted. The door panels must be roll-formed evenly so the top and bottom edge of the door panel including the rocker panel trim moldings is a minimum of 1-1/2 inches inside the outermost roll of the door panel, mid-way down the door panel, at any point between the front and rear tires. All door panels must be securely fastened to the front fender and the rear quarter panel in a manner acceptable to Track Officials. For all 2007 through 2015 approved composite bodies only, approved .040 inch minimum thickness aluminum door panels will be permitted. The approved door panel must be a one-piece design only, maintaining dimensions for the approved model car and must be approved and be acceptable to Track Officials. The approved composite body aluminum door panels must be used as manufactured.

B. For all 2007 through 2015 approved composite bodies, only 24 gage (0.025 inch thick) steel or .040 inch minimum thickness aluminum door panels will be permitted.

C. Cars must have a magnetic steel anti-intrusion plate, minimum 0.090 inch thick, installed on the outboard side of the left side 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 flat steel that are welded to the door bars. Door bars must not be drilled when attaching the anti-intrusion plate by bolts. The anti-intrusion plate must fill the area between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). Individual plates welded in the openings between each door bar will be permitted (see Diagram #6, in the rear pages of the Rule Book).

If the anti-intrusion plate is welded in place, to facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/2 inch diameter holes cut in the anti-intrusion plate, with three (3) holes near each end of the plate in the following locations:

The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

D. Race equipment, such as driver cool boxes, fire extinguishers, electrical switches, etc. (with the exception of the driver's radio equipment) will not be permitted in the left side door area.

20F - 3.6 Fenders / Quarter Panels / Rocker Panels

The maximum outside width of the front fenders, quarter panels and rocker panels from left side to right side must not exceed 77-1/2 inches with the following exception. The maximum width across the front fenders from left side to right side at the location where the front fenders attach to the front bumper cover must not exceed 78 inches. Front fenders, quarter panels and rocker panels configuration must match from left side to right side. The front fenders, quarter panels, and rocker panels must be acceptable to Track Officials and meet the following minimum requirements:

A. The front fenders and quarter panels must be one-piece only and be of not less than 24 gage (0.025 inch thick) magnetic sheet steel and must be installed in their standard location as referenced by the approved model car. As an option the front fender from an approved manufacturer must be made from flexible, rubberized plastic type material maintaining dimensions for the approved model car and must be approved and be acceptable to Track Officials. If the flexible, rubberized plastic type fender is used it must be used as manufactured. Fiberglass fenders will not be permitted with the exception of the 2007 through 2010 approved composite bodies. 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 front 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 front fender or quarter panel.

B. All front fenders and quarter panels must be roll-formed to cover the tires; left and right side must match. The front fenders and quarter panels must not extend out past the tire sidewall and must be permanently mounted with metal, plastic type or polycarbonate, adjustable or non-adjustable supports and brackets. All quarter panels must be roll formed in a manner acceptable to Track Officials and must fit the quarter panel template above the center of the rear axle and forward 17 inches below the center of the quarter window. The left and right quarter panels must be the same dimension and roll. Interior wheel wells must be constructed of magnetic sheet steel and must either be radiused the same 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. Rocker panels on the left and right sides must match and be the same size and shape. The rocker panels must completely fill in the area between the main frame rails and door panels for the entire length of the main frame rails. The rocker panels must be magnetic sheet steel and remain straight and parallel with the frame rails. The rocker panels on the 2007 through 2015 composite bodies may be magnetic sheet steel or composite material. Vertical rocker panel extensions, made of plastic type material, a maximum thickness of 3/16 inch and a maximum height of four (4) inches will be permitted. They must be installed vertical and flush with the outer sheet metal at the bottom of both left side and right side rocker panels, and be the same front to rear length as the rocker panels. The vertical rocker panel extensions must be stationary, securely fastened, single layer and must be mounted parallel to the rocker panel. The rocker panel extension must be secured in a manner that will prevent movement of the rocker panel extension while in competition and maintain a minimum ground clearance of four (4) inches.

D. For all 2007 through 2015 approved composite bodies only, approved composite or plastic type material quarter panels and fenders will be permitted. The approved quarter panel and fender must be a one-piece design only, maintaining dimensions for the approved model car and must be approved and be acceptable to Track Officials. The approved composite or plastic type material quarter panel and fender must be used as manufactured.

E. When Five Star stock car body 2007 through 2015 rear quarter panels are used, a quarter panel extension may be added to the lower edge of the rear quarter panel behind the rear wheel opening. The quarter panel extension on the right side must not be more than 2-3/4 inches in height at the rear of the wheel opening and must not be more than 1-5/8 inches in height at the rear of the lower edge of the rear bumper cover. The quarter panel extension on the left side must

not be more than 2-3/8 inches in height at the rear of the wheel opening and must not be more than one (1) inch in height at the rear of the lower edge of the rear bumper cover. The factory flange on the bottom of the rear quarter panels must not be removed. 2015 Five Star stock car body rear quarter panels will be manufactured to include the quarter panel extensions that are permitted on the 2007-2012 quarter panels. The 2015 approved quarter panels must be used as manufactured.

20F - 3.7 Grilles

Grille openings must retain the same shape and size as the standard production original equipment. The grille opening may be covered with two (2) layers of screen wire attached to the grille. Screen wire mesh must be porous. All air must enter the front of the car through the grille openings only. Installation of air directional devices, underpans, baffles, dividers, shields or the like, will not be permitted in the grille or in the duct work back to the radiator. Any part or component of the car not previously approved by Track Officials that has been installed or modified to enhance aerodynamic performance will not be permitted. 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. The air dam extension must not extend into or cover any part of the grill opening.

20F - 3.8 Hood / Roof

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

A. Only flat hoods will be permitted on all models. The front edge of the hood must seal to the front bumper cover or fit into a slot a minimum of two (2) inches in depth across the entire width of the front of the hood and be painted the same color as the car. The hood must seal tight to the front 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 or metal.

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 center and one (1) at each rear corner and one (1) in the center, if necessary) to seal the hood to the windshield. All removable hood pins must be a minimum of 1/8 inch diameter and have a minimum one (1) inch inside diameter vertical loop to facilitate ease of removal. Metal hood pin bezels must be installed at all times. A minimum of two (2) magnetic solid steel pin fasteners or quick release fasteners, if necessary, must be installed on each front fender, evenly spaced between the front and rear pin fasteners. The location of the hood pins and bezel plates must not interfere with the installation of any inspection templates.

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 filter will not be permitted.

F. All roofs must be the same size and shape as a stock production roof. Roof panels must be mounted in the stock position the same as a stock production roof for the make and model car being used. Roof panels from an approved manufacturer may be of a one-piece design which includes the windshield bed and windshield, the rear and side window locations and rear and side window(s), with a magnetic steel roof solidly mounted as an integral part of the assembly. If the one-piece design assembly is used it must be used as manufactured. All roofs must be acceptable to Track Officials. The roof must be securely mounted to the roll cage at each corner according to the manufacturer's specification.

G. For all 2007 through 2015 approved composite bodies only, approved composite roofs will be permitted. The roof panel must be of a design which will include the windshield bed and "A" posts, and the rear window bed, the "B" and "C" posts and side window(s). When the approved composite body is used it must be used as manufactured. All panels must be flange-mounted and remain as manufactured. The windshield bottom bed, "B" post, "C" post and side windows and the rear window bed may be separate pieces as long as they are flange-mounted and remain as manufactured. These body panels must conform to the NASCAR-approved manufacturer templates and the NASCAR-approved body and component specifications. The roof must be securely attached to the roll cage at each corner according to the manufacturer's specification.

H. An optional, removable or flip-up hatch may be installed in the roof above the driver to be used as an alternate exit. If used, the hatch must be mounted as to comply with and not interfere with the fit of all required templates. The opening for the hatch may be a maximum of 24 inches long by 24 inches wide and must be located forward of the main roll bar (#1) and to the left of the

centerline roof bar (#4). A continuous (piano type) hinge must be used at the front (windshield) edge of the hatch. A quick-release latch is required at the rear of the hatch. Industrial-type Velcro® may be used for the rear latch.

1. The hatch should be constructed from material removed from the roof, or equivalent, with two (2) steel straps, a minimum of 1-1/2 inches wide, running in the longitudinal direction the length of the hatch. These straps serve to hold the shape of the roof and as material to which the hinges are attached. The straps may be attached using flush-mount rivets in conjunction with bonding adhesive. Additional material should be used close to the outside edges to hold the shape of the hatch.
2. Two (2) steel straps, a minimum of 1-1/2 inches wide, running in the longitudinal direction the length of the hatch and two (2) steel straps, a minimum of 1-1/2 inches wide, running in the latitudinal direction the width of the hatch must be attached to the remaining portion of the roof. These straps serve to hold the shape of the roof. The straps may be attached using flush-mount rivets in conjunction with bonding adhesive. Additional material should be used close to the outside edges to hold the shape of the roof.

20F - 3.9 Rear Deck Lids / Trunks

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. All removable deck lid pins must be a minimum of 1/8 inch diameter and must have a minimum one (1) inch inside diameter vertical loop to facilitate ease of removal. Metal deck lid pin bezels must be installed at all times. The location of the pins and bezel plates must not interfere with the installation of any NASCAR inspection templates. Holes and/or other modifications that, in the judgment of the Track Officials, were made with the intent of weight reduction will not be permitted. For all 2007 through 2015 approved composite bodies, only 24 gage (0.025 inch thick) sheet steel or minimum 0.040 inch thick sheet aluminum deck lids will be permitted. When closed, the deck lid must be sealed around the entire perimeter of the deck lid opening.

B. A rear firewall behind the main roll bar (#1) (rear hoop) must be located between the trunk area and the driver's compartment and be welded in place. The rear firewall must follow the same angle as the rear sub-frame kick ups to the rear inner fender wells and/or be acceptable to Track Officials and continue to the area below the rear window mounting point. **The trunk area sheet metal will not be required.**

20F - 3.10 Bumper Covers

The bumper covers must be approved by NASCAR, 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. Front and rear bumper cover reinforcement bars must be installed and be acceptable to Track Officials. The bumper cover reinforcement bar must be constructed of a minimum one (1) inch outside diameter with a minimum wall thickness of 0.083 inch to a maximum of 1-3/4 inches outside diameter with a maximum wall thickness of 0.090 inch magnetic steel tubing. The bumper reinforcement bars must be attached to the sub-frames by welding a maximum of two (2) horizontal tubes of the same diameter or a minimum of one (1) inch outside diameter steel tube as used for the bumper cover reinforcement bar. The tubing must not be exposed and must remain behind the bumper covers with minimal clearance between the bumper cover and the bumper cover reinforcement bar. Holes and/or other modifications to the bumper cover reinforcement bars or attaching bars will not be permitted.

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. All front and rear bumper covers must be painted the same color as the car including the bolts and rivets.

E. The front bumper cover, when measured along the bottom edge of the bumper cover, from the center seam out to the wheel opening, must not be less than 51 inches on both the left and right side.

20F - 3.11 Identification / Marking

A. Numbers / Graphics

1. All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. **The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times.** Numbers must be solid, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must have a minimum separation of two (2) inches between the numbers including borders. All graphics must have a minimum separation of two (2) inches from any number including borders. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver's side. Solid numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right rear taillight cover. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.
2. All car numbers are owned by and will be assigned by Track Officials for use by the car owner. Car numbers are not transferable or assignable by the car owner.
3. Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event.

B. Decals and Advertising

1. At the sole discretion of NASCAR, and/or Promoter, and/or Track Officials, they may refuse to permit for any reason, or they may restrict or assign the size or placement of decals, identification, and advertising of any kind including but not limited to the car, equipment, personnel, uniforms, garage and pit areas, promotional materials, and/or support vehicles. All NASCAR Members agree to accept NASCAR's, and/or Promoter's, and/or Track Official's decision in this regard.
2. NASCAR, and/or Promoter, and/or Track Officials may refuse to permit a Competitor to participate in an Event if NASCAR, and/or Promoter, and/or Track Officials determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member associated with the Competitor) is or will be a party, is detrimental to the sport, to NASCAR, Series Sponsor, or to the Promoter for any reason, including without limitation, the public image of the sport.
3. Decals or adhesive-backed emblems, supplied by NASCAR contingency program sponsors, for advertising or identification on race cars are limited in size to the area of a 32 square inch decal. Decal sizes will be determined by multiplying the full width and full length of any decal, regardless of the decal shape. Only decals of participating NASCAR contingency program sponsors will be permitted in those areas of the race car reserved for the **required** NASCAR contingency program sponsors in sub-section(5) below.
4. Decals, advertising slogans, paint schemes and other graphic designs and text on the car that have not been previously approved by the Promoter and/or Track Officials must not be used unless and until approved by the Promoter and/or Track Officials prior to the Event. Notwithstanding that a Promoter and/or Track Officials may have previously approved decals, advertising slogans, paint schemes and other graphic designs and text on the car, in the best interest of the sport, NASCAR, nonetheless, reserves the right to disapprove of any such decals, advertising slogans, paint schemes and other graphic designs and text on the car, and NASCAR's disapproval shall supersede any previous approval(s).
5. Decals, advertising logos, text or identification of sponsors must not be placed on the front of each door and/or each front fender (between the front of the car and the front of the door) other than (a) decals, advertising logos, text or identification of series sponsors, (b) decals, advertising logos, text or identification of NASCAR contingency program sponsors, or (c) such other decals, advertising or identification as NASCAR may in its sole discretion permit or require.
6. Decals, advertising logos, text or identification of sponsors will not be permitted on the windshield (except across the top), the rear window, rear quarter windows or the rear spoiler. **Teams are**

required to have in place at a minimum a Series Sponsor decal in the designated area of the car, as specified by NASCAR.

7. Decals, advertising logos, text or identification of sponsors, other than the car number, will not be permitted on the door of the car from the rear of the vent deflector to the front edge of the "B" post.
8. Decals, advertising logos, text or identification of sponsors will not be permitted on the most rearward vertical portion of the rear bumper cover.
9. Decals, advertising logos, text or identification of sponsors will not be permitted forward of the hood pins on the front of the car.
10. Decals, advertising logos, text or identification of sponsors must not be on the roof panel unless otherwise authorized by the Promoter and/or Track Officials.
11. Decals, advertising logos, text or identification of sponsors must not extend past the seam between the hood and front fenders.

20F - 3.12 Car Body Measurements

For detailed body installation and dimensions, refer to the rear pages of the Rule Book.

20F - 3.12.1 Templates

A. A car must conform to any and all approved templates, comparison pieces and/or other measuring devices as applied and measured by the Track Officials. Once a car has passed inspection at an Event, the car must not be altered in any manner that in the judgment of Track Officials enhances the aerodynamic performance of the car. The decision of the Track Officials will be final.

B. The templates that are currently available for track use for the 2000 through 2006 steel bodies and the 2007 through 2015 composite body are:

Template “A” Centerline - front to rear template from the bottom of the windshield back to the rear bumper cover

Template “B” Centerline/Nose – from the windshield base forward across the hood, down the nose to the ground

Template “B-3” Horizontal Nose – following the bumper line approximately 15-1/2 inches up from the ground

Template “D-L” Left Fender/Nose – approximately 24 inches left of the nose centerline on the bumper cover and directed at the “A” post/windshield intersection

Template “D-R” Right Fender/Nose - approximately 26-1/2 inches right of the nose centerline on the bumper cover and directed at the “A” post/windshield intersection

Template “G” Back of Roof (side to side) across the back edge of the roof, down the quarter windows and down around the radius of the quarter panel, 90 degrees to the roof

Template “H” Rear Window (side to side including “C” post) – approximately 16 inches down from the top of the rear window, across the “C” post ending on top of the quarter panel shelf 90 degrees to the rear window.

20F - 4 GENERAL ENGINE REQUIREMENTS

20F - 4.1 General Engine Eligibility

The eligible engines must be production engines as determined, selected, and approved by NASCAR. It is mandatory that all major components (engine blocks, heads, etc.) be produced by the manufacturer for sale to the public in a regular product offering. Prior to being used in competition, all major engine and component parts must be submitted, in a completed form/assembly, to the office of the NASCAR Competition Administrator on or prior to September 2, 2015 for consideration of approval and approved by NASCAR. Each such part may thereafter be used until it is determined that such part is no longer eligible.

Only engines of a type approved by NASCAR in sub-section 20F-5.4 will be permitted. Engines may be interchanged within any approved corporate body manufacturer's line.

The GM #88958604 or #19318604 crate-type engine will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer. Cars competing with the GM #88958604 or #19318604 crate-type engine must weight a minimum of 3,100 pounds and a minimum right side weight of 1,375 pounds.

The Ford D347SR crate-type engine will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer. Cars competing with the Ford D347SR crate-type engine must weight a minimum of 3,100 pounds and a minimum right side weight of 1,375 pounds

The Holley 390 CFM Carburetor, part number 80507-1, and the Holley 650 CFM carburetor, part number 80541-1 & 2 are the only carburetors permitted on the GM #88958604 or #19318604 and the Ford D347SR crate-type engines and must remain as manufactured.

A one (1) inch open carburetor spacer will be permitted on the GM #88958604 or #19318604 and the Ford D347SR crate-type engines.

Any changes or updates by the manufacturers must be approved by NASCAR before being permitted to compete in the NASCAR Late Model Stock Car Division.

20F - 4.2 General Engine Characteristics

The following characteristics of the production engine must be maintained in any engine used in competition in a manner acceptable to Track Officials. All parts listed below must originate from approved stock production castings and forgings that have been machined according to the normal machining schedule utilized for standard production parts. All parts, except spark plugs should utilize fractional English measurement system fasteners and dimensions (non-metric). Coatings will not be permitted on any internal engine components, except rod and main bearings, camshaft bearings and pistons including but not limited to ceramic or Teflon®.

A. ENGINE BLOCK:
- Material
- Number of Cylinders
- Angle of Cylinders
- Cylinder Bore Centerline Spacing
- Number of Main Bearings and Type
- Number of Camshaft Bearings and Type
- Integral or Separate Cylinder Sleeves
- Location of Camshaft
- Overall Configuration

B. CYLINDER HEAD:
- Material
- Number of Valves per Cylinder
- Type of Combustion Chamber
- Location of Spark Plug
- Orientation of Spark Plug
- Arrangement of Valves
- Valve Location in Relation to the Cylinder Bore
- Angle of Valves
- Type of Valve Actuation
- Number of Intake Ports
- Number of Exhaust Ports
- Center Distances of Intake Ports Referenced to the Cylinder Bore
- Center Distances of Exhaust Ports Referenced to the Cylinder Bore
- 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

20F - 5 DETAILED ENGINE REQUIREMENTS

For purposes of construction, some elements of sub-section 20F-5 are listed below.

Changes from the approved standard production automobiles or component parts will not be permitted except as specified in the following rules for engine preparation. In addition to the General Engine Requirements specified in sub-section 20F-4, the engines must also conform to the following Detailed Engine Requirements. Heating pads, blankets or any other heating devices will not be permitted for warming the engine.

20F - 5.1 Engine Location

A. All General Motors open/built engines (including the GM #88958604 or #19318604 crate engine) and the Ford D347SR crate engine must be located so the center of the forward most spark plug hole on the right side of the engine block is in line or a maximum of one (1) inch forward of the center of the right front upper ball joint. The Ford and Dodge open/built engines must be located so that the front of the cylinder head on the right side is in line or a maximum of one (1) inch forward of the center of the right front upper ball joint.

B. The longitudinal centerline of the crankshaft must be in the longitudinal centerline of the frame, front sub-frame, and tread width, front and rear.

20F - 5.2 Engine Ground Clearance

The engine ground clearance will be measured (with the driver) from center of the crankshaft accessory drive bolt. A minimum of 12 inches and a maximum of 13 inches from center of crankshaft accessory drive bolt to ground must be maintained at all times.

20F - 5.3 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.

20F - 5.4 Engine Displacement

The cubic inch displacement will be as follows:

A. Dodge: 360 cubic inch displacement plus a maximum of 0.035 inch overbore per cylinder. The 355 cubic inch displacement Dodge engines will not be permitted.

B. Ford: 351 cubic inch displacement plus a maximum of 0.050 inch overbore per cylinder.

C. General Motors: 350 cubic inch displacement plus a maximum of 0.060 inch overbore per cylinder.

D. The manufacturer's stock bore and stroke nominal dimensions for the approved engines are listed as follows:

MANUFACTURER	BORE	STROKE
Dodge	4 inches	3.580 inches
Ford	4 inches	3.500 inches
General Motors	4 inches	3.480 inches

E. The formula for determining cubic inch displacement is as follows: Bore x Bore x .7854 x Stroke equals cubic inch displacement of each cylinder. The cubic inch displacement of each cylinder added together will determine the total cubic inch displacement of the engine. Unless otherwise permitted by Track Officials, a maximum cooling down time of two (2) hours from the official completion time of the Race will be permitted prior to measuring the total cubic inch displacement.

20F - 5.5 Engine Blocks

Engine blocks must be acceptable to Track Officials and meet the following minimum requirements.

20F - 5.5.1 Eligibility

A. Engine blocks must be a product of the manufacturer of the make of the approved engine being used in competition. Aftermarket engine blocks will not be permitted.

B. The engine block must retain all standard external dimensions with the exception of the maximum allowable overbore and the surfacing of the engine block deck. Angle cutting of the engine block deck will not be permitted. Removal of material from the engine block, with the intent of weight reduction, will not be permitted.

C. Track Officials may use an engine block provided by the respective manufacturer as a guide in determining whether a Competitor's engine block conforms to the specifications of the Rule Book.

D. Only cast iron engine blocks will be permitted. Aluminum or compacted graphite engine blocks will not be permitted.

E. The engine block deck height, measured from the center of the crankshaft main bearing journal to the top of the engine block where the cylinder heads bolt on, must be as follows:

MANUFACTURER	BLOCK DECK HEIGHT
Dodge	9.200 inches (minimum 9.080 inches)
Ford	9.200 inches (minimum 9.080 inches)
GM	9 inches (minimum 8.980 inches)

Any engine block deck height below the minimum tolerance may be assessed a weight penalty of a five (5) pounds for every 0.010 inch up to 0.050 inch below the minimum tolerance. Any engine block deck height more than 0.050 inch below the minimum tolerance may be assessed a weight penalty of 50 pounds.

20F - 5.5.2 Internal Changes

Internal polishing of the engine block will not be permitted. Deburring of casting flash from the engine block will be permitted.

20F - 5.5.3 Pistons / Rods

A. All pistons must be configured with two (2) separate compression piston ring grooves located near the top of the piston and one (1) oil ring groove located below the compression ring grooves. A piston compression ring must be used in each compression ring groove and one (1) oil ring groove assembly must be used in the oil ring groove.

B. Any flat top three (3) ring round aluminum piston with three (3) rings in place will be permitted. Minimum compression ring nominal width is 0.043 inch and minimum oil ring nominal width is 3mm (0.118 inch). Valve reliefs for valve clearance only may be cut into the pistons. The piston must not protrude above the top of the engine block surface. The use of coatings on pistons will be permitted.

C. Only magnetic steel piston pins maintaining a minimum diameter of 0.927 inch will be permitted.

D. Piston pin holes must be in a fixed location in the piston and connecting rods.

E. Only two-piece insert style connecting rod bearings will be permitted. Roller bearings will not be permitted.

F. Only solid magnetic steel connecting rods will be permitted. Hollow beam connecting rods will not be permitted. All rods must maintain the minimum/maximum rod lengths listed below:

MANUFACTURER	MINIMUM	MAXIMUM
Dodge	6.000	6.250
Ford "Cleveland"	5.778	6.250
General Motors	5.700	6.250

G. Titanium and stainless steel connecting rods will not be permitted.

H. Connecting rods must be machined to normal machining schedule utilized for standard production parts. Piston guided rods will not be permitted. Spacers or shims will not be permitted between the piston boss and the connecting rod. The maximum side clearance between the connecting rods will be 0.035 inch.

20F - 5.5.4 Oil Pans / Oil Coolers

The oil pans and oil coolers must be acceptable to Track Officials and meet the following requirements:

A. Oil pans must be made of magnetic steel.

B. The oil pans must be a wet sump type and manufactured using a standard production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kick-outs will not be permitted between the bolt on flange and the top of the added sump. Spacers, other than sealing gaskets, will not be permitted between the oil pan side rails and the engine block surface.

C. Engine oil coolers may be either an oil to air or an oil to water heat exchanger mounted forward of the engine firewall. Air ducts will not be permitted. All oil coolers and the installation must be acceptable to Track Officials.

20F - 5.6 Cylinder Head

All cylinder heads must be approved and all modifications must be submitted to NASCAR before any proposed modifications will be eligible for approval. Approved manufacturers' identification and part numbers must remain unaltered on the cylinder heads being used in competition. Track Officials may use a cylinder head provided by the respective manufacturer as a guide in determining whether a Competitor's cylinder head conforms to the specifications of the Rule Book. Heating pads, blankets or any other heating devices will not be permitted for warming the cylinder head.

20F - 5.6.1 Eligibility

To be eligible, the cylinder heads must be acceptable to Track Officials and meet the following requirements:

A. Cylinder heads must be stock cast iron production only and approved by NASCAR, and are limited to two (2) valves per cylinder.

B. Titanium valve springs will not be permitted. Only magnetic steel valve springs will be permitted.

C. Port matching or flow work will not be permitted.

D. Angle cutting of the cylinder head to the engine block mating surface will not be permitted.

E. The cylinder head stud or bolt holes must not be offset or drilled off-center for the purpose of moving the cylinder head in any direction.

F. "O" rings will not be permitted for sealing the cylinder head to the engine block.

G. A maximum of three (3) valve seat angles plus the bowl cut will be permitted. When cutting the valve seat angles, stone or grinding marks will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will not be permitted. Upon completion of the valve job, the bowl area above the valve seat to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be

polished. Hand grinding or polishing will not be permitted on any part of the head. When replacement valve guide bushings are installed the valve guide boss must retain the same shape and configuration as it was from the manufacturer.

H. Only Chevrolet (current design), part number 10134392, casting number 14011034, and part number/casting number 12480034 cast iron cylinder heads with a 23 degree valve angle will be permitted. Only Dodge-Mopar W2 (current design), part number P5249769, casting numbers 4532693 or 5249769, closed chamber with an 18 degree valve angle cast iron cylinder heads will be permitted. Only Ford, part number M-6049-N351, cast iron cylinder heads with a 10 degree valve angle will be permitted. Only World Products Sportsman II SBC part number 011150, casting number 1-037, aftermarket cast iron cylinder heads with a 23 degree valve angle will be permitted as a replacement for the Chevrolet part number 10134392, casting number 14011034 cylinder head. These World Products Sportsman II SBC cylinder heads must be the current design with the manufactured date of 4/13 and later stamped on the cylinder head. These World Products Sportsman II SBC cylinder heads must conform to all the cylinder head rules in Section 20F – 5.6 thru Section 20F - 5.6.3 of the 2015 NWAAS Rule Book, Late Model Stock Car Division. When the World Products Sportsman II SBC cylinder heads are used the car must weigh a minimum of 3100 pounds total and a minimum of 1390 pounds on the right side.

I. All valves must be identical in appearance and construction as an OEM type valve. Titanium or exotic material valves will not be permitted. Coating of valves will not be permitted. Air directional devices will not be permitted on any of the valve surfaces. The valve stems must have a minimum diameter of 11/32 inch. The valve stem diameter may be undercut to a minimum diameter of 0.302 inch in the area of the valve stem from the head of the valve to the bottom of the valve guide. Hollow valve stems will not be permitted.

The maximum valve sizes as measured across the face of the valve are as follows:

Dodge	Intake - 2.020	Exhaust - 1.625
Ford	Intake - 2.020	Exhaust - 1.600
General Motors	Intake - 2.020	Exhaust - 1.625

20F - 5.6.2 External Changes

External modifications will not be permitted. All cylinder heads are limited to a minimum 62cc combustion chamber for each cylinder. The combustion chamber may be machine cut, on the walls beside the valves only, to equalize the chamber cc. Any other machining or grinding will not be permitted. Removal of material from the cylinder head, with the intent of weight reduction, will not be permitted.

20F - 5.6.3 Internal Changes

Internal polishing, porting and/or any other internal modifications will not be permitted.

20F - 5.7 Crankshaft / Harmonic Balancer

20F - 5.7.1 Crankshaft

A. Only standard magnetic steel or cast iron production design crankshafts will be permitted. If aftermarket crankshafts are used, they must be designed and manufactured the same as an OEM crankshaft for the approved standard production engine. Stroke must not be increased or decreased. Balancing will be permitted. A solid material must be used to balance the crankshaft.

B. Only two-piece insert style crankshaft bearings will be permitted. Roller bearings will not be permitted.

C. Counterweights must be the same shape, may be polished, but they must not be knife-edged, undercut, or drilled to lighten the crankshaft. The rod bearing journals may be drilled. The main bearing journals must not be drilled. When weighing crankshafts, the minimum weights listed below shall include the timing chain sprocket. The following dimensions are the minimum specifications for all crankshafts:

Manufacturer	Main Journal	Rod Journal	Weight
Dodge	2.500 minus 0.030	2.100 minus 0.030	50 Pounds
Ford	2.750 minus 0.030	2.100 minus 0.030	50 Pounds
General Motors	2.450 minus 0.030	2.100 minus 0.030	50 Pounds

20F - 5.7.2 Harmonic Balancer

A. Harmonic balancers must be used and must be used as manufactured and be acceptable to Track Officials. Only standard OEM magnetic steel elastomer type harmonic balancers will be permitted. The use of “O” rings or

other devices that deviate from the standard OEM elastomer rubber insert will not be permitted. Outer covers, lips, etc. to prevent the separation of the outer ring will be permitted provided they do not deviate from the standard OEM elastomer rubber insert.

B. Electronic switching devices or sensors will not be permitted on the harmonic balancer, crankshaft, or flywheel.

20F - 5.8 Camshaft / Valve Lifters / Rocker Arms

20F - 5.8.1 Camshaft

A. Only magnetic steel camshafts will be permitted. The camshaft bearing journal size must be the same as the standard production design for the NASCAR-approved production engine being used.

B. Only standard production design timing chains will be permitted. Belt drive and gear drive systems will not be permitted. Camshaft timing must be fixed, variable timing devices will not be permitted.

C. Only standard production sleeve type cam bearings will be permitted and must be the standard inside diameter for the NASCAR-approved production engine being used. The cam bearing bores in the block may be machined a maximum of 0.030 inch oversize from standard bore. Needle or roller bearings will not be permitted.

D. Camshafts must be driven in the same direction of rotation as the NASCAR-approved standard production engine. The camshaft must maintain the same firing order as the NASCAR-approved production engine.

The approved firing orders using approved cylinder identification are as follows:

Dodge	1-8-4-3-6-5-7-2
Ford	1-3-7-2-6-5-4-8
General Motors	1-8-4-3-6-5-7-2

E. The manufacturer's cylinder identification sequence is as follows:

Dodge and General Motors (Front)		Ford (Front)	
1	2	5	1
3	4	6	2
5	6	7	3
7	8	8	4

F. The front engine cover material must be acceptable to Track Officials.

20F - 5.8.2 Valve Lifters

A. Only solid magnetic steel or magnetic steel hydraulic valve lifters will be permitted. Roller tappets, ceramic valve lifters, mushroom valve lifters and any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod, commonly known as rev-kits will not be permitted.

B. Only flat tappet straight barrel lifters will be permitted. Lifters must be the same diameter and length as the original equipment for the approved standard production engine.

C. Only magnetic steel one-piece, pressed together valve push rods, without any moving parts, will be permitted.

D. The standard production design push rod guide plates will be the only guide plates permitted.

20F - 5.8.3 Rocker Arms / Valve Covers

A. Only steel or aluminum rocker arms, one (1) per valve, that are acceptable to Track Officials may be used.

B. Roller rocker arms will be permitted. Rocker arms for all General Motors and Ford cars must be an independent single stud type. Dual shaft rocker arms will not be permitted. Offset rocker arms will not be permitted with the exception of the Ford part number M-6049-N351, and the Dodge part number P5249769 cylinder heads intake valve only. Stud girdles will be permitted. All Dodge model engines may mill the existing rocker arm single shaft support towers down and install a mounting plate that permits the rocker arms for a single cylinder to be mounted from the top for easy removal. All aftermarket rocker arm assemblies must be acceptable to Track Officials.

C. Valve covers must be made of steel or aluminum. Magnesium and other exotic materials will not be permitted.

20F - 5.9 Intake Manifold

A. The intake manifold must be approved by NASCAR. The approved manufacturers' identification in the form of cast-in part numbers must remain unaltered on the intake manifold.

B. Track Officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a Competitor's intake manifold conforms to the specifications of the Rule Book.

C. Listed below are the only eligible intake manifolds for Late Model Stock Car Division competition. These intake manifolds must remain as manufactured. Port matching or flow work will not be permitted. Intake manifolds must not be painted or coated. Only one (1) standard flat gasket, a maximum compressed thickness of 0.075 inch, may be used between the cylinder head and the intake manifold. All Edelbrock part numbers are current design Edelbrock Performer Series Intake Manifolds. Older design intake manifolds with the same part numbers will not be permitted.

1. Chevrolet: Edelbrock-Part Number 2101.
2. Dodge: Mopar-Part Number P5249572AB (this number appears on the intake manifold and is to be used to order this part). This intake manifold must be used with a 9.200 inch deck height engine block.
3. Ford: Ford Performer Intake Manifold-Part Number M-9424-C358. This intake is available through CV Products, Thomasville, North Carolina.

D. The intake manifold material must be aluminum. Magnesium or other exotic materials will not be permitted.

E. For all manufacturers approved intake manifolds, the front to rear center divider of the intake manifold may be machined to a minimum width of 1/8 inch at the top of the divider for clearance with the throttle bore holes in the adapter plate. The machining must be an angle cut from the minimum width on each side at the top of the divider and blended to the manufactured width on each side at a maximum blended depth of 1/2 inch down into the plenum area. This is the only machining that will be permitted to the intake manifold. The remainder of the intake manifold must remain as manufactured.

20F-5.10 Carburetor

The carburetor must be NASCAR-approved. Track Officials may use a carburetor provided by the respective manufacturer as a guide in determining whether a Competitor's carburetor conforms to the specifications of the Rule Book.

20F-5.10.1 Eligibility

The NASCAR-approved two (2) barrel carburetor and carburetor rework guidelines are listed below.

A. <u>All engines in the Late Model Stock Car Division:</u>

1. NASCAR has approved the Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1 for all open/built engines. (See B. below for Holley carburetor rework guidelines.)

   The Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1, is the only carburetor that will be permitted on all open/built engines. The Holley 500 CFM model 4412, the Holley 350 CFM model 7448 and the Holley 2300 HP carburetors will not be permitted. The venturis 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.
2. NASCAR has approved the Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetors. The approved part numbers are 4412HB and 4412HBX (Hard Core™ Gray), 4412BK and 4412BKX (Tumble polished aluminum with Black™ Metering block & baseplate). The Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetors must remain as manufactured. (See C. below for Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor rework guidelines.)
3. NASCAR has approved the Holley 390 CFM four (4) barrel carburetor, part number 80507-1 for use on the GM #88958604 or #19318604 and the Ford D347SR crate-type engines. (See letter D. below for Holley carburetor rework guidelines.)

   The Holley 390 CFM four (4) barrel carburetor, part number 80507-1 and the Holley 650 CFM carburetor, part number 80541-1 & 2 are the only carburetors that will be permitted on the GM #88958604 or #19318604 and the Ford D347SR crate-type engines. The venturis 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.

B. <u>Holley 500 CFM-HP two (2) barrel Carburetor Rework Guidelines:</u>

1. <u>Carburetor Main Body:</u>
   Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of

different hole sizes will be permitted for the 500 CFM-HP main body. For the Holley 500 CFM-HP main body, the number of holes and passages must remain as manufactured.

2. The choke plate may be removed, but all screw holes must be permanently sealed.
3. Choke Horn:
   The choke horn may be removed. If the choke horn is removed it must be flush cut with the air cleaner ring. The air cleaner ring must not be altered and remain as manufactured
4. Carburetor Boosters:
   The boosters may be changed but must be of the same type. Size or shape must not be altered. The fuel supply passage inside the booster must not be changed. The booster feed hole (fuel supply hole) size may be changed. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the holes in the choke horn. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied to the holes in the choke horn.
5. 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.
6. 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.
7. Carburetor Throttle Body (base plate):
   The carburetor throttle body (sales number 112-111) 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 or sealed and must be acceptable to Track Officials. Idle transfer slots must remain as manufactured.
8. 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.
9. Throttle Shafts:
   Throttle shafts must remain stock and must not be thinned or cut in any manner. Welding of the lever to the throttle shaft will be permitted.
10. Carburetor Metering Blocks:
    Only Holley 500 CFM-HP metering blocks (sales number 134-280) (part number 12201) will be permitted. For the Holley 500 CFM-HP-approved metering block, the number of holes and passages and the location must remain as manufactured. Additional holes or passages or plugging of holes or passages will not be permitted in the Holley 500 CFM-HP-approved metering block. Existing hole sizes may be enlarged but must not be reduced in size in any way, and must not be plugged. When existing hole sizes are drilled beyond a desired size, a bushing may be installed in the existing hole and re-drilled but must not be smaller than original size.
11. Accelerator Pump:
    Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The retaining screw must not be drilled for a discharge passage. The accelerator pump cam may be changed but the pump diaphragm must remain a 30 cc pump and remain as manufactured

without any changes inside the pump body. Additional diaphragms will not be permitted. A hole may be drilled in the accelerator pump fuel passage on the float bowl side of the metering block above the fuel level to relieve any siphoning through the nozzles. The hole must not be larger than .050 inch diameter.

12. Power Valves and Floats:
    Power valves and floats may be changed. Only Holley replacement parts may be used.

C. Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor Rework Guidelines:

1. Carburetor Main Body:
   Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of different hole sizes will be permitted in the main body. For the 500CFM Ultra HP and XP 2BBL aluminum body carburetor main body, the number of holes and passages must remain as manufactured.
2. Carburetor Boosters:
   The boosters must not be changed. Size or shape must not be altered. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied around the vent tube. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied around the vent tube.
3. Carburetor Venturi:
   The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The location of the venturi must remain as manufactured.
4. 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.
5. Carburetor Throttle Body (base plate):
   The carburetor throttle body must be used as manufactured. The positioning of the throttle bores in the carburetor throttle body must be the same as manufactured. 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. Idle transfer slots must remain as manufactured.
6. Throttle Plates (butterflies):
   Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes in the butterflies must remain as manufactured. Screw heads and screw ends must remain standard.
7. Throttle Shafts:
   Throttle shafts must remain as manufactured and must not be thinned or cut in any manner.
8. Carburetor Metering Blocks:
   Only Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor billet metering blocks will be permitted. For the Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor approved billet metering block, the number of holes and passages and the location must remain as manufactured. Existing hole sizes must not be enlarged or reduced in size in any way, and must not be plugged. Screw in emulsion bleeds of different hole sizes will be permitted in the metering block.
9. Accelerator Pump:
   Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The accelerator pump cam must not be changed and the pump diaphragm must remain a 30 CC pump and remain as manufactured without any changes inside the pump body. Additional diaphragms will not be permitted.

10. Power valves may be changed. Only Holley replacement parts may be used. Floats must remain as manufactured.

D. Holley 390 CFM and Holley 650 CFM four (4) barrel Carburetor Rework Guidelines:

1. Carburetor Main Body:
   Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of different hole sizes will be permitted for the main body. For the main body, the number of holes and passages must remain as manufactured.
2. Carburetor Boosters:
   The boosters may be changed but must be of the same type. Size or shape must not be altered. The fuel supply passage inside the booster must not be changed. The booster feed hole (fuel supply hole) size may be changed. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the respective float bowl vent tube. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied to the respectivefloat bowl vent tube.
3. 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.
4. 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.
5. 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 or sealed and must be acceptable to Track Officials. Idle transfer slots must remain as manufactured.
6. 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.
7. Throttle Shafts:
   Throttle shafts must remain stock and must not be thinned or cut in any manner. Welding of the lever to the throttle shaft will be permitted.
8. Carburetor Metering Blocks:
   When the 390 CFM carburetor is used only metering blocks with part number 11886 will be permitted. When the 650 CFM carburetor is used only metering blocks with part number 11978 will be permitted. The number of holes and passages and the location must remain as manufactured. Additional holes or passages or plugging of holes or passages will not be permitted in the approved metering block. Existing hole sizes may be enlarged but must not be reduced in size in any way, and must not be plugged. When existing hole sizes are drilled beyond a desired size, a bushing may be installed in the existing hole and re-drilled but must not be smaller than original size.
9. Accelerator Pump:
   Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The retaining screw must not be drilled for a discharge passage. The accelerator pump cam may be changed but the pump

diaphragm must remain a 30 CC pump and remain as manufactured without any changes inside the pump body. Additional diaphragms will not be permitted. A hole may be drilled in the accelerator pump fuel passage on the float bowl side of the metering block above the fuel level to relieve any siphoning through the nozzles. The hole must not be larger than .050 inch diameter.

10. Power Valves and Floats:
    Power valves and floats may be changed. Only Holley replacement parts may be used

20F - 5.10.2 Carburetor Spacer / Gaskets

A. Only a one-piece, solid, aluminum carburetor spacer, a minimum 0.700 inch, maximum 0.750 inch in thickness, must be installed between intake manifold and carburetor on all open/built engines.

B. 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-HP 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-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-piece non-metallic gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold.

D. A one-piece, solid, open aluminum carburetor spacer, one (1) inch in thickness, will be permitted between intake manifold and carburetor on the GM #88958604 or #19318604 crate-type engines.

20F - 5.10.3 Carburetor Restrictor

A carburetor restrictor must be used when required by Track Officials.

20F - 5.10.4 Carburetor Fuel Filter

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

20F - 5.11 Forced Air Induction

Fuel injection, superchargers, and turbochargers will not be permitted.

20F - 5.12 Carburetor Air Filter / Air Intake

The air filter housing, including the filter, must be installed during practice or competition. Performance enhancing additives or chemicals will not be permitted in the air filter housing, air filter, or the air intake area.

20F - 5.12.1 Carburetor Air Filter / Air Filter Housing

A. Only a round dry type, unaltered paper or dry type gauze air filter element maintaining a minimum of 12 inches and a maximum of 14 inches in diameter will be permitted. The air filter element must maintain a minimum of 1-1/2 inches and a maximum four (4) inches in height. All air must be filtered through the air filter element. The air filter elements must not be sprayed or soaked with any type of chemicals or liquids.

B. Only a round, commercially manufactured, stamped or spun metal air filter housing will be permitted. Air filter housings must be acceptable to Track Officials. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be permitted. The center stud hole in the top of the air filter housing must not be recessed more than one (1) inch. The air filter housing must be the same diameter as the air filter element. The air filter housing must be centered and set level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. Tubes, funnels, or any device that may control the flow of air will not be permitted inside of the air filter or between the air filter housing and the carburetor.

20F - 5.12.2 Air Intake

Cowl air induction will not be permitted. Ducts, baffles, or air dividers will not be permitted on or leading to the air cleaner or element. Fresh air openings of any type will not be permitted in the hood or cowl area.

20F - 6 ENGINE / CAR ELECTRICAL SYSTEM

All engine/car electrical systems must be approved by NASCAR and be acceptable to Track Officials. Prior to being used in competition, all major engine/car electrical system components must be submitted, in a completed form/assembly, to the office of the NASCAR Competition Administrator for

consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

20F - 6.1 Ignition System

A. Electronic distributors will be permitted. All electronic distributors must be stock type housings, equipped with a magnetic pickup, gear driven, and mounted in the stock location.

B. Single or dual point camshaft driven distributors will be permitted.

C. Only one (1) ignition coil will be permitted and it must be mounted on the engine side of the firewall or inside the car on the ignition system mounting plate.

D. Only one (1) ignition amplifier box will be permitted, if used, and it must be mounted on the right hand side on the front of the dash panel or on an ignition system mounting panel as described in sub-section 20F-3.3B. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted in standard ignition systems.

E. Modifications to ignition amplifier boxes will not be permitted. Track Officials may use ignition amplifier boxes provided by the respective manufacturer as a guide in determining whether or not modifications have been made.

F. Computerized, multi coil, dual electronic firing module amplifier box, or crank trigger systems will not be permitted. Magnetos will not be permitted.

G. Adjustable timing controls will not be permitted.

H. Retard or ignition delay devices will not be permitted.

I. External RPM limiters will not be permitted unless an ignition amplifier box is not used. If used, the external RPM limiter must be analog only.

J. Accessories to regulate the power supply will not be permitted.

K. The ignition amplifier box must have a six (6) pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate manual operation and testing of the ignition components during inspection. The wiring sequence must be the same as the General Motors or Ford ignition amplifier.

L. A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. Any other wires will not be permitted to enter or exit the amplifier box.

M. All ignition wiring harnesses, switches, and connectors must be acceptable to Track Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes. Ignition system wiring should remain visible and accessible. Taping wires together, heat shrink wrap, and/or banded wire looms should not be used. Terminated wiring must be sealed to prevent connection.

N. Track Officials may at their discretion inspect, test, and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.

O. All connectors must allow for the application of a sealing device applied by Track Officials.

20F – 6.1.1 Interrupt Switch

A. An optional auxiliary on/off button that will shut off the ignition system should be mounted on the steering wheel within reach of the driver's thumb when the hands are in the normal driving position. The auxiliary switch must shut off the engine immediately when depressed and the engine must not restart until the button is depressed again.

B. A NASCAR-approved ignition interrupt system which contains a manifold vacuum switch and a brake line pressure switch (and may include a brake pedal position switch) may be used at the driver's option, in conjunction with or to replace the auxiliary on/off button on the steering wheel.

C. The button/interrupter should be mounted inline of the red 16-18 gage power between the main ignition switch and the primary/backup switch. When the button/interrupter is engaged, the ignition amplifier box must automatically shut off. If the ignition amplifier box is originally equipped with a single, white points trigger wire, this wire may be used with an interrupt switch/system.

D. The button/interrupter must use a connector of the Packard Electric type (MSD part #8173), or NASCAR-approved equivalent, to facilitate testing of the ignition system during inspection.

E. Unless otherwise authorized by Track Officials or NASCAR, switches and/or any device other than those described above that are designed to interrupt the operation of the engine will not be permitted.

20F - 6.2 Spark Plugs

Any make or brand of spark plugs may be used. All spark plugs must thread into the cylinder heads using only M14 x 1.24 threads.

20F - 6.3 Alternator

A single alternator system with an internal voltage regulator and one (1) output wire must be used. The alternator system when used must be mounted on the front of the engine in the standard location with the center of the alternator higher than the center of the water pump and must not exceed 14.9 volts of output.

20F - 6.4 Starter

The self-starter must be in working order and in the stock location. Only standard factory OEM type production starters will be permitted. After the Race is underway, cars may be started by hand pushing in the pit area only but under no circumstances is any car permitted to be pushed onto the race track from the pit area.

20F - 6.5 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 rear firewall. The battery box must be mounted inside the outside edge of the frame rails and must not 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. Only one (1) battery with a maximum nominal voltage of 12 volts will be permitted. Accessories to regulate the power supply will not be permitted. Each battery(s) must be of the gel cell or absorption glass mat design, weighing a minimum of 17 pounds.

20F - 6.6 Electrical Switch Locations

All electrical switches must be operable and must be located on the dash panel within reach of the driver, or in the left side door area, except the labeled on/off rotary-type master switch with "on" being in the clockwise direction, which must be located at or on the front of the dash panel in the center. If switches are mounted in the door area, they must be located on a metal plate mounted on the top or bottom of a door bar forward of the steering wheel. The on/off switch must be wired to the battery cable and alternator lead in a manner that would cut off all electrical power in the car. A separate switch for each brake cooling fan will be permitted. All brake cooling fan switches must be mounted on the dash panel and labeled "brake cooling fan" and "on/off". All electrical switches must be labeled.

20F - 6.7 Accessories

A. Except as provided below, cars and drivers will not be permitted to carry onboard computers, automated electronic recording devices, filming devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, digital readout gauges and the like, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his/her person or in his/her possession or in his/her car a device(s) at an Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

B. For broadcasting and media-related purposes only, Track Officials may allow or require selected cars to compete with broadcast telemetry or other positioning and informational systems. Unless otherwise authorized or required by Track Officials, the broadcast telemetry signal from these systems will be limited to the following parameters:

1. RPM (inductive pickup on the secondary wire only).
2. Transmission gear selection.
3. MPH (taken from sensors on the driveshaft or rear wheel only).
4. Brake pedal application.
5. Throttle position indicator (must not be attached to the carburetor).
6. Camera positioning and video switching.
7. All camera locations and styles must be acceptable to Track Officials.
8. All Competitors shall cooperate with Track Officials in connection with the installation and operation of such broadcast systems.

C. Remote lap timing or speed sensing devices will not be permitted.

D. The tachometer control or reset switches must be built into the unit. Remote switches will not be permitted.

E. All electrical wiring harnesses, switches, and connectors must be acceptable to Track Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.

F. Filming devices will not be permitted to extend beyond the pit wall.

G. A timing and scoring transponder bracket is recommended and, if used, must be installed on the right side of the rear sub-frame side rail, (beside the fuel cell) 14 feet, two (2) inches rearward of the leading edge of the front of the

car to the front edge of the transponder bracket. The transponder bracket must be mounted vertically with the square tab on the bottom.

H. Water bottles must not be in the car during qualifying. Hydration systems, when used, must be installed in the same location for qualifying and the Race. The containers must be securely mounted to the chassis in a manner acceptable to Track Officials.

20F-6.8 In-Car Radio Communications

A. The in-car radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted, or scrambled format as determined by NASCAR. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the in-car radio will not be permitted. All transmissions to and from the in-car radio must be in the 450.000MHz-470.000MHz range, and all in-car radio transmitting and receiving frequencies, including squelch codes, must be acceptable to Track Officials. All frequency changes must be updated prior to being used during an Event and be acceptable to Track Officials. The in-car radio is not permitted to transmit or receive any type of telemetry (data) signal or information other than audio communications and must remain independent from any electronic system in the car. Teams will not be permitted to rebroadcast transmissions to or from the in-car radio at any time during an Event. It is strongly recommended that all in-car radio frequencies be licensed for use by the Federal Communications Commission (FCC) and meet all applicable regulations and guidelines.

B. A maximum of one (1), NASCAR-approved, two-way radio will be permitted in the car for audio communications to team members only. It is not permitted to have any frequency of any Competitor installed in the radio at any time.

The car is permitted only one (1), approved radio wiring harness system. The radio wiring harness system will connect to the radio, driver helmet connector and a push to talk switch. Only one (1), push to talk switch will be permitted.

C. Other than for broadcasting and media related purposes only, a single, NASCAR-approved radio antenna, will be permitted to be mounted on the exterior roof of the body and must be acceptable to Track Officials. A second NASCAR-approved radio antenna (back-up) may be used inside the driver compartment.

D. Driver to driver radio communications will not be permitted.

20F - 7 ENGINE COOLING SYSTEM

The engine cooling system and components must be acceptable to Track Officials and meet the minimum requirements set forth in this sub-section. Icing, freon type chemicals or refrigerants must not be used in or near the engine compartment. Additional water lines must not be added to or from the water pump or intake manifold to the cylinder heads or engine block. Portable cooling machines or devices will not be permitted. Heating pads, blankets or any other heating devices will not be permitted for warming the cooling system.

20F - 7.1 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 belts and pulleys will be permitted.

20F - 7.2 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. An electric engine cooling fan is 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.

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. Flat fan blades will not be permitted.

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

20F - 7.3 Fan Shroud / Ducts

A. 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.

B. A rectangular shaped metal or flexible rubber and/or plastic type air box, the width of the radiator, must be attached from the front of the bumper cover to the trailing edge of the radiator. The bottom and the sides of the air box must be straight and be acceptable to Track Officials. Installation of air directional devices, underpans, baffles, dividers, shields or the like will not be permitted in the grille or in the ductwork back to the radiator. Any part or component of the car that has been installed or modified to enhance aerodynamic performance will not be permitted. All air that enters the grille area must flow through the radiator core.

20F - 7.4 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 upward or may be relocated to the rear of the car.

E. 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.

F. Radiator cores and tanks must be constructed from aluminum material. The radiator core must be a standard automotive fin and tube design acceptable to NASCAR Officials. Bar and plate radiator cores will not be permitted. Radiator tanks must be installed on the sides of the radiator core only.

20F - 8 ENGINE LUBRICATION

20F - 8.1 Oil

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

20F - 8.2 Oil Pressure

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

20F - 8.3 Oil Filters

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

20F - 8.4 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.

E. Heating pads, blankets or any other heating devices will not be permitted for warming the oiling system.

20F - 9 ENGINE EXHAUST SYSTEM

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

20F - 9.1 Exhaust Headers

A. 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.

B. Stainless steel, stepped, 180 degree, merge, or crossover equalizer tube systems will not be permitted.

C. Spacers will not be permitted between the cylinder head and the exhaust header. Only one (1) gasket, maximum 0.075 inch thickness, may be used between the cylinder head and exhaust header.

D. Thermal wrap will not be permitted.

E. Scavenge lines and/or hoses will not be permitted between the engine and exhaust system.

F. Internal coatings will not be permitted.

20F - 9.2 Exhaust Pipes

A. **Two (2) separate exhaust pipes are used exiting the car:** When two (2) separate exhaust pipes are used, the exhaust pipes from the exhaust header collector must not be smaller than three (3) inches and must not be larger than four (4) inches outside diameter and must be the same diameter for the entire length. Exhaust pipes may be round or oval. When oval pipe is used it must not be less than 1-1/2 inches in cross section. When the oval pipe is used the outside circumference must be the same as the round exhaust pipe of the same outside diameter. Any device to reduce or enlarge the inside diameter of the exhaust pipe will not be permitted. The use of expanded slip joints on the leading edge of the exhaust pipe at the header collector will be permitted. The exhaust pipe sections must be attached in a manner acceptable to Track Officials. The exhaust must exit the collector and turn either right or left and may join into one (1) pipe that must exit the car either beneath or above the frame rail and must be acceptable to Track Officials.

B. **"Two into one" or "Y" exhaust section:** When the "two into one" or "Y" exhaust system is used, only round exhaust pipes will be permitted. The exhaust pipes from the header collectors extending rearward to the "two into one" or "Y" exhaust section must be three (3) inches outside diameter. The "two into one" or "Y" exhaust section must not exceed twelve inches in overall length. The "two into one" or "Y" exhaust section will transition the two 3 inch inlet pipes to a single exit of a minimum of 3 inches or a maximum of 4 inches. The single pipe (exit pipe) must not be smaller than three (3) inches and must not be larger than four (4) inches outside diameter. The single pipe must be the same outside diameter form front to rear. Any device to reduce the interior diameter of the exhaust pipes including the "two into one" or "Y" exhaust section, from the entrance of the exhaust pipes to the exit of the exhaust pipes, will not be permitted. The exhaust inlet pipes must be routed underneath the transmission. The use of expanded slip joints on the leading edge of the exhaust pipe at the header collector, "two into one" or "Y" exhaust section and the exhaust pipe attaching to the "two into one" or "Y" exhaust section will be permitted. The exhaust pipe sections must be attached in a manner acceptable to Track Officials. Any exhaust pipe exiting through the inside of the car, under the raised floor-pan, must exit the car through the right side door or quarter panel and be completely sealed and not extend more than 1/2 inch outside the body or be installed in a recessed or flat panel in the right side door or quarter panel in front of the right rear tire and must be acceptable to Track Officials. Frames, rocker and quarter panels must not be notched to accommodate exhaust pipes.

C. 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.

D. Thermal wrap will be permitted on the exhaust pipes under the driver compartment area only.

E. Crossover pipes or merge systems will not be permitted.

20F - 9.3 Heat Shields

Heat shields will not be permitted.

20F - 10 DRIVE TRAIN

The drive train systems and components must be acceptable to Track Officials and meet the following minimum requirements. All drive train fasteners and mounting hardware must be made of solid magnetic steel.

20F - 10.1 Clutch

A. Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted.

B. The clutch assembly must be bolted to the flywheel located inside the bell housing.

C. Multiple disc clutches will be permitted up to a maximum of three (3) discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be the push type design.

D. Only solid magnetic steel discs and solid magnetic steel floater plates will be permitted.

E. The minimum clutch disc diameter permitted is 5-1/2 inches.

F. Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.

20F - 10.2 Flywheel

A. Only a magnetic steel flywheel, bolted to the crankshaft, will be permitted. Holes and/or other modifications to the flywheel that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

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

20F - 10.3 Bell Housing

A. Only special production all magnetic steel bell housings will be permitted.

B. The maximum distance from the machined surface at the back of the engine block to the machined surface at the front of the transmission case must be 6-3/8 inches including any spacers.

C. Bell housings must be the same design as an OEM-type production bell housing. The bottom of the bell housing may be cut off horizontally a maximum of one (1) inch below the bottom of the transmission. Cutting on the sides of the bell housing, above this cut off line, will not be permitted.

D. 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.

E. The starter mounting position must remain on the right side for Ford and General Motors engines and the left side for Dodge.

20F - 10.4 Transmission

A. Only standard production OEM type Muncie or T-10 manual four (4) speed transmissions will be permitted. Special production transmissions will not be permitted. Top loader type transmissions will not be permitted. Track Officials may use a transmission provided by the respective manufacturer as a guide in determining whether a Competitor's transmission conforms to the specification of the Rule Book. Only manual shift linkage using the H-pattern type will be permitted on the transmission. The shift lever must be made of metal. All shift rods connecting the shifter mechanism to the transmission must be made of metal.

B. All forward gears and reverse gear must be in working order. Fourth gear ratio must be 1.00:1 (direct). Transmission gear ratios between 1.00:1 and 1.23:1 will not be permitted for the remaining forward transmission gears. Overdrive gears will not be permitted. Fourth gear must be the primary gear engaged on all tracks during competition.

C. Only cast iron, mangesium or aluminum transmission housings will be permitted. The rear housing of the transmission may be changed but must be cast iron, magnesium or aluminum and must be similar in design to the standard production OEM transmission. The side cover (shifter plate) must be the same design and operation as the standard production OEM transmission. Billet or special production side covers will not be permitted.

D. 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.

E. Only OEM type, steel, angle cut forward gears manufactured for the transmission being used will be permitted. Straight-cut forward gears will not be permitted. Synchronizers must be the standard production type.

F. Holes and/or other modifications to 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.

G. All forward gears and reverse gear must be operational from inside the driver's compartment.

H. 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.

I. Five (5) speed transmission with gears removed will not be permitted.

J. Quick change transmissions will not be permitted.

K. Only fire resistant type shifter boots, secured with fasteners, acceptable to Track Officials will be permitted. The shifter boots should meet the SFI 48.1 specification and display a valid SFI 48.1 label visible on the outside surface of the shifter boot. Quick release fasteners should not be used to secure the shifter boot. The shifter boot should be completely sealed to the floor of the car. Installation of the shifter boot must be acceptable to Track Officials. Shifter boots should not be used beyond two (2) years from the date of manufacture.

L. External oil pumps and oil coolers will not be permitted. Transmission lubricating systems must be of the wet sump design only.

M. Heating pads, blankets or any other heating devices will not be permitted for warming the transmission.

N. Transmission vent/breather hose and filter assemblies must be located within the transmission tunnel and must not extend forward of the vertical front firewall. Remote transmission reservoirs and/or fill tubes will not be permitted.

O. All transmissions must contain a minimum of one (1) quart of lubricant.

20F - 10.5 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-piece magnetic steel and must be either 2-3/4 inches or 3 inches in diameter. All drive shafts must be painted white.

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

crossmember 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).

20F - 10.6 Rear Axle

A. The axle housing must be centered between the frame rails plus or minus (+/-) 1/2 inch.

B. Only the following differentials will be permitted:

1. Only Detroit locker ratchet type differentials will be permitted. When this type of differential is used, either wheel, when jacked up with the transmission engaged, must turn freely by hand for one (1) full turn, 360 degrees, while the opposite wheel remains stationary. The locker-type differential must be from an approved manufacturer. Design modifications to a locker assembly will not be permitted.
2. 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. All cap screws attaching the ring gear to the differential locker housing must be installed at all times during competition.

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. Bolt on spindles will be permitted. Axle housings must not be altered and must remain as manufactured. Weight must not be added internally or externally to the axle housings or suspension parts.

F. Only one-piece, magnetic steel axles will be permitted. Crown type axles will not be permitted.

G. Cambered rear axle housings or real axle housings with toe will not be permitted. The method used to check camber and toe will be the Track Officials' discretion.

H. Only metal drive plates, the same thickness on the left and right side, will be permitted and the drive plates must be one-piece with a single internal spline. Grease fittings will not be permitted on the drive plates or axle caps.

I. Rear axle housing support bars or alignment bars will not be permitted during competition. Alignment bar “brackets” will be permitted on the rear axle housing. These brackets will be permitted to be used for attachment of alignment bars for straightening of axle housings but the alignment bars must be removed for competition.

J. External oil pumps and oil coolers will not be permitted. Rear end lubricating systems must be of the wet sump design only.

K. Heating pads, blankets or any other heating devices will not be permitted for warming the rear end assembly.

L. All rear axle housings must contain a minimum of 2-1/2 quarts of lubricant.

M. All drive train fasteners and mounting hardware must be made of solid magnetic steel.

20F - 10.7 Wheels / Lug Bolts / Lug Nuts

A. Only 15 inch diameter five (5) lug magnetic steel wheels with a 10 inch rim width and a reinforced center will be permitted.

B. All wheels must be the same width and offset (backspacing).

C. Only solid, one-piece, heavy-duty 5/8 inch magnetic steel lug bolts and standard one (1) inch hex by minimum 0.650 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. Design modifications to the lug bolt or lug nut will not be permitted.

D. All valve stem hardware must be used in accordance to the tire manufacturer’s specifications.

E. Bleeder valves/air bleeds will not be permitted.

F. Tape will not be permitted on the wheels.

G. Any device, modification or procedure to the tire, wheel, or valve stem hardware that, in the judgment of Track Officials, is used to release pressure (beyond normal pressure adjustments) from the tire, will not be permitted.

20F - 10.8 Tires

Only track-approved tires will be permitted. Approved tires are those tires that comply with the requirements of this rule and are recommended by a tire manufacturer for use by Competitors in the Event.

20F - 10.8.1 Physical Requirements

A. Any track-approved tire will be permitted provided the tire does not exceed a maximum side wall measurement of 13.35 inches mounted on a 15 inch wheel with a 10 inch rim width.

B. Hand grooving, buffing, grinding, and/or cutting on any area of racing tire will not be permitted.

C. Tire or wheel warming, using heaters, blankets, micro-wave or any other method will not be permitted.

20F - 10.8.2 Tire Manufacturer Obligations

A. Unless notified otherwise, all tires must be used in approved positions. Approved positions are those positions on the car which are recommended by a tire manufacturer for its tires used by Competitors in the Event.

B. The tire identification markings must be unique to one particular size, construction, and rubber compound combination.

C. The same tires must be made available to each Competitor.

20F - 10.8.3 Tire Measurement Procedure

A measuring device may be used to determine the maximum size of the tire. New tires may be selected at each Event by Track Officials for measurements. Tires to be measured must be mounted on a 15 inch wheel of the proper rim width. Thirty pounds tire pressure will be required for the measurements. All four (4) tires must be the same make.

20F - 10.8.4 Tire Usage Rules

The following rules govern the use of approved and qualified tires:

A. All cars qualified for any Late Model Stock Car Division Race may be required to start the Race on the same tires used for qualifying.

B. All cars qualified for any Event will be required to start and run the entire Race on the same brand of tires used for qualifying and qualifying Races.

C. During the running of any Late Model Stock Car Division Race, only one (1) jack and only one (1), 1/2 inch drive air wrench with a single socket capable of removing or attaching one (1) lug nut at a time will be permitted. The socket must not have the capability of retaining or dispensing any lug nuts.

D. Should identification numbers, or serial numbers be defaced on any previously approved tire, the tire will be ruled ineligible for competition.

E. Explanation of qualifying tire rule:

When an Official detects a change in the tires before the start of the Race, the Competitor will be permitted to change the tires back to the original tires used in qualifying and the car will be permitted to start the Race at the rear of the field.

F. Tires that, in the judgment of Track Officials, have been altered by unauthorized treatment will not be permitted.

20F - 11 FRAMES

All frames and frame components must be approved by NASCAR. Prior to being used in competition, all frames and frame components must be submitted to the office of the NASCAR Competition Administrator for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

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. The frame used must meet the minimum requirements described in the following sub-sections.

20F - 11.1 General Frame Eligibility

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 must not be offset from the main frame centerline. The front and rear sub-frame rails must be parallel, both vertically and horizontally, to the main frame rails. Holes and/or other modifications to the frame, frame supports, front and rear sub-frames, crossmembers, and any other frame components that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. Tubing used for frame rail sections must be the same size and thickness for the entire length.

20F - 11.2 Frame Requirements

A. Main Frame

The main frame and crossmember assembly must meet the specifications and dimensions as described in this sub-section and shown in Diagrams #1, #2, & #3 in the rear pages of the Rule Book. The main frame must consist of two (2) side rails of magnetic steel box tubing, equal height, width, and length on each side, inserted in standard rocker panels. The main frame rails must be parallel and located an equal distance from the chassis longitudinal centerline. When measured from the outside edge of the left side main frame rail to the

outside edge of the right side main frame rail, a minimum width of 57 inches and a maximum width of 64 inches must be maintained on all frames. The main frame must be constructed using magnetic steel box tubing measuring two (2) inches in width by three (3) inches in height or three (3) inches by four (4) inches with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specification.

A rear suspension crossmember which may include truck trailing arm mounting brackets and must include the front driveshaft hoop, must be constructed and located between the left and right main frame rails. The rear suspension crossmember must be constructed using a minimum two (2) inches wide by two (2) inches high square magnetic steel tubing with a wall thickness of 1/8 inch meeting the ASTM A-500 specification. The rear suspension crossmember must be straight from left side to right side and welded perpendicular to the inside vertical walls of the main frame rails. Added weight will not be permitted inside any crossmember.

B. Front Sub-Frame

1. A General Motors type front steer, tubular front sub-frame must be constructed using two (2) inches wide by four (4) inches high magnetic steel box tubing with a wall thickness of 0.083 inch meeting the ASTM A-500 specification. The front sub-frame left and right side connecting rails must be located at or near the front ends of the main frame rails. The front sub-frame rails must continue forward from the connecting rails incorporating attachments for the steering linkage, suspension and engine, ending at a location forward of the steering gear mount and sway-bar tube. The connecting rails must be constructed using minimum two (2) inches or three (3) inches wide by maximum four (4) inches high rectangular box tubing with a wall thickness of 1/8 inch meeting ASTM A-500 specification. The mounting location of the connecting rails must match on the left and right side. The measurement from the front of the front connecting rails to the rear of the rear connecting rails must be the same on the left side and the right side and be in the same location from side to side and front to rear. The connecting rails must be welded perpendicular to the inside vertical walls of the main frame rails. The front sub-frames must extend forward from the connecting rails with the side rails located parallel, left side to right side, and an equal distance from the chassis longitudinal centerline at a width of 32 inches, center to center. The right side and left side front sub-frame rear side rails must rise going forward between 22 degrees and 25 degrees with one side a length of 16 inches and the opposite side with a length between 15 inches and 17 inches. The right side and left side front sub-frame forward side rails must weld to the rear side rails and continue forward a minimum length of 27 inches and a maximum length of 29 inches. The front sub-frame forward rails must be parallel to the main frame rails and located an equal distance from the chassis longitudinal centerline.

   Optional right and left side front frame extensions may be welded or bolted to the front sub-frame forward side rails. If bolted, the frame extensions must be attached using a minimum of 3/8 inch diameter bolts in a manner acceptable to Track Officials. These extensions must be constructed using two (2) inches wide by three (3) inches high by 0.083 thick magnetic steel box tubing. When installed, the extensions should angle down a maximum of 18 degrees.

   A front sub-frame lower suspension mounting crossmember must be located a distance of 25 inches plus or minus (+/-) 1/2 inch measured from the leading edge of the front sub-frame connecting rails to the centerline of the front crossmember. The front sub-frame lower suspension crossmember must be constructed using two (2) inches high by three (3) inches wide magnetic steel tubing with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification. The lower suspension crossmember must be welded perpendicular to the front sub-frame forward side rails.

   The left and right sides of the lower suspension crossmember must be connected under the engine oil pan using one of the following options.

   a. A securely welded center section made of 1/2 inch thick by three (3) inches wide magnetic steel plate with a 1/4 inch by two (2) inches wide support plate at each end must be welded in place.
   b. A removable center section made of three (3) pieces of one (1) inch by one (1) inch by a minimum of 0.120 wall thickness square tubing welded together to form a three (3) inch wide center section. The center section and crossmember ends must be reinforced with 3/8 inch thick by three (3) inches wide welded steel plate. A minimum of four (4), 3/8 inch diameter bolts (two (2) on each end) must be used to attach the center section. Installation must be acceptable to Track Officials.

The front mounting points for the lower A-frames must be 8-3/4 inches measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt. The rear mounting points for the lower A-frames must be 14-1/4 inches, plus or minus (+/-) 1/2 inch, measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt. An eccentric type adjuster or adjustable inserts (slugs) may be used on the rear mounting bolt to maintain a distance of 25-1/2 inches, plus or minus (+/-) 1/2 inch from the center of the lower ball joint to the leading edge of the main frame side rail connecting rails. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the longitudinal centerline of the sub-frame must be equal. The mounting plates for the upper A-frames must be welded to the top of the sub-frame rails and be parallel with the longitudinal centerline of the front sub-frame rails.

2. A Ford type rear steer, tubular front sub-frame must be constructed using two (2) inches wide by four (4) inches high magnetic steel box tubing with a wall thickness of 0.083 inch meeting the ASTM A-500 specification. The front sub-frame must start at the front ends of the main frame rails and weld to left and right side connecting rails. The front sub-frame rails must continue forward incorporating attachments for the steering linkage, suspension and engine, ending at a location forward of the sway-bar tube. The connecting rails must be welded to the inside vertical walls of the main frame rails at the front edge of the main frame rails. The connecting rails must be constructed using two (2) inches or three (3) inches wide by four (4) inches high rectangular box tubing with a wall thickness of 1/8 inch meeting the ASTM A-500 specification. The material dimensions and mounting location of the connecting rails must match on the left and right sides. The front sub-frames must extend forward from the connecting rails with the side rails located parallel, left side and right side. The right side front sub-frame rear side rail must be located 16 inches on center from the chassis longitudinal centerline. The left side front sub-frame rear side rail must be located 18 inches on center from the chassis longitudinal centerline. The right side and left side front sub-frame rear side rails must rise going forward, between 22 degrees and 25 degrees, a length of 19-1/2 inches and weld to the back of the front spring bucket.

   All rear steer, Ford type, front sub-frames 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 measured at any point from the rear of the spring mount to the front of the sub-frame assembly. The right and left side front sub-frame forward side rails must weld to the front of the spring buckets and extend forward a distance of 21-1/2 inches and may angle downward a maximum of 18 degrees.

   A front sub-frame lower suspension mounting crossmember must be located a distance of 21-5/8 inches from the leading edge of the front sub-frame connecting rails to the centerline of the front crossmember. The front sub-frame lower suspension crossmember must be constructed using two (2) inches high by three (3) inches wide magnetic steel tubing with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification. The lower suspension crossmember must be welded perpendicular to the front sub-frame forward side rails.

   The left and right sides of the lower suspension crossmember must be connected under the engine oil pan using one of the following options.

   a. A securely welded center section made of 1/2 inch thick by three (3) inches wide magnetic steel plate with a 1/4 inch by two (2) inches wide support plate at each end must be welded in place.
   b. A removable center section made of three (3) pieces of one (1) inch by one (1) inch by a minimum of 0.120 wall thickness square tubing welded together to form a three (3) inch wide center section. The center section and crossmember ends must be reinforced with 3/8 inch thick by three (3) inches wide welded steel plate. A minimum of four (4), 3/8 inch diameter bolts (two (2) on each end) must be used to attach the center section. Installation must be acceptable to Track Officials.

   The front mounting points for the lower A-frames must be eight (8) inches measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt. Strut rods must be bolted in the stock location on the lower A-frames and extend

forward to a mounting crossmember. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the longitudinal centerline of the sub-frame must be equal. The mounting plates for the upper A-frames must be welded to the top of the sub-frame rails and be parallel with the longitudinal centerline of the front sub-frame rails.

C. Rear Sub-Frame

The rear sub-frame side rails must be minimum two (2) inches in width by three (3) inches in height magnetic steel box tubing with a wall thickness of 0.083 inch meeting the ASTM A-500 specification. The rear sub-frame rail forward ends must be welded to left and right side connecting rails. The measurement from the front of the front connecting rails to the rear of the rear connecting rails must be the same on the left side and the right side and be in the same location from side to side and front to rear. The connecting rails must be welded perpendicular to the inside vertical walls of the main frame rails near the rear edge of the main frame rails. The connecting rails must be constructed using two (2) inches or three (3) inches wide by four (4) inches high rectangular box tubing with a wall thickness of 1/8 inch meeting ASTM A-500 specification. The mounting locations of the connecting rails must match on the left and right sides. The rear sub-frame rails must extend rearward from the connecting rails up and over the rear axle and down to the fuel cell mounting location then rearward to the rear crossmember. The rear sub-frame rails must be concentric in shape, mounted parallel to each other, left side to right side, and the sections above the rear axles and next to the fuel cell must remain parallel to the main frame rails. Left side and right side rear sub-frame rails must be located an equal distance from and parallel to the chassis longitudinal centerline. The rear sub-frame must incorporate the mounting locations for the rear springs, shocks, panhard bar, and fuel cell ending with a crossmember constructed of a minimum of one (1) inch in width by three (3) inches in height with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification.

A round tubular reinforcement bar, constructed of a minimum 1-1/2 inches outside diameter by a minimum wall thickness of 0.083 inch, must extend below the rear frame rear crossmember. This reinforcement bar must be the width of the rear sub-frame rear side rails and must extend down to a location that is flush with the bottom of the fuel cell recessed well. Two vertical supports must be installed evenly spaced between the rear sub-frame rails and welded to the bottom of the rear sub-frame rear crossmember and the top of the reinforcement bar. Two (2) support bars constructed of like material must be located and welded in place between each lower corner of the reinforcement bar and angle up to the bottom surface of the rear sub-frame rear side rails near the fuel cell recessed well.

20F - 12 SUSPENSION

A. All suspension systems, components, and parts must be acceptable to Track Officials. Unless otherwise authorized by Track Officials, non-ferrous suspension parts will not be permitted. All suspension fasteners and mounting hardware must be made of magnetic steel. The following minimum requirements must be met:

B. Rear Suspension Trailing Arms

1. Only a conventional two (2) link truck trailing arm type with the same configuration on both sides or a three (3) link passenger car type suspension will be permitted. Bushings for truck trailing arms that, in the judgment of Track Officials, allow excessive vertical or horizontal movement will not be permitted.
2. Truck trailing arms must be attached to the rear axle housing, with one (1) solid round 3/4 inch outside diameter "U" bolt on each side over the rear axle housing and through the truck trailing arm, with nuts securing the truck trailing arm to the axle housing. The rear truck trailing arm mount, where the truck trailing arm attaches to the rear axle housing, must be the same on both the left and right sides when measured from the center of the rear end pinion shaft outward to the alignment pin for the rear truck trailing arm. Any spacers used between the rear axle housing and the truck trailing arms must be made of a magnetic steel or aluminum solid block. Truck arm U-bolt retainers must be adequately tightened as defined by industry standard torque recommendations for a 3/4 inch diameter fine threaded fastener. Two (2) maximum 13/16 inch inside diameter, steel tubes must be installed in the longitudinal centerline of the truck trailing arm at the U-bolt mounting location. These tubes are a welded component of the truck trailing arm assembly and must be completely welded to both halves of the truck trailing arm. ANY DEVICE(S) THAT WILL PERMIT MOVEMENT OR ROTATION OF THE REAR END HOUSING WILL NOT BE PERMITTED. Truck trailing arms must be attached to the chassis in the front with monoballs mounted in a solid,

one-piece truck trailing arm welded sleeve. The monoballs must be the same on both sides. Each truck trailing arm must be attached with a solid, one-piece, minimum 3/4 inch diameter magnetic steel bolt. An eccentric-type adjuster may be used on only one (1) of the front truck trailing arm mounting points for vertical and/or horizontal adjustments. Adjustable insert plates may be used on the other front truck trailing arm mounting point for vertical and/or horizontal adjustments. The maximum horizontal adjustment will be limited to 3/4 inch. 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. The front truck trailing arm mounting brackets must be an equal distance from the longitudinal centerline of the main frame rails.

3. Mounting points on the axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the longitudinal 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 be within 1/4 inch of equal length with a minimum length of 45 inches and a maximum length of 51 inches. Pickup truck OEM trailing arms may be cut down to a minimum two (2) inches wide by three (3) inches high.
4. I-Beam style truck trailing arms may 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 nominal wall thickness of 1/8 inch meeting the ASTM A-500 specifications, plug welded and/or stitch welded with a plug weld or a minimum one (1) inch stitch weld every eight (8) inches or less back to back for the entire length, creating a vertical wall of two (2), 1/8 inch minimum wall thicknesses with a completed overall size of two (2) inches in width by three (3) inches in height. The minimum thickness of truck trailing arm material acceptable to Track Officials will be 0.117 inch. Box tube truck trailing arms will not be permitted. Adjustable truck trailing arms will not be permitted.
5. 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.
6. 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 specification. 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. Adjustable rear trailing arms will not be permitted. All trailing arm mounting brackets must be magentic steel. 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 or weight addition will not be permitted. Any other modifications, that in the judgment of Track Officials, such as but not limited to weight addition, will not be permitted. The third link (torque rod) must be a single one-piece, straight, round, solid or tubular bar with heim joints (spherical rod ends) on each end. Rubber bumpers, springs or spring loaded bars will not be permitted.
7. The rear axle housing must be held in the center of the car side to side by a single one-piece straight tubular panhard bar, with adjustable heim-joints (spherical rod ends) on each end, behind the rear axle connected to the frame on the right side and the rear axle housing on the left side. The difference in the mounting locations of the panhard bar centerline, forward or rearward from the centerline of the rear axle assembly must not be more than 1-1/2 inches. The panhard bar mounting bolt, at each end of the panhard bar, must be 3/4 inch in diameter and must include a 1/8 inch thick magnetic steel washer with an outside diameter larger than the body of the heim-joint (spherical rod end). Movable threaded-screw adjusters will be permitted on the panhard bar. If used the movable threaded-screw adjuster must be mounted on the frame mount side. The upper adjustment to the threaded-screw bracket (located just under the rear window) must

share the same vertical centerline with the threaded-screw bracket. The panhard bar, panhard bar brackets and/or components, must not be lower than the lowest edge of the wheel (rim).

20F - 12.1 Coil Springs / Spring Mounts / Jacking Bolts

COIL BINDING WILL NOT BE PERMITTED ON ANY SPRING. ALL COILS OF THE SPRING MUST BE ACTIVE. ALL COIL SPRINGS MUST COMPETE WITH BODY MASKING OR CLOTH DUCT TAPE APPLIED BETWEEN THE CENTER COILS OF THE SPRING.

All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, whichever occurs first. Any travel limiting device or procedure that in the judgment of Track Officials attempts to detract from or compromise the above will not be permitted. Any device(s) such as chains, cables, etc. that limit the travel of the suspension either up or down will not be permitted. When jacking the car, a minimum of two (2) inches of chassis movement is required before movement of the axle/tire assembly.

Only coil spring suspension will be permitted. All coil springs must be constructed using round magnetic steel wire, wound in a clockwise direction. 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.

A. Coil Over Springs

1. Front coil-over springs must mount to the stock appearing lower A-frames on the centerline of the lower ball joint. The front coil-over assembly must mount through the upper A-frame and remain vertical front to rear with the lower mount. Adjustable mounts of any type will not be permitted. The use of jacking bolts on the coil over assembly will not be permitted. Coil-over spring seats, if used, must be flat nylon or flat steel washer type or top hat style only. Thrust -type bearing plates will be permitted on the spring seats. Load centering spring perches of any type, including but not limited to hydraulic or rubber will not be permitted. Front coil-over springs must not exceed the nominal three (3) inches inside diameter for the entire length of the spring. The coil-over springs may be less than the nominal three (3) inches inside diameter at each end only to match the spring seat diameter. The free height of the bare front coil-over springs must not be more than 14 inches and must not be less than 10 inches. All coils must be evenly spaced after the first coil at the end of the spring.
2. Strut bars will not be permitted for mounting of the coil overs.
3. Rear coil-overs must be permanently mounted on the outside of the rear sub-frame rails in the same location on the left and right side. Adjustable mounts of any type will not be permitted. The use of jacking bolts on the coil-over assembly will not be permitted. Coil-over spring seats, if used, must be flat nylon or flat steel washer type or top hat style only. Thrust -type bearing plates will be permitted on the spring seats. Load centering spring perches of any type, including but not limited to hydraulic or rubber will not be permitted. Both springs must be mounted to brackets on the rear axle housing in the same location on the left and on the right side. Rear coil-over springs must not exceed the nominal three (3) inches inside diameter for the entire length of the spring. The coil-over springs may be less than the nominal three (3) inches inside diameter at each end only to match the spring seat diameter. The free height of the bare rear coil-over springs must not be more than 14 inches and must not be less than 12 inches. All coils must be evenly spaced after the first coil at the end of the spring.
4. Only one (1) spring per wheel will be permitted.
5. Coil over springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground.
6. Progressive or digressive rate springs will not be permitted.
7. One (1) spring rubber insert, not to exceed one (1) full coil, acceptable to Track Officials will be permitted. Coil spring wire wrap will not be permitted.

B. Front Coil Springs

1. The front coil springs must be heavy-duty magnetic steel and must be constructed with one closed, ground coil end and one (1) open coil end. The closed end of the coil spring should not have a gap larger than 1/8 inch. Grinding of the open coil should not be permitted beyond the first inch of the open coil and should not exceed 1/2 of the coil spring wire diameter.

2. All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch.
3. The free height of the bare front coil springs must not be more than 10-1/2 inches and must not be less than 7-1/2 inches.
4. All front coil springs must maintain a minimum outside diameter of 5-1/4 inches and a maximum outside diameter of 5-3/4 inches.
5. Progressive or digressive rate springs will not be permitted.
6. The front coil spring mounts must be located on the lower A-frame for the bottom mount and the top mount must be a bucket-type and be welded to the front sub-frame rails and be the same on both the left and right side. The front coil spring upper mount plate must be attached to the front jacking bolt in a manner acceptable to Track Officials. Monoball(s), excessive taper, bevels, or other devices on the end of the front jacking bolt, the front coil spring mounting plate, the front coil spring mounting bolt or in the front upper spring mount will not be permitted. The hole in the front coil spring upper mount plate must be round and must not be larger than 1/16 inch diameter than the front coil spring mounting plate bolt. The upper and lower coil spring mount must support the front coil spring for 360 degrees of each coil spring mount when the car is set at the specified inspection heights. The upper coil spring seat must be flat. Thrust - type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat.
7. Heavy-duty solid metal bolts (jacking bolts), with a minimum diameter of 1-1/8 inches, utilizing right-hand threads, and a single thread count of not less than 12 threads per inch for the entire length of the jacking bolt, must be used. The jacking bolts must be installed, using a solid threaded sleeve welded completely into the frame spring bucket, in a manner acceptable to Track Officials for the purpose of raising or lowering the car. Jacking bolts and the threaded sleeves must be the same thread configuration on the left and right side.
8. Front jacking bolts will not be permitted to be located through the frame rails. The front jacking bolts when measured from the inside wall of the front sub-frame rail to the center of the jacking bolt mount must not be less than three (3) inches and not more than four (4) inches. The front jacking bolts must be mounted on the centerline of the front crossmember, plus or minus (+/-) one (1) inch. The front jacking bolts must be in the same location on both sides. The front jacking bolts must be perpendicular to the sub-frame rails. The front jacking bolts must be mounted on the vertical centerline of the lower spring bucket.
9. One (1) spring rubber insert, not to exceed one (1) full coil, acceptable to Track Officials will be permitted. Coil spring wire wrap will not be permitted.

C. Rear Coil Springs

1. The rear coil springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground. The closed ends of the coil spring must not have a gap larger than 1/8 inch.
2. All coils must be evenly spaced between the top and bottom closed ends of the spring. All coils must be wound producing the same inside and outside coil diameter.
3. The free height of the bare rear coil springs must not be more than 14 inches and must not be less than 11 inches.
4. 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.
5. All upper and lower rear coil spring mounts must be located between the rear frame side rails. Only one (1) rear jacking bolt frame mount per side will be permitted. 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. Heavy-duty solid metal bolts (jacking bolts), with a minimum diameter of 1-1/8 inches, utilizing right-hand threads, and a single thread count of not less than 12 threads per inch for the entire length of the jacking bolt, must be used. Jacking bolts and threaded sleeves must be the same on the left and right side. The rear jacking bolts must be mounted on the vertical centerline of the lower spring mount. Monoball(s), excessive taper, bevels or other devices on the end of the rear jacking bolt, the

rear coil spring mounting bolt or in the rear upper spring mount will not be permitted. The hole in the rear coil spring upper mount plate must be round and must not be larger than 1/16 inch diameter than the rear coil spring mounting bolt. The upper and lower coil spring mount must support the coil spring for 360 degrees of each coil spring mount. The upper coil spring seat must be flat. Thrust-type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat

6. The rear coil spring lower mounts must be located in front of the rear axle housing.
7. The rear coil spring upper mounts must be located and welded on the chassis directly above the lower mounts.
8. One (1) spring rubber insert, not to exceed one (1) full coil, acceptable to Track Officials will be permitted. Coil spring wire wrap will not be permitted.
9. All coil springs must maintain a minimum outside diameter of 4-3/4 inches and a maximum outside diameter of 5-1/4 inches.
10. Only one (1) spring per wheel will be permitted.
11. Progressive or digressive rate springs will not be permitted.

20F - 12.2 Sway Bars (Anti-Roll Bars)

Sway bars, when used must be used for the purpose of anti-roll only. The front sway bar must freely rotate in their mounts. The movement of the front sway bar arms must not be prevented or restricted beyond that of normal use as an anti-roll bar.

A. The main body of the front sway bar must be one-piece, magnetic steel and must be mounted centered under the front sub-frame. The sway bar must be mounted perpendicular to the front sub-frame rails. The maximum outside diameter of the sway bar splined ends will be 1-3/4 inches. The nominal length of the sway bar will be 37-1/2 inches. The maximum inside diameter of the sway bar will be 3/4 inch for the entire length of the sway bar.

B. The sway bar arms must be constructed of metal and may be splined for attaching to the main body. Only two (2) one-piece sway bar arms, one (1) per side, may be used on the front sway bar. The minimum length of the sway bar arms will be 11 inches and the maximum length of the sway bar arms will be 16 inches. The sway bar arms may be angled or straight but must be the same length and configuration on each side. The sway bar arms must mount to the front edge of the lower A-frame at the same location on each side. The sway bar arms must not extend rearward of the mounting location on the front edge of the lower A-frame. Heim joints (spherical rod ends) may be used for attaching the sway bar arms to the lower A-frames. Quick release pins will not be permitted.

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

20F - 12.3 Shock Absorbers

Shock absorbers and components must be from an approved manufacturer. The approved shock absorbers 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.

As per local Track Rules, oil-type shock absorbers will be permitted. Specifications and rules for these oil-type shock absorbers will be developed, implemented, governed and enforced by the individual Track Rules.

The approved shock absorbers and components are as follows:

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

Ohlins NCJ Series with only the approved Ohlins Standard and MX2 Pistons

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

C2P NAEX Series with only the approved Linear #62070 and Hi-Flow #040011 Pistons

Advanced Racing Suspensions 4000 Series with only the approved #40094 Piston

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

JRI ST/08 Series with only the approved #3803-15 piston

Blackmajic Shocks (Shadow Racing Products) BML Series with only the approved BML linear piston

A. Changes in shock absorber force must not be made by the position of the shock absorber shaft, only by the velocity of the shaft through the compression and rebound stroke.

B. Track Officials may use a shock absorber and internal components provided by the respective manufacturer as a guide in determining whether a Competitor's shock absorber and internal components conforms to the specification of the Rule Book.

C. The only shock absorbers and internal components permitted will be those approved by NASCAR and Track Officials.

NOTE: The internal bore of the shock absorber body must remain as supplied by the manufacturer. The internal bore diameter of the shock absorber body must be the same from top to bottom. Tapers, steps, grooves and other misalignments will not be permitted. Modifications which provide position sensitive piston travel will not be permitted.

D. External adjustments will not be permitted on any shock absorbers.

E. Shock absorber base valves will not be permitted.

F. "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. The shim stack must be of the single pyramid type with the exception that multiple shims of the same size may be stacked together. The inside diameter of the shims must match the shaft diameter with the exception of the outer ring of the ring shim.

G. 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. The piston band must be the original band for the approved manufacturer's piston. The piston band and piston band groove in the piston must remain the standard size and must not be altered.

H. Only one-piece open style jets that bleed equally in both compression and rebound will be permitted. Solid plugs in place of open jets will be permitted. Check balls will not be permitted.

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

J. The single floating divider piston in the integral gas reservoir must be installed to the manufacturer's specifications without any modifications.

K. The gas reservoir must not be filled with any material other than in an inert-gas form. Oils or any other types of liquid or materials that are not approved by NASCAR or Track Officials will not be permitted in the gas reservoir side of the shock absorber divider piston.

L. 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 (not to exceed 100 degrees Fahrenheit) by temperature monitoring devices used by Track Officials. Gas pressure will be checked with the shock absorber removed from the race car and fully extended. After being charged, at any time, the shock absorbers must fully compress and fully extend the entire length of the shock absorber shaft without any type of mechanical assistance. After being charged, at any time, the front and rear shock absorbers must compress or extend a distance of six (6) inches in a time span of 1-1/2 minutes or less with a 50 pound weight attached to the NASCAR or Track shock absorber measuring device.

M. An external Schrader valve, needle valve, etc. will be required to pressurize the shock absorber with gas. The competitor must have the equipment required to adapt to the technical inspection equipment to check the gas pressure in the shock absorber.

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

O. 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.

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

Q. Coil over shock absorbers will be permitted.

R. Remote or electronically controlled shock absorbers will not be permitted.

S. A maximum of one (1) shock absorber per wheel will be permitted.

T. Quick disconnect shock absorber mounts will not be permitted. The shock absorber must be attached with positive nut and bolt mounting fasteners. Adjustable shock absorber mounts of any type will not be permitted. Shock absorbers must be mounted on the car with the gas reservoir to the top. Shock absorber eyelets of different length will be permitted but must not limit the travel of the chassis.

U. Shock absorbers will not be permitted inside of the front or rear coil springs, with the exception of the coil over type springs.

V. All rear shock absorbers must be mounted behind the rear axle housing

W. The rear shock absorbers must not angle inboard towards the center of the car more than 30 degrees from vertical.

X. Heating pads and/or blankets will not be permitted for warming the shock absorbers.

Y. Shock absorbers and internal components are subject to inspection at any time by Track Officials.

Z. It is the responsibility of the driver, not NASCAR or Track Officials, to ensure the shock absorbers are used in accordance with the manufacturer's instructions and specifications.

20F - 12.4 A-Frames

A. A-frames must have a stock appearance and be made of magnetic tubular 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. Modifications that, in the judgment of Track Officials, have been made with the intent of weight addition will not be permitted. Added weight must not be attached to the A-frames.

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. The length of the lower A-frames must be a minimum of 15-1/8 inches and a maximum of 16-1/8 inches, from the center of the ball joint to the centerline of the mounting points. The location of the center of the lower ball joints must be an equal distance from the centerline of the front sub-frame rails plus or minus (+/-) 3/8 inch. Both lower A-frames must be the same length (no offsets permitted). The General Motors type lower A-frames must be constructed using a minimum 3/4 inch wide by two (2) inches high magnetic steel tubing. 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 and frame rails, front and rear, to the front mounting points of the lower A-frames, left and right, must be the same.

E. The lower A-frames must attach to the chassis using two (2), minimum 1/2 inch diameter magnetic steel bolt and nut assemblies per side. Only one (1) non-adjustable lower A-frame front mounting hole per side in the chassis or A-frame will be permitted. Vertical adjustments for lower A-frames will be permitted and do not have to be welded; left and right must be the same. An eccentric type adjuster or plate may be used on the rear mounting bolt.

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. The ball joints must not have any adjustment with the exception of a free play adjustment in the housing for the ball and socket.

H. The spring bucket in the lower A-frame must be round magnetic steel and must not exceed a maximum of 6-5/8 inches inside diameter. The spring bucket must not be flared or scalloped at the top or bottom. The distance from the center of the spring bucket to the center of the ball joint must not be less than 6-1/2 inches or more than 7-1/2 inches and must be the same on the left and right sides. A metal spring seat (helix) may be used in the bottom of the spring bucket. The metal spring seat (helix) must be bolted securely in place.

I. The upper A-frames must attach to the chassis using two (2), minimum 1/2 inch diameter magnetic steel bolt and nut assemblies per side. The upper A-frame cross-shaft must be a one-piece magnetic steel straight shaft and must not be offset. The upper A-frame must pivot on the centerline of the cross-shaft.

20F - 12.5 Spindles / Wheel Bearings / Hubs

A. One-piece, non-adjustable, heavy-duty magnetic steel spindles must be used. 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. Wheel bearings must be magnetic steel, tapered roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs. Oil bath hubs will not be permitted.

D. Wide five (5) pattern hubs will be permitted.

E. Front and rear hubs must have the same dimensions on the left and right side. Offset hubs will not be permitted.

F. Spindle adjustment bushings will be permitted and do not have to be welded.

20F - 12.6 Tread Width Requirements

A. Magnetic steel or aluminum wheel 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 be the same thickness.

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. Tread width may also be measured at the outside of the left side wheel bead to outside of the right side wheel bead and must not exceed 74-3/4 inches. A tolerance of 1/2 inch will be permitted between the front tread width and rear tread width, but the tread width must not exceed 64-1/2 inches.

20F - 12.7 Wheelbase Requirements

All cars must compete with a wheelbase of 105 inches. The left side must be between a minimum of 104-1/2 inches and a maximum of 105-1/2 inches. The right side must be between a minimum of 104-1/2 inches and a maximum of 105-1/2 inches. Any device or procedure which has the ability to dynamically change the wheelbase beyond normal travel parameters will not be permitted.

20F - 12.8 Body Height / Ground Clearance Requirements

All measurements will be with the driver in the car and ready to compete.

20F - 12.8.1 Body Height Requirements

A. Cars must maintain a minimum roof height of not 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 centerline.

B. Competitors presenting cars for inspection of the minimum body height and the minimum 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-qualifying and Pre-Race inspection. If tire pressure(s) fall below recommended tire pressure(s) after competition, tires will be re-inflated to the recommended inspection pressure(s) as specified by the participating tire manufacturer for the Event.

C. For more detailed body height dimensions, refer to the rear pages of the Rule Book under Construction Guidelines.

20F - 12.8.2 Ground Clearance Requirements

A. The frame rail, sheet metal, front air dam extensions and rocker panel extensions ground clearance must be a minimum of four (4) inches.

B. The front air dam ground clearance must be a minimum of four (4) inches.

C. All suspension parts ground clearance must be a minimum of four (4) inches.

D. The exhaust pipe ground clearance must be a minimum of three (3) inches.

E. The engine ground clearance from the center of the crankshaft at the water pump belt pulley must be a minimum of 12 inches and a maximum of 13 inches.

F. Ground clearance requirements will be with the driver in the car.

G. Devices and/or procedures designed to, or used to, reduce or hold the car lower than the specified heights will not be permitted.

20F - 12.9 Car Height Adjustment / Handling Devices

A. Any devices for adjusting the handling characteristics or 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.

20F - 13 STEERING COMPONENTS

The car steering components must be acceptable to Track Officials and meet the following minimum requirements:

A. All cars must be equipped with a magnetic steel steering shaft. A collapsible steering section in the steering shaft should be used and must be acceptable to Track Officials.

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 and/or other modifications in steering components that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted. Heim joints (spherical rod ends) will not be permitted on any steering linkage.

D. The center top of the steering post must be padded with at least two (2) inches of resilient material acceptable to Track Officials.

E. A quick-release steering wheel coupling with a metal housing, acceptable to Track Officials, must be used. The steering wheel coupling should meet the SFI 42.1 specification. Spacers between the quick release coupling and the steering wheel will not be permitted.

F. The use of a minimum of two (2) universal joints, a minimum of 12 inches apart, in front of the firewall should be used and must be acceptable to Track Officials.

G. Rack and pinion steering will not be permitted.

H. Steering wheels must have magnetic steel spokes.

I. The power steering pump must be mounted and driven off the front of the engine.

J. All steering boxes must be constructed of magnetic cast steel.

20F - 14 BRAKES / 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.

20F - 14.1 Brake Components

A. Only single piston disc brakes with stock type calipers will be permitted front and rear. Brakes must be operational on all four (4) wheels. Floating brake calipers will not be permitted.

B. Only magnetic cast iron or magnetic cast steel circular brake rotors will be permitted. Rotors must maintain a minimum of 3/4 inch thickness and must not be drilled, slotted or grooved. Rotors scalloped on the inside diameter will be permitted.

C. Master cylinder(s) and reservoir(s) must be mounted on the engine side of the front firewall. Pull type or swing type master cylinders will not be permitted. Only metal brake pedals will be permitted. Only single-stage master cylinders will be permitted. Only one (1) bore size, per master cylinder, will be permitted.

D. Brake pressure proportioning systems and their locations, acceptable to Track Officials, will be permitted. The brake pressure proportioning systems will be permitted inside the driver's compartment within reach of the driver. Electronic or remote control devises will not be permitted.

E. Electronic wheel speed sensors or brake actuators will not be permitted.

F. Power assisted braking systems will not be permitted.

G. Brake fluid recirculatory systems will not be permitted.

H. Brake rotors must be attached to the mounting hat or hub with positive fasteners.

I. Quick disconnect fittings on the brake lines will not be permitted.

J. Only one (1) brake caliper per wheel using only two (2) brake pads per caliper will be permitted.

K. Brake pads must have a magnetic steel backing plate. Brake pad retraction devices will not be permitted.

20F - 14.2 Brake Cooling

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

B. A maximum of two (2) air ducts per brake, with a maximum three (3) inch diameter flexible hose to the brake, may be used for brake cooling. The air duct flexible hose and/or inline fans must be attached at one end to a brake duct housing that is connected to the brake assembly on the front spindle assembly and attached at the other end to an air inlet brake duct housing that is attached to the lower front bumper cover/air dam.

C. One (1) inline fan will be permitted. A "Y" type connector may be mounted to the rear of the inline fan to allow the use of two (2) brake air ducts per wheel. Inline fans must be mounted in a such a way as to draw air to the brakes only. All air entering the brake ducts must enter through the front of the lower vertical wall of the front bumper cover. Brake ducts must not be installed in the radiator

duct work or in the grille opening. Inline fans in the front of the car must not be lower than the bottom of the sub-frame rail(s). Inline fans in the rear of the car must be mounted to the sub-frame rail(s) or the rear trailing arms and must not be mounted lower than the bottom of the main frame rail or the bottom rear trailing arms. Mounting of brake cooling components must be acceptable to Track Officials.

D. The maximum size for the front brake air duct housing is six (6) inches by eight (8) inches by six (6) inches in depth, and when installed they must not extend forward of the leading edge of the Front Bumper Cover/air dam. All air entering the brake cooling ducts must enter through the front of the lower front bumper cover or air dam through openings separate from the radiator duct work.

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.

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

G. Brake ducts must be used for cooling of the brake rotors and calibers only.

H. Mechanical magnetic steel brake cooling fan assemblies that mount between the wheel and hub will be permitted.

20F - 15 FUEL

20F - 15.1 Definition

The word "Fuel", wherever used in this document, shall be understood to mean automotive gasoline that complies with the specifications given in sub-section 20F-15.2.

20F - 15.2 Specifications

A. The fuel must be automotive gasoline only.

B. The gasoline must comply with ASTM D-4814 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 or the fuel system will not be permitted during the Event, in the garage, pit, or racing premises.

20F - 15.3 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.

20F - 16 FUEL SYSTEM

A. Track Officials will not permit the use of any previously approved fuel cells, containers, or check valves that appear to be damaged, defective, or do not function properly. Fuel cell vent pipe check valves are recommended. Check valves and the fuel cell must be acceptable to Track Officials.

B. 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 not be used in or near the fuel system.

20F - 16.1 Fuel Cell

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

A. The fuel cell capacity, including the filler spout and overflow, must be 22 gallons nominal. The nominal fuel cell bladder size must be 32-5/8 inches by 16-5/8 inches by 8-7/8 inches.

B. Materials other than standard foam, as provided by an approved fuel cell manufacturer, will not be permitted. Filler blocks or other materials, containers, etc., inside the fuel cell or fuel cell container to reduce the capacity of the 22 gallon fuel cell, will not be permitted.

C. Fuel cell check valve is required and must be acceptable to Track Officials.

(STEEL BALL TYPE)

1. The fuel cell check valve housing must be manufactured of aluminum or magnetic steel plate not less than 1/4 inch thick. A cast aluminum check valve housing assembly will not be permitted. 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. Only one (1) gasket, with a minimum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell container.

2. The solid steel ball check valve must be encased in a four (4) rail carriage. The carriage 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 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 2-3/8 inches. The filler neck must not be made of cast aluminum.
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. When seated, at least 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 1-3/8 inches. The fuel vent check valve must not be made of cast aluminum.

(FLAP TYPE)

1. The fuel cell check valve housing must be from an approved manufacturer and be made of aluminum or magnetic steel plate not less than 3/16 inch thick. A cast aluminum check valve housing assembly will not be permitted. 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. Only one (1) gasket with a maximum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell bladder.
2. The fuel filler check valve assembly equipped with a fuel resistant flap, must maintain a minimum outside diameter of 3-1/2 inches. The maximum inside diameter of the fuel filler inlet must not exceed 2-1/8 inches. The fuel filler check valve assembly must not be made of cast aluminum.
3. The fuel vent check valve carriage must not exceed a maximum depth of four (4) 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 ball/poppet must be 1-3/8 inches. The fuel vent check valve neck must not be made of cast aluminum.

20F - 16.2 Fuel Cell Container

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

B. 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.

C. The 22 gallon capacity fuel cell container size must be 33 inches by 17 inches by 9-1/4 inches (outside dimensions).

D. Handles should be attached to the top at each end in the center of the fuel cell container for removal from the recessed well.

E. The exterior of the fuel cell container must be coated red.

20F - 16.3 Fuel Cell / Fuel Cell Container Installation

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 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 sub-frame rails.

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 or attached to the sub-frame rails, from the top, must be secured on the top by a flat 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 specification bolted without removable 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 flat 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. 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 into 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 crossmembers must be constructed using a one (1) inch wide by three (3) inches in height with a minimum wall thickness of 0.065 inch magnetic steel tubing meeting the ASTM A-500 specification.

F. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch with a minimum wall thickness of 0.065 inch square magnetic steel tubing meeting the ASTM A-500 specification, and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear crossmembers. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well (refer to the Construction Guidelines at the rear of the Rule Book).

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

H. A reinforcement bar, minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch magnetic steel tubing, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be attached to the rear frame rails on both the left and right side with magnetic steel tubing, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch. 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. The vertical uprights must be magnetic steel tubing, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch, evenly spaced between the frame rails and attached to the rear crossmember. Two (2), magnetic steel support bars, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch, one (1) located on each corner, must angle upwards and be welded to the rear frame rails. The reinforcement bar may be installed in the position of the angled support bars but must still have vertical upright bars at each corner and two (2) evenly spaced between the frame rails.

I. A rear firewall 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.

20F - 16.4 Fuel Filler / Vent Requirements

20F - 16.4.1 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 fuel filler, if used, must be bolted from the inside of 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. When composite body panels are used there must be a ground cable installed from the metal mounting flange of the fuel filler spout to the fuel cell filler plate. Only steel or galvanized steel funnels are permitted in order to reduce the possibility of static electricity. Plastic funnels will not be permitted.

B. Fueling by opening the rear deck lid will only be permitted under red flag or non-competition conditions.

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 overall length of 18 inches.

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

20F - 16.4.2 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 in the taillight area only. A fuel vent flap valve is recommended on all tracks.

B. The fuel cell check valve vent hose neck should not exceed one (1) inch inside diameter and three (3) inches in length. The fuel cell check valve vent hose neck should have a bead around its outside circumference for hose retention. 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. The hose should be secured with two (2) hose clamps at the fuel cell fill plate. Supports for the fuel cell vent hose must be made of non-metallic material.

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

20F - 16.5 Fuel Lines/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.

20F - 16.5.1 Fuel Lines

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

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

B. Only one (1) fuel line, a maximum AN-10 fitting, maximum 5/8 inch inside diameter steel braided fuel line, should be used from the fuel cell to the fuel pump.

C. The fuel line from the fuel cell to the fuel pump may be relocated to prevent vapor lock. If the fuel line runs through the right side of the driver's compartment, it should be enclosed in a straight or parallel to the drive shaft and transmission tunnel (as viewed from above) one (1) inch outside diameter metal tube, coated red and labeled "FUEL LINE".

D. A check valve, acceptable to Track Officials, mounted at the fuel line outlet on the fuel cell may be used.

E. 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.

F. Quick disconnect fittings will not be permitted.

20F - 16.5.2 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.

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.

20F - 16.6 Fuel Filler Cans

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

B. The use of two (2) fuel filler 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 filler cans must only be transported from the fuel station to the pit area in a cart acceptable to Track Officials.

E. When installing or removing fuel can couplers, power tools **MUST NOT** be used. It is recommended that a non-conductive nut driver be used.

20F - 17 Personal Safety Equipment Recommendations - Refer to sub-section 6-3 of the Rule Book.

20F - 17.1 Recommendations for Helmets / Head & Neck Restraint Devices / Systems - Refer to sub-section 6-3-1 of the Rule Book.

20F - 17.2 Recommendations for Seat Belts - Refer to sub-section 6-3-2 of the Rule Book.

20F - 17.3 Recommendations for Seats - Refer to sub-section 6-3-3 of the Rule Book.

20F - 17.4 Recommendations for Window Net - Refer to sub-section 6-4 of the Rule Book.

20F - 18 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 wall thickness meeting the ASTM A-519 specification. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to the ASTM specification for the material being welded. A

maximum of one (1), maximum 1/8 inch diameter hole may be drilled at each welded roll cage joint for the purpose of purging the tubes when welding. 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. Any roll bars in addition to the basic and typical roll cage design as shown in Diagrams #2, #3, #4, and #5 must be made from a minimum of 1-1/2 inches diameter by 0.065 inch minimum wall thickness magnetic steel seamless round tubing. Any additional roll bars must be approved by NASCAR and Track Officials. Modifications or alterations which detract from or compromise the integrity or effectiveness of any roll cage component 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 and following along the inner surface of the "B" post 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 (#2A & B) to the center of the main roll bar (#1) must not measure less than 43 inches. Each of the front roll bar legs (#2A & 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 (#2A & 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 minimal clearance 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 firewall.
5. The main roll bar diagonal bar (#5), must form a straight line with no bends and 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 EACH** be a continuous length of tubing. The 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 mounting height. The shoulder belt bar (#7B) must be a continuous length of tubing and must be welded to the main roll bar (#1) and the main roll bar diagonal bar (#5) or it may be a bent tube constructed of 1-3/4 inches by 0.090 inch minimum wall thickness steel, round tubing, meeting the ASTM-519 specification, welded at each end to the horizontal shoulder bar (#7) to form a loop above the horizontal shoulder bar (#7). The shoulder belt bar (#7B) must not be forward of the plane of main roll bar (#1).

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 the roof support bar (#12) and continues through the firewall. This diagonal bar must be welded to the right front sub-frame rearward of the spring bucket or shock mount and must be made from 1-3/4 inches by 0.065 inch minimum wall thickness magnetic steel seamless round tubing.
8. The dash panel bar (#8) must be a continuous length of tubing, with no bends, welded beneath the dash panel between the two (2) front roll bar legs (#2A & B) at a minimum height of 20 inches above the main frame rail.
9. The door bars (#9A & 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 (#2A & B). All door bars must each be a continuous length of tubing. The top door bar on each side must maintain a minimum vertical height of 20 inches from the top of the main frame rails and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape except the bottom door bar on each side which may be straight. The door bars (#9A & B) must have a minimum of six (6) vertical supports 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 wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of Diagrams #3, #4 & #5). Cars must have a magnetic steel anti-intrusion plate, minimum 0.090 inch thick, installed on the outboard side of the left side 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 to be drilled when attaching the anti-intrusion plate by bolts. This anti-intrusion plate must fill the area between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). Individual plates welded in the openings between each door bar will be permitted (see Diagram #6, in the rear pages of the Rule Book).

   If the anti-intrusion plate is welded in place, to facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/2 inch diameter holes cut in the anti-intrusion plate, with three (3) holes near each end of the plate in the following locations:

   The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

   The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

   The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

   A foot protection bar must be installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the left side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame. A magnetic sheet steel anti-intrusion plate, with a minimum thickness of 0.090 inch, must be installed on the outside of the foot protection bar extending from the front roll bar leg (#2A) and down to the main frame rail. The anti-intrusion plate may be welded or bolted to the foot protection bar, front roll bar leg (#2A) and main frame rail. If the plate is bolted it must be attached with a minimum of four (4) 3/8 inch minimum diameter bolts, bolted to tabs, the tabs must be a minimum 1/8 inch thick so as to secure the plate at all four corners.
10. The vertical vent window bars (#10A & B) must each be a continuous length of tubing and be welded from the upper surface of the top door bars (#9A & B) on the right side and left side to the front roll bar legs (#2A & B). The vertical vent window bars (#10A & B) when mounted perpendicular to the top door bars (#9A & B), must

be mounted a minimum of eight (8) inches rearward of the front roll bar legs (#2A & B) measuring from the vertical centerline of the front roll bar legs (#2 A & B) where the top door bars (#9A & B) intersect with the front roll bar legs (#2A & B) to the centerline of the vertical vent window bars (10A & B). The vertical vent window bars (#10A & B), when mounted at a top forward angle, must be mounted with the bottom mounting location in line with the vertical supports of the door bars and the top location a minimum of eight (8) inches rearward of the front roll bar legs (#2A & B) measuring from the vertical centerline of the front roll bar legs (#2A & B) where the top door bars (#9A & B) intersect with the front roll bar legs (#2A & B) to the centerline of the vertical vent window bars (10A & B). The vertical vent window bars (10A & B) must be straight (no bends). An optional vertical bar may extend from the roof hoop bar (#3) radiused outward and turn down to the top of the horizontal door bar (#9A) on the driver's side. The optional vertical bar must be a minimum 1-1/2 inch diameter by 0.090 inch wall thickness magnetic steel seamless round tubing and must be located in line with the driver and must not extend forward of the left side headrest/head surround assembly.

11. The two (2) angular supports (#11A & 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 rear suspension crossmember. 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 (#13A & 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 sub-frame rail within one (1) inch of the rear edge of the fuel cell.
14. The trunk reinforcement bar (#14) must be a continuous length of tubing forming a loop directly above the rear sub-frame side rails and the rearmost crossmember and be welded to the rear support bars (#13A & B). The trunk reinforcement bar (#14) must maintain a minimum height of five (5) inches from the top of the rear crossmember to trunk reinforcement bar (#14's) center. The trunk reinforcement bar (#14) must remain parallel to the rear sub-frame rear side rails and rear crossmember.
15. Three (3) rear vertical support bars (#15), evenly spaced, must be welded perpendicular to the top of the rear crossmember and to the bottom surface of the trunk reinforcement bar (#14). These vertical supports must be made from a minimum of 1-3/4 inch diameter by 0.090 inch wall thickness magnetic steel seamless round tubing.
16. The two (2) front sub-frame bars (#16A & B) must each be a continuous length of tubing, a minimum 1-3/4 inch diameter by 0.083 inch wall thickness magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs (#2A & B) at a minimum height of 20 inches. The front sub-frame bars (#16A & B) must extend forward through the firewall, in a similar design as the diagram in the rear pages of Rule Book, 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 inch diameter 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 (#2A & 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 (#2A & 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 (#2A & B) with door bars (#9A & 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 (#13A & 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 and/or computer aided design (CAD) files for acceptance to the office of the NASCAR Competition Administrator at least 60 days before the design can be entered in competition. If the Competition Administrator accepts the modification as set forth in the submitted blueprints and/or computer aided design (CAD) files, 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 and/or computer aided design (CAD) files does not guarantee acceptance of the completed frame and roll cage design, and the Competition Administrator may decide not to accept such design even if it is the same as the submitted form. If the Competition Administrator 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 the Competition Administrator.

F. All roll bars within the driver's reach should be covered with an impact absorbent material recommended to be manufactured to the SFI 45.1 specification and should have the SFI logo imprinted on the outside surface and be 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 sub-section 20F-18.

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 January 1, 2015 A foot protection bar must be installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the left side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame. A magnetic sheet steel anti-intrusion plate, with a minimum thickness of 0.090 inch, must be installed on the outside of the foot protection bar extending from to the front roll bar leg (#2A) and down to the main frame rail. The anti-intrusion plate may be welded or bolted to the foot protection bar, front roll bar leg (#2A) and main frame rail. If the plate is bolted it must be attached with a minimum of four (4) 3/8 inch minimum diameter bolts, bolted to tabs, the tabs must be a minimum 1/8 inch thick so as to secure the plate at all four corners. roll cage or roll bar specifications as described in sub-section 20F-18.

SECTION 20G
MID-WEST/WEST COAST LATE MODEL DIVISION

NOTE: AT THE DISCRETION OF THE PROMOTER AND TRACK OFFICIALS, ADJUSTMENTS SUCH AS BUT NOT LIMITED TO OVERALL CAR WEIGHT/PERCENTAGES, ETC. MAY BE IMPOSED TO EQUALIZE COMPETITION.

Open to passenger car production sedan automobiles provided they comply with, and adhere to, specifications as outlined for this Division. Engines may be interchanged within any approved corporate body manufacturer's line.

NOTICE

ALL MODEL, ENGINE OR EQUIPMENT CHANGES OR MODIFICATIONS NOT SPECIFICALLY ADDRESSED IN THIS RULE BOOK BY NASCAR MUST BE SUBMITTED TO NASCAR, IN A COMPLETED FORM/ASSEMBLY, FOR CONSIDERATION OF APPROVAL, ON OR PRIOR TO SEPTEMBER 2, 2015, UNLESS OTHERWISE AUTHORIZED BY NASCAR TO BE CONSIDERED FOR COMPETITION FOR THE 2016 SEASON. ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF TRACK OFFICIALS. TRACK OFFICIALS MAY ASSESS WEIGHT PENALTIES FOR RACE EQUIPMENT DEEMED AS NOT IN COMPLIANCE WITH THESE RULES. RACE EQUIPMENT WILL NOT BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION AT ANY TIME OR ANY NUMBER OF TIMES UNOBSERVED OR UNDETECTED. ANY RACE EQUIPMENT WHICH DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE 2015 NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN COMPETITION IN 2015.

PRIOR TO PRODUCTION, ANY NEW RACE EQUIPMENT TO BE CONSIDERED FOR APPROVAL FOR COMPETITION MUST BE SUBMITTED TO NASCAR FOR APPROVAL. AT THE MANUFACTURER'S EXPENSE, THE MANUFACTURER MUST PROVIDE ALL INFORMATION, MATERIALS, ELECTRONIC FILES, RACE EQUIPMENT AND FULL SCALE RACE VERSION VEHICLE(S) AS REQUESTED BY NASCAR. MANUFACTURER MUST ALSO PROVIDE TO NASCAR ANY RACE EQUIPMENT TO BE USED AS COMPARISON ITEMS FOR INSPECTION PURPOSES ALONG WITH ANY REQUIRED MANUFACTURER TEMPLATES.

20G - 1 COMPETING MODELS AS SELECTED BY NASCAR

20G - 1.1 Mid-West/West Coast Late Model Races

Mid-West/West Coast Late Model Races are open to eligible 2000 through 2015 steel and composite body models of passenger car production sedans. These bodies must remain as manufactured and meet all other specifications as set forth in Section 20G. Interchanging of manufacturer's parts or components will not be permitted.

20G - 1.2 Mid-West/West Coast Late Model Division

The Mid-West/West Coast Late Model Division will compete with the rules in Section 20G of the Rule Book. Deviations to these rules by Local Tracks will result in the rules becoming Local Track Rules. The interpretation and enforcement of these rules will be the sole responsibility of the Promoter and/or Track Officials. NASCAR is not responsible for the enactment of, enforcement of, or consequences from the operation of, Local Track Rules, which shall be enacted and enforced in the sole discretion of the Promoter or its authorized representative and Track Officials.

20G - 1.3 Approved Competition Models

The following are the only approved models eligible for competition:

YEAR	MAKE	MODEL
2000 - 2005	Chevrolet	Monte Carlo
2006 - 2008	Chevrolet	Monte Carlo SS
2008 - 2015	Chevrolet	Impala SS
2001 - 2004	Dodge	Intrepid
2005 - 2015	Dodge	Charger
2000 - 2005	Ford	Taurus
2006 - 2015	Ford	Fusion
2000 - 2003	Pontiac	Grand Prix
2009 - 2015	Toyota	Camry

20G - 2 GENERAL CAR BODY REQUIREMENTS

20G - 2.1 Car Bodies

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

A. The ABC (Approved Body Configuration) Body guidelines and dimensions will be used for all bodies. Bodies will be required to fit the approved ABC overall body templates.

B. All body panels must be made of steel, aluminum, plastic or composite (fiberglass).

C. Cars should be neat appearing. The interior and exterior of all floors and firewalls should be painted using only light/bright colors.

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

E. All body and chassis dimensions will be without the driver in the car.

F. All cars must have complete bodies, hoods, front fenders, quarter panels, front and rear bumper covers in top quality condition. All aftermarket bodies and trim parts must be acceptable to Track Officials. All metal body panels must be a minimum of 24 gage (0.025 inch thick). All composite body panels must remain as manufactured. Body panel rivets may be aluminum.

G. Adjustable body mounts will be permitted. All body mounts must be metal, plastic type, or polycarbonate.

H. Streamlining of the contours of the car such as headlights, front bumper cover, front air dam, grilles, roof, and the top of the windshield and rear window will not be permitted. Installation of air directional devices, underpans, baffles, dividers, shields or the like beneath the car or the car's hood and fender area, front firewall, floor, rear firewall area, rear deck and quarter panel area will not be permitted. Any part or component of the car, not previously approved by Track Officials, that has been installed or modified to enhance aerodynamic performance, will not be permitted. Cars must remain standard in appearance. Grilles must be stock standard height and width and mounted in the stock location.

I. A full windshield and rear window in good condition are required. The windshield and rear window must be installed in their original standard positions. The windshield and rear window must be sealed using sealers and/or adhesives that allow the easy removal of the windshield and rear window.

J. All door panels must be fastened in a manner acceptable to Track Officials.

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

L. The interior area of the car must be completely enclosed from front to rear. Front and rear firewalls and the floor directly under the seat must be constructed of not less than 24 gage (0.025 inch thick) magnetic sheet steel. 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 to allow for installation of exhaust pipes. It is permissible to angle the right side floor panel from the drive shaft tunnel to the top of the door bar and seal off below the window opening. All interior panels must be welded or use steel pop rivets. If crush panels are used, they must not exceed a maximum of 10 inches wide.

M. Cars must be equipped with approved front and rear bumper covers for the make and model of car and must be in top quality condition.

N. Any device or duct work that permits air to pass from one area of the interior to another, or to the outside of the car, will not be permitted. This includes, but is not limited to, the inside of the car to the trunk area, or floors, firewalls, crush panels and wheel wells passing air into or out of the car.

20G - 2.2 Overall Car Weight

NOTE: AT THE DISCRETION OF THE PROMOTER AND TRACK OFFICIALS, OVERALL CAR WEIGHT AND/OR PERCENTAGES MAY BE ADJUSTED TO EQUALIZE COMPETITION.

A. Throughout the Event all cars must meet the minimum weight requirements with fuel, oil, and water (with driver).

B. All cars must maintain a minimum weight of 2,900 pounds with a maximum left side weight percentage of 57%.

C. All straight rail (offset) frame cars must maintain a minimum weight of 2,900 pounds with a maximum left side weight percentage of 56%.

D. Cars competing with a tread width of 65 inches or less will be permitted a maximum left side weight percentage of 58%.

E. When the World Products Sportsman II SBC cylinder heads are used on the General Motors Engines, the car's total weight must remain the same but the car must have a one half (.5) percent less weight on the left side.

E. Unless otherwise authorized by the Track Officials, at all times during an Event, all weights will be measured by Track Officials using the scales provided by the Track. It is the responsibility of each race team to ensure that its car meets the specified minimum weight requirements for this division on these scales.

20G - 2.3 Added Car Weight

ADDED WEIGHT MUST BE IN BLOCK FORM OF NOT LESS THAN FIVE (5) POUND BLOCKS AND PAINTED WHITE WITH THE CAR NUMBER AND TEAM IDENTIFICATION PERMANENTLY LEGIBLE ON IT. Added weight must be securely bolted in place in a magnetic steel weight container in a manner acceptable to Track Officials. Weight may not be added to the outside of the frame rails, below the bottom of the frame rails, ahead of the front spindles, to any suspension parts, behind the rear axle or inside the driver's compartment. Weight containers, if used, must not be lower than the bottom of the frame rails. Center mounted weight containers will be permitted but must be securely welded in place and be acceptable to Track Officials.

20G - 2.4 Car Weights After Competition

A. After a car has qualified or Raced, only fluids consumed, as determined by Track Officials, may be replaced.

B. When cars are weighed after a Race, only water in the radiator, oil in the engine, and fuel in the fuel cell may be added. Wheels and tires must not be changed, unless otherwise authorized by Track Officials.

C. Track rules may permit a percentage of weight loss per lap after competition.

D. The addition of ballast weight, after competition, will not be permitted for any reason.

20G - 3 DETAILED CAR BODY REQUIREMENTS

In addition to the General Car Body Requirements specified in sub-section 20G-2, the following Detailed Car Body Requirements must be maintained. For more detailed body installation and guideline dimensions, refer to the body diagram in the rear pages of the Rule Book.

20G - 3.1 Aerodynamic Devices

All aerodynamic devices must be approved by NASCAR and acceptable to Track Officials.

20G - 3.1.1 Front Air Dam

A. The approved front air dam must maintain a minimum ground clearance of four (4) inches for all cars.

B. All support brackets must be mounted to the rear of the air dam. Brackets and mounts must not be used or installed as air directional devices.

C. The leading edge of the air dam must not extend more than three (3) inches forward of the bumper measured at any point across the bumper.

D. On all approved models, the leading edge of the air dam, when measured from the centerline of the right front spindle, must not exceed 47 inches. Front air dam extensions, made of flexible plastic type material, will be permitted to be attached to the bottom of the front air dam (bumper cover). It must be flush mounted, stationary, securely fastened, single layer, not exceeding a maximum of 3/16 inch thick and maximum of four (4) inches in height and must be mounted parallel to the bumper cover. The air dam extension must be secured in a manner that will prevent movement of the air dam extension while in competition.

20G - 3.1.2 Rear Spoilers

A solid non-adjustable spoiler must be attached to the rear of the car. All cars will be permitted to use a rear spoiler not exceeding 6-1/2 inches in height and not more than 60 inches in width, measured around the back side of the spoiler, 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 control the flow of air over one (1) surface only. The rear spoiler angle must be set between 55 degrees and 70 degrees. The rear spoiler blade must maintain the same thickness over the entire spoiler blade. Rudders or forward mounting brackets will not be permitted. Non-adjustable rear spoiler supports will be permitted inside the trunk area.

The spoiler must be slotted 5/8 inch in the center to fit the overall template for each make of car and must maintain the same contour as the production deck lid and quarter panels as viewed from above and behind. The spoiler must be mounted in such a way as not to flex or bend under pressure and must be mounted with a minimum of six (6), 1/4 inch diameter or larger bolts evenly spaced across the back of the deck lid. The spoiler mounting flange must not extend beyond the lower edge of the rear deck lid. The spoiler flange must not

extend beyond the outer edge of the spoiler. Spoiler braces, if used, must be mounted on the back of the spoiler and there must be a maximum of three (3) spoiler braces per spoiler half with the spoiler braces located 4-1/2 inches inboard from the end of each spoiler half and 4-1/2 inches to the left and right of each spoiler half at the center split. The remaining spoiler braces must be spaced equally between the side and center spoiler braces on each spoiler half. Each spoiler brace must bolt to the top of the spoiler not more than 1/2 inch down from the top and must bolt to the deck lid below the bottom of the spoiler. Each spoiler brace must not exceed a maximum one (1) inch width, including all mounting brackets and hardware. All spoiler braces, when used, must be acceptable to Track Officials.

20G - 3.2 Windows / Lights / Mirrors

20G - 3.2.1 Windshield / Windshield Braces

A polycarbonate windshield must be used in lieu of a standard glass windshield. The windshield must be clear. The windshield may have a maximum of six (6) inches of tint from the top down. A one (1) inch wide black border may be installed on the sides of the windshield. The windshield must be a minimum of 1/8 inch thick and have a minimum of three (3) metal straps or braces 1/8 inch 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 dash panel at the bottom with minimum 5/16 inch diameter bolts. A piece of rubber stripping must be installed between the windshield and straps. The straps must be installed in a manner that will not obstruct the vision of the driver. Windshield clips three (3) inches wide by one (1) inch by 1/8 inch thick must be installed if the windshield is not riveted or bolted in place. If used, the three (3) clips must be bolted to the roof of the car 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. Additional windshield fasteners may be used if acceptable to Track Officials.

20G - 3.2.2 Rear Window

Only clear standard production minimum .093 inch thick polycarbonate must be used in the rear window opening. A one (1) inch wide black border may be installed on the sides and top of the rear window. The standard production polycarbonate must be formed to the same shape and size as the original equipment glass. Access holes in the rear window for the rear jacking bolts must not exceed a maximum diameter of 1-1/4 inches. The outside of the rear window must be secured with a minimum of two (2) metal straps on the outside, not less than 1/8 inch thick by one (1) inch wide, evenly spaced, and bolted to the roof at the top and the deck support panel at the bottom acceptable to Track Officials. The inside of the rear window must be supported by at least two (2) metal braces acceptable to Track Officials. The inside metal braces may be adjustable but must be locked in place.

20G - 3.2.3 Side Window Glass

A. Door window glass will not be permitted.

B. A clear flat polycarbonate vent deflector panel may be installed at the bottom of the windshield "A" post. The deflector may extend a maximum of twelve inches rearward from the lower rear edge of the "A" post. The rear edge of the vent deflector must be vertical.

C. Quarter window openings must maintain the same size, shape and be located in the standard location for the make and model car being used. Flat, clear, polycarbonate must be installed in the quarter window openings. If quick release fasteners are used, they must be the flush mount type. All other fasteners must be acceptable to Track Officials. 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.

20G - 3.2.4 Headlights / Parking Lights

Approved headlight, parking light, upper grille and taillight decals must be installed and be acceptable to Track Officials.

20G - 3.2.5 Rear View Mirror

Multi-view type mirrors with a maximum width of 26 inches must be installed at all times during competition. A side mounted rear view mirror may be fitted; however, it must be acceptable to Track Officials and must not extend outside of the car at any time. Composite material(s) will not be permitted on the rear view mirror or its mounting hardware.

20G - 3.3 Dash Panel

A. All dash panels must be acceptable to Track Officials. All cars must have a removable inspection panel, a minimum size of 10 inches by 10 inches or eight (8) inches by 18 inches, on the top of the dash panel on the driver's side.

The inspection panel must be large enough to allow for inspection of all wiring under the dash panel. The inspection panel must be fastened with wing-type quick release fasteners.

B. The dash panel from the center of the car to the right side may be stepped down to the top of the dash bar (#8) when the ignition amplifier box and wiring is mounted on top. The right side of the dash panel from the center windshield bar (#4A) to the right side front roll bar leg (#2B) may be replaced with a flat ignition system mounting plate. The flat ignition system mounting plate must be securely fastened on the top of the dash bar (#8) and mounted parallel to the frame rails. The right side ignition system mounting plate must be constructed of metal.

20G - 3.4 Firewall

For driver protection, all firewalls, floors, tunnels, and access panels must be installed and completely secured in place when the car is in competition.

A. All cars must have full firewalls of magnetic sheet steel not less than 24 gage (0.025 inch thick) and must be acceptable to Track Officials.

B. All firewalls must be sealed without any holes between the engine and driver's compartment, and trunk compartment and driver's compartment, and they must be welded or pop riveted with steel pop rivets.

C. Aluminum crush panels, acceptable to Track Officials will be permitted.

20G - 3.5 Doors

A. Door panels of not less than 24 gage (0.025 inch thick) steel or aluminum rubberized plastic or composite (fiberglass) must be the same size and configuration as the NASCAR-approved model. All door panels must be securely fastened to the front fender and the rear quarter panel in a manner acceptable to Track Officials.

B. For all 2007 - 2010 approved composite bodies, only 24 gage (0.025 inch thick) steel or .040 inch minimum thickness aluminum door panels will be permitted.

C. Cars must have a magnetic steel anti-intrusion plate, minimum 0.090 inch thick, installed on the outboard side of the left side 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 flat steel that are welded to the door bars. Door bars must not to be drilled when attaching the anti-intrusion plate by bolts. The anti-intrusion plate must fill the area between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). Individual plates welded in the openings between each door bar will be permitted (see Diagram #6, in the rear pages of the Rule Book).

If the anti-intrusion plate is welded in place, to facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/2 inch diameter holes cut in the anti-intrusion plate, with three (3) holes near each end of the plate in the following locations:

The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

D. Race Equipment, such as driver cool boxes, fire extinguishers, electrical switches, etc. (with the exception of the driver's radio equipment) will not be permitted in the left side door area.

20G - 3.6 Fenders / Quarter Panels / Rocker Panels

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

A. The front fenders and quarter panels must be one-piece only and be of not less than 24 gage (0.025 inch thick) steel or aluminum, rubberized plastic or composite (fiberglass) and must be installed in their standard location as referenced by the approved model car. When cutting the front 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 front fender or quarter panel.

B. All front fenders and quarter panels must be roll-formed to cover the tires; left side and right side must be the same. The front fenders and quarter panels must be permanently mounted with metal, plastic type or polycarbonate, adjustable or non-adjustable supports and brackets. All quarter panels must be roll formed in a manner acceptable to Track Officials. Interior wheel wells must be constructed of magnetic sheet steel and must either be radiused the same 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. Rocker panels on the left side and right side must be the same and be the same size and shape. The rocker panels must completely fill in the area between the main frame rails and door panels for the entire length of the main frame rails. The rocker panels must be magnetic sheet steel or aluminum, rubberized plastic or composite (fiberglass) material and remain straight and parallel with the frame rails. Vertical rocker panel extensions, made of plastic type material, a maximum thickness of 3/16 inch and a maximum height of four (4) inches will be permitted. They must be installed vertical and flush with the outer sheet metal at the bottom of both left side and right side rocker panels, and be the same front to rear length as the rocker panels. The vertical rocker panel extensions must be stationary, securely fastened, single layer and must be mounted parallel to the rocker panel. The rocker panel extension must be secured in a manner that will prevent movement of the rocker panel extension while in competition.

20G - 3.7 Grilles

Grille openings must retain the same shape and size as the standard production original equipment. The grille opening may be covered with two (2) layers of screen wire attached to the grille. Screen wire mesh must be porous.

All air must enter the front of the car through the grille openings only. Installation of air directional devices, underpans, baffles, dividers, shields or the like will not be permitted in the grille or in the duct work back to the radiator.

Any part or component of the car not previously approved by Track Officials that has been installed or modified to enhance aerodynamic performance will not be permitted. 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.

20G - 3.8 Hood / Roof

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

A. Hood must maintain original configuration, however a molded in, stock appearing, hood scoop may be used. Maximum height of hood scoop, when measured from flat section of hood, shall be four (4) inches. Hood scoops must be sealed on both ends. A hood opening, centered on the top of the rear of the hood scoop, measuring three (3) inches in length by 26 inches in width will be permitted through the top of the hood scoop. If competing with a hood without a hood scoop, a cowl opening measuring three (3) inches in length by 26 inches in width will be permitted at the center of the cowl at the base of the windshield.

B. The front edge of the hood must seal to the front bumper cover or fit into a slot a minimum of two (2) inches in depth across the entire width of the front of the hood and be painted the same color as the car. The hood must seal tight to the front fenders and the windshield at all times.

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

D. The hood must have positive pin fasteners, a minimum of three (3) across the front--one (1) at each corner, one (1) in the center and one (1) at each rear corner and one (1) in the center, if necessary--to seal the hood to the windshield. All removable hood pins must be a minimum of 1/8 inch diameter and have a minimum one (1) inch inside diameter vertical loop to facilitate ease of removal. Metal hood pin bezels must be installed at all times. A minimum of two (2) positive pin fasteners or quick release fasteners, if necessary, must be installed on each front fender, evenly spaced between the front and rear positive pin fasteners. The location of the hood pins and bezel plates must not interfere with the installation of any inspection templates.

E. Holes will not be permitted in the hood for cooling.

F. All roofs must be the same size and shape as a stock production roof. Roof panels must be mounted in the stock position the same as a stock production roof for the make and model car being used. Roof panels from an approved manufacturer may be of a one-piece design which includes the windshield bed and windshield, the rear and side window locations and rear and side window(s), with a magnetic steel roof solidly mounted as an integral part of the assembly. If the one-piece design assembly is used it must be used as manufactured. All roofs must be acceptable to Track Officials.

G. An optional, removable or flip-up hatch may be installed in the roof above the driver to be used as an alternate exit. If used, the hatch must be mounted as to comply with and not interfere with the fit of all required templates. The opening for the hatch may be a maximum of 24 inches long by 24 inches wide and must be located forward of the main roll bar (#1) and to the left of the

centerline roof bar (#4). A continuous (piano type) hinge must be used at the front (windshield) edge of the hatch. A quick-release latch is required at the rear of the hatch. Industrial type Velcro® may be used for the rear latch.

1. The hatch should be constructed from material removed from the roof, or equivalent, with two (2) steel straps, a minimum of 1-1/2 inches wide, running in the longitudinal direction the length of the hatch. These straps serve to hold the shape of the roof and as material to which the hinges are attached. The straps may be attached using flush-mount rivets in conjunction with bonding adhesive. Additional material should be used close to the outside edges to hold the shape of the hatch.
2. Two (2) steel straps, a minimum of 1-1/2 inches wide, running in the longitudinal direction the length of the hatch and two (2) steel straps, a minimum of 1-1/2 inches wide, running in the latitudinal direction the width of the hatch must be attached to the to the remaining portion of the roof. These straps serve to hold the shape of the roof. The straps may be attached using flush-mount rivets in conjunction with bonding adhesive. Additional material should be used close to the outside edges to hold the shape of the roof.

20G - 3.9 Rear Deck Lids / Trunks

Rear deck lids, of not less than 24 gage (0.025 inch thick) steel or aluminum, 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 pin fasteners must be used on the right and left sides of the deck lid. The location of the pins and bezel plates must not interfere with the installation of any inspection templates. Holes and/or other modifications that, in the judgment of the Track Officials, were made with the intent of weight reduction will not be permitted.

B. The trunk area sheet metal will not be required.

20G - 3.10 Bumper Covers

The bumper covers must be approved by NASCAR, 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 standard factory production bumper.

B. Front and rear bumper cover reinforcement bars must be installed and be acceptable to Track Officials. The bumper cover reinforcement bar must be constructed of a minimum one (1) inch outside diameter with a minimum wall thickness of 0.060 inch to a maximum of 1-3/4 inches outside diameter with a maximum wall thickness of 0.095 inch magnetic steel tubing. The bumper reinforcement bars must be attached to the sub-frames by welding a maximum of two (2) horizontal tubes of the same diameter or a minimum of one (1) inch outside diameter steel tube as used for the bumper cover reinforcement bar. The tubing must not be exposed and must remain behind the bumper covers. Holes and/or other modifications to the bumper cover reinforcement bars or attaching bars will not be permitted.

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.

20G - 3.11 Identification / Marking

A. Numbers / Graphics

1. All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. **The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times.** Numbers must be solid, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must have a minimum separation of two (2) inches between the numbers including borders. All graphics must have a minimum separation of two (2) inches from any number including borders. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver's side. Solid numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right

rear taillight cover. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver's side. Solid numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right rear taillight cover. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.

2. All car numbers are owned by and will be assigned by Track Officials for use by the car owner. Car numbers are not transferable or assignable by the car owner.
3. Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event.

B. Decals and Advertising

1. At the sole discretion of NASCAR and/or Promoter and/or Track Officials, they may refuse to permit for any reason, or they may restrict or assign the size or placement of decals, identification, and advertising of any kind including but not limited to the car equipment, personnel, uniforms, garage and pit areas, promotional materials, and/or support vehicles. All NASCAR Members agree to accept NASCAR's, and/or Promoter's and/or Track Official's decision in this regard.
2. NASCAR, and/or Promoter and/or Track Officials may refuse to permit a Competitor to participate in an Event if NASCAR determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member associated with the Competitor) is or will be a party, is detrimental to the sport, to NASCAR, Series Sponsor, or to the Promoter for any reason, including without limitation, the public image of the sport.
3. Decals or adhesive-backed emblems, supplied by NASCAR contingency program sponsors, for advertising or identification on race cars are limited in size to the area of a 32 square inch decal. Decal sizes will be determined by multiplying the full width and full length of any decal, regardless of the decal shape. Only decals of participating NASCAR contingency program sponsors will be permitted in those areas of the race car reserved for the required NASCAR contingency program sponsors in sub-section (5) below.
4. Decals, advertising slogans, paint schemes and other graphic designs and text on the car that have not been previously approved by the Promoter and/or Track Officials must not be used unless and until approved by the Promoter and/or Track Officials prior to the Event. Notwithstanding that a Promoter and/or Track Officials may have previously approved decals, advertising slogans, paint schemes and other graphic designs and text on the car, in the best interest of the sport, NASCAR, nonetheless, reserves the right to disapprove of any such decals, advertising slogans, paint schemes and other graphic designs and text on the car, and NASCAR's disapproval shall supersede any previous approval(s).
5. Decals, advertising logos, text or identification of sponsors must not be placed on the front of each door and/or each front fender (between the front of the car and the front of the door) other than (a) decals, advertising logos, text or identification of series sponsors, (b) decals, advertising logos, text or identification of NASCAR contingency program sponsors, or (c) such other decals, advertising or identification as NASCAR may in its sole discretion permit or require.
6. Decals, advertising logos, text or identification of sponsors will not be permitted on the windshield (except across the top), the rear window, rear quarter windows or the rear spoiler. **Teams are required to have in place at a minimum a Series Sponsor decal in the designated area of the car, as specified by NASCAR.**
7. Decals, advertising logos, text or identification of sponsors, other than the car number, will not be permitted on the door of the car from the rear of the vent deflector to the front edge of the "B" post.
8. Decals, advertising logos, text or identification of sponsors will not be permitted on the most rearward vertical portion of the rear bumper cover.
9. Decals, advertising logos, text or identification of sponsors will not be permitted forward of the hood pins on the front of the car.
10. Decals, advertising logos, text or identification of sponsors must not be on the roof panel unless otherwise authorized by the Promoter and/or Track Officials.

11. Decals, advertising logos, text or identification of sponsors must not extend past the seam between the hood and front fenders.

20G - 3.12 Car Body Measurements

For detailed body installation and dimensions, refer to the rear pages of the Rule Book.

20G - 3.12.1 Templates

The ABC (Approved Body Configuration) Body guidelines and dimensions will be used for all bodies. Bodies will be required to fit the approved ABC overall body templates.

A car must conform to any and all approved templates, comparison pieces and/or other measuring devices as applied and measured by the Track Officials. Once a car has passed inspection at an Event, the car must not be altered in any manner that in the judgment of Track Officials enhances the aerodynamic performance of the car. The decision of the Track Officials will be final.

20G - 4 GENERAL ENGINE REQUIREMENTS

An open engine or a GM Crate Engine as described in the following sub-sections will be permitted.

20G - 4.1 General Engine Eligibility

The eligible engines must be production engines as determined, selected, and approved by NASCAR. It is mandatory that all major components (engine blocks, heads, etc.) be produced by the manufacturer for sale to the public in a regular product offering. Prior to being used in competition, all major engine and component parts must be submitted, in a completed form/assembly, to the office of the NASCAR Competition Administrator on or prior to September 2, 2015 for consideration of approval and approved by NASCAR. Each such part may thereafter be used until it is determined that such part is no longer eligible.

Only engines of a type approved by NASCAR in sub-section 20G-5.4 will be permitted. Engines may be interchanged within any approved corporate body manufacturer's line.

20G - 4.2 General Engine Characteristics

The following characteristics of the production engine must be maintained in any engine used in competition in a manner acceptable to Track Officials. All parts listed below must originate from approved stock production castings and forgings that have been machined according to the normal machining schedule utilized for standard production parts. All parts, except spark plugs should utilize fractional English measurement system fasteners and dimensions (non-metric). Coatings will not be permitted on any internal engine components, except rod and main bearings, camshaft bearings, and pistons, including but not limited to ceramic or Teflon®.

A. ENGINE BLOCK:
- Material
- Number of Cylinders
- Angle of Cylinders
- Cylinder Bore Centerline Spacing
- Number of Main Bearings and Type
- Number of Camshaft Bearings and Type
- Integral or Separate Cylinder Sleeves
- Location of Camshaft
- Overall Configuration

B. CYLINDER HEAD:
- Material
- Number of Valves per Cylinder
- Type of Combustion Chamber
- Location of Spark Plug
- Orientation of Spark Plug
- Arrangement of Valves
- Valve Location in Relation to the Cylinder Bore
- Angle of Valves
- Type of Valve Actuation
- Number of Intake Ports
- Number of Exhaust Ports
- Center Distances of Intake Ports Referenced to the Cylinder Bore
- Center Distances of Exhaust Ports Referenced to the Cylinder Bore
- 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

20G - 5 DETAILED ENGINE REQUIREMENTS

For purposes of construction, some elements of sub-section 20G-5 are listed below.

A. Changes from the approved standard production automobiles or component parts will not be permitted except as specified in the following rules for open engine preparation. In addition to the General Engine Requirements specified in sub-section 20G-4, the engines must also conform to the following Detailed Engine Requirements. Heating pads, blankets or any other heating devices will not be permitted for warming the engine.

B. The GM crate engine, part number 89958604, with the Holley (650 CFM) Carburetor, part number 80541-1, will be permitted. This engine must be used as manufactured.

20G - 5.1 Engine Location

A. All General Motors engines must be located so the center of the forward most spark plug hole is a maximum of 1-1/2 inches rearward of the centerline of the upper ball joints. The Ford and Dodge engines must be located so the center of the forward most spark plug hole is a maximum of 2-1/2 inches rearward of the centerline of the upper ball joints.

B. The center of the crankshaft must be on the centerline of the frame, front sub-frame, and tread width, front and rear.

20G - 5.2 Engine Ground Clearance

A minimum of 10-1/2 inches and a maximum of 12 inches from center of crankshaft accessory drive bolt to ground must be maintained at all times.

20G - 5.3 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.

20G - 5.4 Engine Displacement

The cubic inch displacement will be as follows:

A. Dodge: 360 cubic inch displacement plus a maximum of 0.035 inch overbore per cylinder. The 355 cubic inch displacement Dodge engines will not be permitted.

B. Ford: 351 cubic inch displacement plus a maximum of 0.050 inch overbore per cylinder.

C. General Motors: 350 cubic inch displacement plus a maximum of 0.060 inch overbore per cylinder.

D. The manufacturer's stock bore and stroke nominal dimensions for the approved engines are listed as follows:

MANUFACTURER	BORE	STROKE
Dodge	4 inches	3.580 inches
Ford	4 inches	3.500 inches
General Motors	4 inches	3.480 inches

E. The formula for determining cubic inch displacement is as follows: Bore x Bore x .7854 x Stroke equals cubic inch displacement of each cylinder. The cubic inch displacement of each cylinder added together will determine the total cubic inch displacement of the engine. Unless otherwise permitted by Track Officials, a maximum cooling down time of two (2) hours from the official completion time of the Race will be permitted prior to measuring the total cubic inch displacement.

20G - 5.5 Engine Blocks

Engine blocks must be acceptable to Track Officials and meet the following minimum requirements.

20G - 5.5.1 Eligibility

A. Engine blocks must be a product of the manufacturer of the make of the approved engine being used in competition. Aftermarket engine blocks will not be permitted.

B. The engine block must retain all standard external dimensions with the exception of the maximum allowable overbore and the surfacing of the engine block deck. Angle cutting of the engine block deck will not be permitted. Removal of material from the engine block, with the intent of weight reduction, will not be permitted.

C. Track Officials may use an engine block provided by the respective manufacturer as a guide in determining whether a Competitor's engine block conforms to the specifications of the Rule Book.

D. Aluminum engine blocks will not be permitted.

20G - 5.5.2 Internal Changes

Internal polishing of the engine block will not be permitted. Deburring of casting flash from the engine block will be permitted.

20G - 5.5.3 Pistons / Rods

A. All pistons must be configured with two (2) separate compression piston ring grooves located near the top of the piston and one (1) oil ring groove located below the compression ring grooves. A piston compression ring must be used in each compression ring groove and one (1) oil ring groove assembly must be used in the oil ring groove.

B. Any flat top three (3) ring round aluminum piston with three (3) rings in place will be permitted. Valve reliefs for valve clearance only may be cut into the pistons. The piston must not protrude above the top of the engine block surface. The use of coatings will be permitted.

C. Only magnetic steel piston pins maintaining a minimum diameter of 0.927 inch will be permitted.

D. Piston pin holes must be in a fixed location in the piston and connecting rods.

E. Only two-piece insert style connecting rod bearings will be permitted. Roller bearings will not be permitted.

F. Only solid magnetic steel connecting rods will be permitted. Hollow beam connecting rods will not be permitted. All rods must maintain the minimum/maximum rod lengths listed below:

MANUFACTURER	MINIMUM	MAXIMUM
Dodge	6.000	6.250
Ford "Cleveland"	5.778	6.250
General Motors	5.700	6.250

G. Titanium and stainless steel connecting rods will not be permitted.

H. Connecting rods must be machined to normal machining schedule utilized for standard production parts. Piston guided rods will not be permitted. Spacers or shims will not be permitted between the piston boss and the connecting rod. The maximum side clearance between the connecting rods will be 0.035 inch.

20G - 5.5.4 Oil Pans / Oil Coolers

The oil pans and oil coolers must be acceptable to Track Officials and meet the following requirements:

A. Oil pans must be made of magnetic steel.

B. The oil pans must be a wet sump type and manufactured using a standard production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kick-outs will not be permitted between the bolt on flange and the top of the added sump. Spacers, other than sealing gaskets, will not be permitted between the oil pan side rails and the engine block surface.

C. Engine oil coolers may be either an oil to air or an oil to water heat exchanger mounted forward of the engine firewall. Air ducts will not be permitted. All oil coolers and the installation must be acceptable to Track Officials.

20G - 5.6 Cylinder Head

All cylinder heads must be approved and all modifications must be submitted to NASCAR before any proposed modifications will be eligible for approval. Approved manufacturers' identification and part numbers must remain unaltered on the cylinder heads being used in competition. Track Officials may use a cylinder head provided by the respective manufacturer as a guide in determining whether a Competitor's cylinder head conforms to the specifications of the Rule Book. Heating pads, blankets or any other heating devices will not be permitted for warming the cylinder head.

20G - 5.6.1 Eligibility

To be eligible, the cylinder heads must be acceptable to Track Officials and meet the following requirements:

A. Cylinder heads must be stock cast iron production only and approved by NASCAR, and are limited to two (2) valves per cylinder.

B. Titanium valve springs will not be permitted. Only magnetic steel valve springs will be permitted.

C. Port matching or flow work will not be permitted.

D. Angle cutting of the cylinder head to the engine block mating surface will not be permitted.

E. The cylinder head stud or bolt holes must not be offset or drilled off-center for the purpose of moving the cylinder head in any direction.

F. "O" rings will not be permitted for sealing the cylinder head to the engine block.

G. A maximum of three (3) valve seat angles plus the bowl cut will be permitted. When cutting the valve seat angles, stone or grinding marks will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will not be permitted. Upon completion of the valve job, the bowl area above the valve seat to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. Hand grinding or polishing will not be permitted on any part of the head. When replacement valve guide bushings are installed the valve guide boss must retain the same shape and configuration as it was from the manufacturer.

H. Only current design cylinder heads will be permitted. Only World Products Sportsman II SBC part number 011150, casting number 1-037, aftermarket cast iron cylinder heads with a 23 degree valve angle will be permitted as a replacement for the Chevrolet part number 10134392, casting number 14011034 cylinder head. These World Products Sportsman II SBC cylinder heads must be the current design with the manufactured date of 4/13 and later stamped on the cylinder head. These World Products Sportsman II SBC cylinder heads must conform to all the cylinder head rules in Section 20G – 5.6 through Section 20G - 5.6.3 of the 2015 NWAAS Rule Book, Mid-West/West Coast Late Model Division. When the World Products Sportsman II SBC cylinder heads are used the car's total weight must remain the same but the car must have a one half (.5) percent less weight on the left side.

I. All valves must be identical in appearance and construction as an OEM type valve. Titanium or exotic material valves will not be permitted. Coating of valves will not be permitted. Air directional devices will not be permitted on any of the valve surfaces. The valve stems must have a minimum diameter of 11/32 inch. The valve stem diameter may be undercut to a minimum diameter of 0.302 inch in the area of the valve stem from the head of the valve to the bottom of the valve guide. Hollow valve stems will not be permitted.

The maximum valve sizes as measured across the face of the valve are as follows:

Dodge	Intake - 2.020	Exhaust - 1.625
Ford	Intake - 2.020	Exhaust - 1.600
General Motors	Intake - 2.020	Exhaust - 1.625

20G - 5.6.2 External Changes

External modifications will not be permitted. All cylinder heads are limited to a minimum 62cc combustion chamber for each cylinder. The combustion chamber may be machine cut, on the walls beside the valves only, to equalize the chamber cc. Any other machining or grinding will not be permitted. Removal of material from the cylinder head, with the intent of weight reduction, will not be permitted.

20G - 5.6.3 Internal Changes

Internal polishing, porting and/or any other internal modifications will not be permitted.

20G - 5.7 Crankshaft / Harmonic Balancer

20G - 5.7.1 Crankshaft

A. Only standard magnetic steel or cast iron production design crankshafts will be permitted. If aftermarket crankshafts are used, they must be designed and manufactured the same as an OEM crankshaft for the approved standard production engine. Stroke must not be increased or decreased. Balancing will be permitted. A solid material must be used to balance the crankshaft.

B. Only two-piece insert style crankshaft bearings will be permitted. Roller bearings will not be permitted.

C. Counterweights must be the same shape, may be polished, but they must not be knife-edged, undercut, or drilled to lighten the crankshaft. The rod bearing journals may be drilled. The main bearing journals must not be drilled. When weighing crankshafts, the minimum weights listed below shall include the timing chain sprocket. The following dimensions are the minimum specifications for all crankshafts:

Manufacturer	Main Journal	Rod Journal	Weight
Dodge	2.500 minus 0.030	2.100 minus 0.030	50 Pounds
Ford	2.750 minus 0.030	2.100 minus 0.030	50 Pounds
General Motors	2.450 minus 0.030	2.100 minus 0.030	50 Pounds

20G - 5.7.2 Harmonic Balancer

A. Harmonic balancers must be used and must be used as manufactured. Only standard OEM magnetic steel elastomer type harmonic balancers permitted. The use of "O" rings or other devices that deviate from the standard

OEM elastomer rubber insert will not be permitted. Outer covers, lips, etc. to prevent the separation of the outer ring will be permitted provided they do not deviate from the standard OEM elastomer rubber insert.

B. Electronic switching devices or sensors will not be permitted on the harmonic balancer, crankshaft, or flywheel.

20G - 5.8 Camshaft / Valve Lifters / Rocker Arms

20G - 5.8.1 Camshaft

A. Only magnetic steel camshafts will be permitted. The camshaft bearing journal size must be the same as the standard production design for the NASCAR-approved production engine being used.

B. Only standard production design timing chains will be permitted. Belt drive and gear drive systems will not be permitted. Camshaft timing must be fixed, variable timing devices will not be permitted.

C. Only standard production sleeve type cam bearings will be permitted and must be the standard inside diameter for the NASCAR-approved production engine being used. The cam bearing bores in the block may be machined a maximum of 0.030 inch oversize from standard bore. Needle or roller bearings will not be permitted.

D. Camshafts must be driven in the same direction of rotation as the NASCAR-approved standard production engine. The camshaft must maintain the same firing order as the NASCAR-approved production engine.

The approved firing orders using approved cylinder identification are as follows:

Dodge	1-8-4-3-6-5-7-2
Ford	1-3-7-2-6-5-4-8
General Motors	1-8-4-3-6-5-7-2

E. The manufacturer's cylinder identification sequence is as follows:

Dodge and General Motors (Front)		Ford (Front)	
1	2	5	1
3	4	6	2
5	6	7	3
7	8	8	4

F. The front engine cover material must be acceptable to Track Officials.

20G - 5.8.2 Valve Lifters

A. Only solid magnetic steel or magnetic steel hydraulic valve lifters will be permitted. Roller tappets, ceramic valve lifters, mushroom valve lifters and any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod, commonly known as rev-kits will not be permitted.

B. Only flat tappet straight barrel lifters will be permitted. Lifters must be the same diameter and length as the original equipment for the approved standard production engine.

C. Only magnetic steel one-piece, pressed together valve push rods, without any moving parts, will be permitted.

D. The standard production design push rod guide plates will be the only guide plates permitted.

20G - 5.8.3 Rocker Arms / Valve Covers

A. Only steel or aluminum rocker arms, one (1) per valve, that are acceptable to Track Officials may be used.

B. Roller rocker arms will be permitted. Rocker arms for all General Motors and Ford cars must be an independent single stud type. Dual shaft rocker arms will not be permitted. Offset rocker arms will not be permitted with the exception of the Ford part number M-6049-N351, and the Dodge part number P5249769 cylinder heads intake valve only. Stud girdles will be permitted. All Dodge model engines may mill the existing rocker arm single shaft support towers down and install a mounting plate that permits the rocker arms for a single cylinder to be mounted from the top for easy removal. All aftermarket rocker arm assemblies must be acceptable to Track Officials.

C. Valve covers must be made of steel or aluminum. Magnesium and other exotic materials will not be permitted.

20G - 5.9 Intake Manifold

A. The intake manifold must be approved by NASCAR. The approved manufacturers' identification in the form of cast-in part numbers must remain unaltered on the intake manifold.

B. Track Officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a Competitor's intake manifold conforms to the specifications of the Rule Book.

C. Listed below are the only eligible intake manifolds for Mid-West/West Coast Late Model Division competition. These intake manifolds must remain as manufactured. Port matching or flow work will not be permitted. Intake manifolds must not be painted or coated. Only one (1) standard flat gasket, a maximum compressed thickness of 0.075 inch may be used between the cylinder head and the intake manifold.

1.	Chevrolet:	Edelbrock Victor Junior	Part Number 2975
2.	Dodge:	Edelbrock Victor Junior	Part Number 2920
3.	Ford:	Edelbrock Victor Junior	Part Number 2990

D. The intake manifold material must be aluminum. Magnesium or other exotic materials will not be permitted.

20G-5.10 Carburetor

The carburetor must be NASCAR-approved. Track Officials may use a carburetor provided by the respective manufacturer as a guide in determining whether a Competitor's carburetor conforms to the specifications of the Rule Book.

All cars competing with the GM crate engine, part number 89958604, must use the Holley (650 CFM) Carburetor, part number 80541-1. This carburetor must be used as manufactured.

20G-5.10.1 Eligibility

The NASCAR-approved two (2) barrel carburetor and carburetor rework guidelines are listed below.

A. <u>All open engines in the Mid-West/West Coast Late Model Division:</u>

1. NASCAR has approved the, part number 80583-1.
   The Holley 500 CFM model 4412 two (2) barrel carburetor and the Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1, are permitted on all models. The venturis 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 on the model 4412 and part and part number 80583-1 carburetors See below for Holley model 4412 and part number 80583-1 carburetor rework guidelines).
2. NASCAR has approved the Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetors. The approved part numbers are 4412HB and 4412HBX (Hard Core™ Gray), 4412BK and 4412BKX (Tumble polished aluminum with Black™ Metering block & baseplate). The Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetors must remain as manufactured. (See C. below for Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor rework guidelines.) B. Holley 500 CFM two (2) barrel Carburetor Rework Guidelines:

B. <u>Holley 500 CFM two (2) barrel Carburetor Rework Guidelines:</u>

1. <u>Carburetor Main Body:</u>
   Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of different hole sizes will be permitted for the 500 CFM-HP main body. For the Holley 500 CFM-HP main body, the number of holes and passages must remain as manufactured.
2. The choke plate may be removed, but all screw holes must be permanently sealed.
3. <u>Choke Horn:</u>
   Choke horn must not be removed.
4. <u>Carburetor Boosters:</u>
   The boosters may be changed but must be of the same type. Size or shape must not be altered. The fuel supply passage inside the booster must not be changed. The booster feed hole (fuel supply hole) size may be changed. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem and in the top of the choke

horn on each side of the vent tube. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the holes in the choke horn. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied to the holes in the choke horn.

5. 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.
6. 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.
7. Carburetor Throttle Body (base plate):
   The carburetor throttle body (sales number 112-111) 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 or sealed and must be acceptable to Track Officials. Idle transfer slots must remain as manufactured.
8. 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.
9. Throttle Shafts:
   Throttle shafts must remain stock and must not be thinned or cut in any manner. Welding of the lever to the throttle shaft will be permitted.
10. Carburetor Metering Blocks:
    Only Holley 500 CFM-HP metering blocks (sales number 134-280) (part number 12201) will be permitted. For the Holley 500 CFM-HP-approved metering block, the number of holes and passages and the location must remain as manufactured. Additional holes or passages or plugging of holes or passages will not be permitted in the Holley 500 CFM-HP-approved metering block. Existing hole sizes may be enlarged but must not be reduced in size in any way, and must not be plugged. When existing hole sizes are drilled beyond a desired size, a bushing may be installed in the existing hole and re-drilled but must not be smaller than original size.
11. Accelerator Pump:
    Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The retaining screw must not be drilled for a discharge passage. The accelerator pump cam may be changed but the pump diaphragm must remain a 30 cc pump and remain as manufactured without any changes inside the pump body. Additional diaphragms will not be permitted. A hole may be drilled in the accelerator pump fuel passage on the float bowl side of the metering block above the fuel level to relieve any siphoning through the nozzles. The hole must not be larger than .050 inch diameter.
12. Power Valves and Floats:
    Power valves and floats may be changed. Only Holley replacement parts may be used

C. Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor Rework Guidelines:

1. Carburetor Main Body:
   Reshaping, polishing, grinding, drilling of additional holes or plugging of holes will not be permitted. Screw in air bleed jets of different hole sizes will be permitted in the main body. For the 500CFM Ultra HP and XP 2BBL aluminum body carburetor main body, the number of holes and passages must remain as manufactured.
2. Carburetor Boosters:
   The boosters must not be changed. Size or shape must not be altered. The booster casting ring must be visible and remain as manufactured. Height and location of the boosters must remain as manufactured. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the

case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied around the vent tube. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied around the vent tube.

3. Carburetor Venturi:
   The venturi area must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The location of the venturi must remain as manufactured.
4. 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.
5. Carburetor Throttle Body (base plate):
   The carburetor throttle body must be used as manufactured. The positioning of the throttle bores in the carburetor throttle body must be the same as manufactured. 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. Idle transfer slots must remain as manufactured.
6. Throttle Plates (butterflies):
   Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes in the butterflies must remain as manufactured. Screw heads and screw ends must remain standard.
7. Throttle Shafts:
   Throttle shafts must remain as manufactured and must not be thinned or cut in any manner.
8. Carburetor Metering Blocks:
   Only Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor billet metering blocks will be permitted. For the Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor approved billet metering block, the number of holes and passages and the location must remain as manufactured. Existing hole sizes must not be enlarged or reduced in size in any way, and must not be plugged. Screw in emulsion bleeds of different hole sizes will be permitted in the metering block.
9. Accelerator Pump:
   Accelerator discharge nozzles of any hole size will be permitted but must be of the same type. Only Holley replacement parts may be used. The accelerator pump cam must not be changed and the pump diaphragm must remain a 30 CC pump and remain as manufactured without any changes inside the pump body. Additional diaphragms will not be permitted.
10. Power Valves and Floats:
    Power valves may be changed. Only Holley replacement parts may be used. Floats must remain as manufactured.

20G - 5.10.2 Carburetor Spacer / Gaskets

A. Only a one-piece, solid, carburetor spacer, one (1) 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 1-11/16 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.

C. A one-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-piece non-metallic gasket maximum 0.065 inch thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake manifold.

D. All cars competing with the GM crate engine, part number 89958604, with the Holley (650 CFM) Carburetor, part number 80541-1 must use a one piece, solid carburetor spacer, one (1) inch in thickness with four (4) round holes 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.

20G - 5.10.3 Carburetor Restrictor

A carburetor restrictor must be used when required by Track Officials.

20G - 5.10.4 Carburetor Fuel Filter

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

20G - 5.11 Forced Air Induction

Fuel injection, superchargers, and turbochargers will not be permitted.

20G - 5.12 Carburetor Air Filter / Air Intake

The air filter housing, including the filter, must be installed during practice or competition. Performance enhancing additives or chemicals will not be permitted in the air filter housing, air filter, or the air intake area.

20G - 5.12.1 Carburetor Air Filter / Air Filter Housing

A. Only a round dry type, paper or dry type gauze air filter element maintaining a minimum of 12 inches and a maximum of 16 inches in diameter will be permitted. The air filter element must maintain a minimum of 1-1/2 inches and a maximum four (4) inches in height. All air must be filtered through the air filter element. The air filter elements must not be sprayed or soaked with any type of chemicals or liquids.

B. Only a round, commercially manufactured, stamped or spun metal air filter housing will be permitted. Air filter housings must be acceptable to Track Officials. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be permitted. The center stud hole in the top of the air filter housing must not be recessed more than one (1) inch. The air filter housing must be the same diameter as the air filter element. The air filter housing must be centered and set level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. It is permissible to attach a shield to the front area of the air cleaner housing up to a maximum of one half of the air cleaner circumference. The shield must not be higher than the height of the air cleaner filter. Tubes, funnels, or any device that may control the flow of air will not be permitted inside of the air filter or between the air filter housing and the carburetor.

20G - 5.12.2 Air Intake

Cowl air induction will be permitted. A molded in, stock appearing, hood scoop may be used. Maximum height of hood scoop, when measured from flat section of hood, must be four (4) inches. The hood scoop must be closed at both ends. A hood opening, centered on the top of the rear of the hood scoop, measuring three (3) inches in length by 26 inches in width will be permitted through the top of the scoop. If competing with a hood without a hood scoop, a cowl opening measuring three (3) inches by 26 inches will be permitted at the center of the cowl at the base of the windshield. Ducts, baffles, or air dividers will not be permitted on or leading to the air cleaner or element.

20G - 6 ENGINE/CAR ELECTRICAL SYSTEM

All engine/car electrical systems must be approved by NASCAR and be acceptable to Track Officials. Electronic or HEI ignition systems will be permitted. Prior to being used in competition, all major engine/car electrical system components must be submitted, in a completed form/assembly, to the office of the NASCAR Competition Administrator for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

20G - 6.1 Ignition System

A. Electronic distributors will be permitted. All electronic distributors must be stock type housings, equipped with a magnetic pickup, gear driven, and mounted in the stock location.

B. Single or dual point camshaft driven distributors will be permitted.

C. Only one (1) ignition coil will be permitted and it must be mounted on the engine side of the firewall or inside the car on the ignition system mounting plate.

D. If used, only one (1) ignition amplifier box will be permitted, and it must be mounted on the right hand side on the front of the dash panel or on an ignition system mounting plate as described in sub-section 20G-3.3B. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted in standard ignition systems.

E. Modifications to ignition amplifier boxes will not be permitted. Track Officials may use ignition amplifier boxes provided by the respective manufacturer as a guide in determining whether or not modifications have been made.

F. Computerized, multi coil, dual electronic firing module amplifier box, or crank trigger systems will not be permitted. Magnetos will not be permitted.

G. Adjustable timing controls will not be permitted.

H. Retard or ignition delay devices will not be permitted.

I. External RPM limiters will be permitted. If used, the external RPM limiter must be analog only.

J. Accessories to regulate the power supply will not be permitted.

K. The ignition amplifier must have a six (6) pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate manual operation and testing of the ignition components during inspection. The wiring sequence must be the same as the General Motors or Ford ignition amplifier.

L. A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. Any other wires will not be permitted to enter or exit the amplifier box.

M. All ignition wiring harnesses, switches, and connectors must be acceptable to Track Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes. Ignition system wiring should remain visible and accessible. Taping wires together, heat shrink wrap, and/or banded wire looms should not be used. Terminated wiring must be sealed to prevent connection.

N. Track Officials may at their discretion inspect, test, and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.

O. All connectors must allow for the application of a sealing device applied by Track Officials.

20G - 6.2 Spark Plugs

Any make or brand of spark plugs may be used. All spark plugs must thread into the cylinder heads using only M14 x 1.24 threads.

20G - 6.3 Alternator

The alternator system when used must be mounted on the front of the engine in the standard location with the center of the alternator higher than the center of the water pump and must not exceed 14.9 volts of output.

20G - 6.4 Starter

The self-starter must be in working order and in the stock location. Only standard factory OEM type production starters will be permitted. After the Race is underway, cars may be started by hand pushing in the pit area only but under no circumstances is any car permitted to be pushed onto the race track from the pit area.

20G - 6.5 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 rear firewall. The battery box must be mounted inside the outside edge of the frame rails and must not 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. Only one (1) battery with a maximum nominal voltage of 12 volts will be permitted. Accessories to regulate the power supply will not be permitted.

20G - 6.6 Electrical Switch Locations

All electrical switches must be operable and must be located on the dash panel within reach of the driver or in the left side door area, except the labeled on/off rotary-type master switch with "on" being in the clockwise direction, which must be located at or on the front of the dash panel in the center. The on/off switch must be wired to the battery cable and alternator lead in a manner that would cut off all electrical power in the car. If switches are mounted in the door area, they must be located on a metal plate, mounted on the top or bottom of a door bar forward of the steering wheel. A separate switch for each brake cooling fan will be permitted. All brake cooling fan switches must be mounted on the dash panel and labeled "brake cooling fans" and "on/off". All electrical switches must be labeled

20G - 6.7 Accessories

A. Except as provided below, cars and drivers will not be permitted to carry onboard computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, filming devices, electronic memory chips, traction control devices, digital readout gauges and the like, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his/her person or in his/her possession or in his/her car a device(s) at an Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

B. Radios must be of two-way voice communication type only, independent of the car's electrical system. Only one (1) radio and one (1) radio push to talk button will be permitted in each car.

C. For broadcasting and media-related purposes only, Track Officials may allow or require selected cars to compete with broadcast telemetry or other positioning and informational systems. Unless otherwise authorized or required by Track Officials, the broadcast telemetry signal from these systems will be limited to the following parameters:

1. RPM (inductive pickup on the secondary wire only).
2. Transmission gear selection.
3. MPH (taken from sensors on the driveshaft or rear wheel only).
4. Brake pedal application.
5. Throttle position indicator (must not be attached to the carburetor).
6. Camera positioning and video switching.
7. All camera locations and styles must be acceptable to Track Officials.
8. All Competitors shall cooperate with Track Officials in connection with the installation and operation of such broadcast systems.

D. Remote lap timing or speed sensing devices will not be permitted.

E. The tachometer control or reset switches must be built into the unit. Remote switches will not be permitted.

F. All electrical wiring harnesses, switches, and connectors must be acceptable to Track Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the car for inspection purposes.

G. Filming devices will not be permitted to extend beyond the pit wall.

H. A timing and scoring transponder bracket is recommended and, if used, must be installed on the right side of the rear sub-frame side rail, (beside the fuel cell) 14 feet, two (2) inches rearward of the leading edge of the front of the car to the front edge of the transponder bracket. The transponder bracket must be mounted vertically with the square tab on the bottom.

20G-6.8 In-Car Radio Communications

A. The in-car radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted, or scrambled format as determined by NASCAR. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the in-car radio will not be permitted. All transmissions to and from the in-car radio must be in the 450.000MHz-470.000MHz range, and all in-car radio transmitting and receiving frequencies, including squelch codes, must be registered annually in the NASCAR Radio Data Base http://freqcoordination.nascar.com. All frequency changes must be updated prior to being used during an Event and confirmed by NASCAR's Official Radio Supplier. The in-car radio is not permitted to transmit or receive any type of telemetry (data) signal or information other than audio communications and must remain independent from any electronic system in the car. Teams will not be permitted to rebroadcast transmissions to or from the in-car radio at any time during an Event. It is strongly recommended that all in-car radio frequencies be licensed for use by the Federal Communications Commission (FCC) and meet all applicable regulations and guidelines.

B. Only one (1), NASCAR-approved, two-way radio will be permitted in the car for audio communications to team members only. It is not permitted to have any frequency of any Competitor installed in the radio at any time.

The car is permitted only one (1), approved radio wiring harness system. The radio wiring harness system will connect to the radio, junction box if needed, driver helmet connector and a push to talk switch. Only one (1), push to talk switch will be permitted.

C. Other than for broadcasting and media related purposes only, a single, NASCAR-approved radio antenna, must be mounted on the exterior roof of the body, and be acceptable to Track Officials. A second NASCAR-approved radio antenna (back-up) may be used inside the driver compartment.

D. Driver to driver radio communications will not be permitted.

20G - 7 ENGINE COOLING SYSTEM

The engine cooling system and components must be acceptable to Track Officials and meet the minimum requirements set forth in this sub-section. Icing, freon type chemicals or refrigerants must not be used in or near the engine compartment. Additional water lines must not be added to or from the water pump or intake manifold to the cylinder heads or engine block. Portable cooling machines or devices will not be permitted. Heating pads, blankets or any other heating devices will not be permitted for warming the cooling system.

20G - 7.1 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 belts and pulleys will be permitted.

20G - 7.2 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. An electric engine cooling fan is 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.

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. Flat fan blades will not be permitted.

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

20G - 7.3 Fan Shroud / 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 aerodynamic performance purposes and must be acceptable to Track Officials.

B. A rectangular shaped metal or flexible rubber and/or plastic type air box, the width of the radiator, must be attached from the front of the bumper cover to the trailing edge of the radiator. The bottom and the sides of the air box must be straight and be acceptable to Track Officials. Installation of air directional devices, underpans, baffles, dividers, shields or the like will not be permitted in the grille or in the ductwork back to the radiator. Any part or component of the car that has been installed or modified to enhance aerodynamic performance will not be permitted. All air that enters the grille area must flow through the radiator core.

20G - 7.4 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 upward or may be relocated to the rear of the car.

E. 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.

F. Radiator cores and tanks must be constructed from aluminum material. The radiator core must be a standard automotive fin and tube design acceptable to NASCAR Officials. Bar and plate radiator cores will not be permitted. Radiator tanks must be installed on the sides of the radiator core only.

20G - 8 ENGINE LUBRICATION

20G - 8.1 Oil

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

20G - 8.2 Oil Pressure

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

20F - 8.3 Oil Filters

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

20G - 8.4 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.

E. Heating pads, blankets or any other heating devices will not be permitted for warming the oiling system.

20G - 9 ENGINE EXHAUST SYSTEM

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

20G - 9.1 Exhaust Headers

A. 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, with a collector tube size of three (3) inches outside diameter. No cones or pyramids will be permitted. 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.

B. Stainless steel, stepped, 180 degree or merge systems will not be permitted.

C. Spacers will not be permitted between the cylinder head and the exhaust header. Only one (1) gasket, maximum 0.075 inch thickness, may be used between the cylinder head and exhaust header.

D. Thermal wrap will not be permitted.

E. Scavenge lines and/or hoses will not be permitted between the engine and exhaust system.

F. Internal coatings will not be permitted.

20G - 9.2 Exhaust Pipes

A. Exhaust pipes from the exhaust header collector must not be larger than three (3) inches outside diameter and must be the same diameter for the entire length to the muffler, if used, and must not be larger than four (4) inches outside diameter and must be the same diameter for the entire length after exiting the muffler, if used. 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 must 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 exit to the outside of the car, with a single pipe only, behind the driver and in front of the rear wheels. This pipe 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. 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 be permitted on the exhaust pipes under the driver compartment area only.

D. Crossover pipes or merge systems will not be permitted.

20G - 9.3 Heat Shields

Heat shields to cover exhaust header must not be more than four (4) inches wide and not longer than the cylinder head.

20F - 10 DRIVE TRAIN

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

20G - 10.1 Clutch

A. Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted. Button clutches will be permitted.

B. The clutch assembly must be bolted to the flywheel located inside the bell housing.

C. Multiple disc clutches will be permitted up to a maximum of three (3) discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be the push type design.

D. Only solid magnetic steel discs and solid magnetic steel floater plates will be permitted.

E. The minimum clutch disc diameter permitted is 7-1/4 inches.

F. Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.

20G - 10.2 Flywheel

A. Only a stock type and size magnetic steel or aluminum flywheel, bolted to the crankshaft, will be permitted. Holes and/or other modifications to the flywheel that, in the judgment of Track Officials have been made with the intent of weight reduction will not be permitted.

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

20G - 10.3 Bell Housing

A. The bell housing may be steel or aluminum.

B. The maximum distance from the machined surface at the back of the engine block to the machined surface at the front of the transmission case must not exceed 6-3/8 inches including any spacers.

C. Bell housings must be the same design as an OEM type production bell housing. The bottom of the steel bell housing may be cut off horizontally a maximum of one (1) inch below the bottom of the transmission. Cutting on the sides of the bell housing, above this cut off line, will not be permitted. Cutting or modifying of the aluminum bell housing will not be permitted.

D. 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.

E. The starter mounting position must remain on the right side for Ford and General Motors engines and the left side for Dodge.

20G - 10.4 Transmission

A. Only standard production OEM type manual transmissions will be permitted. Special production transmissions will not be permitted. Top loader type transmissions will not be permitted.

B. Two (2) forward gears and reverse gear must be in working order.

C. Only OEM type, steel, angle cut or straight cut forward gears, manufactured for the transmission being used, will be permitted.

D. 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.

E. Five (5) speed transmission with gears removed will not be permitted.

F. Quick change transmissions will not be permitted.

G Only fire resistant type shifter boots, secured with fasteners, acceptable to Track Officials will be permitted. The shifter boots should meet the SFI 48.1 specification and display a valid SFI 48.1 label visible on the outside surface of the shifter boot. Quick release fasteners should not be used to secure the shifter boot. The shifter boot should be completely sealed to the floor of the car. Installation of the shifter boot must be acceptable to Track Officials. Shifter boots should not be used beyond two (2) years from the date of manufacture.

H. External oil pumps and oil coolers will not be permitted. Transmission lubricating systems must be of the wet sump design only.

I. Heating pads, blankets or any other heating devices will not be permitted for warming the transmission.

J. Transmission vent/breather hose and filter assemblies must be located within the transmission tunnel and must not extend forward of the vertical front firewall. Remote transmission reservoirs and/or fill tubes will not be permitted.

20G - 10.5 Drive Shaft

A. The drive shaft must be magnetic steel and be similar in design to the standard production type. The drive shaft must not be smaller than 2-3/4 inches or larger than four (4) inches in diameter. All drive shafts must be painted white.

B. Two (2), 360 degree solid magnetic steel brackets, without any 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 crossmember 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).

20G - 10.6 Rear Axle

A. Quick change and Ford 9" design rear ends with full-floating axles will be permitted. 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 rear end center section. All cap screws attaching the ring gear to the differential locker housing must be installed at all times during competition.

B. Only the following differentials will be permitted:

1. Only Detroit locker ratchet type differentials will be permitted. When this type differential is used, either wheel, when jacked up with the transmission engaged, must turn freely by hand for one (1) full turn, 360 degrees, while the opposite wheel remains stationary. The locker-type differential must be from an approved manufacturer.
2. Locked rear drive axle assemblies (solid spool) will be permitted.

C. Full-floating rear axles must be used, but must not alter the tread width or general appearance.

D. Only one-piece, solid magnetic steel axles will be permitted. Crown type axles will not be permitted. Gun drilled or hollow axles will not be permitted.

E. Cambered rear axle housings or rear axle housings with toe will not be permitted. The method used to check camber and toe will be the Track Officials' discretion.

F. External oil pumps and oil coolers will not be permitted. Rear end lubricating systems must be of the wet sump design only.

G. Heating pads, blankets or any other heating devices will not be permitted for warming the rear end assembly.

H. All drive train fasteners and mounting hardware must be made of solid magnetic steel.

20G - 10.7 Wheels / Lug Bolts / Lug Nuts

A. Only 15 inch diameter five (5) lug magnetic steel wheels with an eight (8) inch rim width and a reinforced center will be permitted.

B. All wheels must be the same width and offset (backspacing).

C. Only solid, one-piece, heavy-duty 5/8 inch magnetic steel lug bolts and standard one (1) inch hex by minimum 0.650 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. All valve stem hardware must be used in accordance to the tire manufacturer's specifications.

E. Bleeder valves/air bleeds will not be permitted.

F. Tape will not be permitted on the wheels.

20G - 10.8 Tires

Only track-approved tires will be permitted. Approved tires are those tires that comply with the requirements of this rule and are recommended by a tire manufacturer for use by Competitors in the Event.

20G - 10.8.1 Physical Requirements

A. Any track-approved tire will be permitted.

B. Hand grooving, buffing, grinding, and/or cutting on any area of racing tire will not be permitted.

20G - 10.8.2 Tire Manufacturer Obligations

A. Unless otherwise notified, all tires must be used in approved positions. Approved positions are those positions on the car which are recommended by a tire manufacturer for its tires used by Competitors in the Event.

B. The tire identification markings must be unique to one particular size, construction, and rubber compound combination.

C. The same tires must be made available to each Competitor.

20G - 10.8.3 Tire Measurement Procedure

A measuring device may be used to determine the maximum size of the tire. New tires may be selected at each Event by Track Officials for measurements. Tires to be measured must be mounted on a 15 inch wheel of the proper rim width. Thirty pounds tire pressure will be required for the measurements. All four (4) tires must be the same make.

20G - 10.8.4 Tire Usage Rules

The following rules govern the use of approved and qualified tires:

A. All cars qualified for any Mid-West/West Coast Late Model Stock Car Division Race may be required to start the Race on the same tires used for qualifying.

B. All cars qualified for any Event will be required to start and run the entire Race on the same brand of tires used for qualifying and qualifying Races.

C. During the running of any Mid-West/West Coast Late Model Stock Car Division Race, only one (1) jack and only one (1), 1/2 inch drive air wrench with a single socket capable of removing or attaching one (1) lug at a time will be permitted. The socket must not have the capability of retaining or dispensing any lug nuts.

D. Should identification numbers, or serial numbers be defaced on any previously approved tire, the tire will be ruled ineligible for competition.

E. Explanation of qualifying tire rule:

When an Official detects a change in the tires before the start of the Race, the Competitor will be permitted to change the tires back to the original tires used in qualifying and the car will be permitted to start the Race at the rear of the field.

F. Tires that, in the judgment of Track Officials, have been altered by unauthorized treatment will not be permitted.

20G - 11 FRAMES

All frames and frame components must be approved by NASCAR. Prior to being used in competition, all frames and frame components must be submitted to the office of the NASCAR Competition Administrator for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

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. The frame used must meet the minimum requirements described in the following sub-sections.

20G - 11.1 General Frame Eligibility

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. Holes and/or other modifications to the frame, frame supports, front and rear sub-frames, crossmembers, and any other frame components that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. Tubing used for frame rail sections must be the same size and thickness for the entire length.

20G - 11.2 Frame Requirements

A. Main Frame

A tubular welded magnetic steel frame must be used. The main frame side rails must be parallel. 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 with a minimum wall thickness of not less than 0.095 inch meeting the ASTM A-500 specification. Frames must not be notched to accommodate the exhaust pipes. Rocker panels must remain in the standard location. Weight containers, if used, must not be lower than the bottom of the frame rails. Center mounted weight containers will be permitted but must be securely welded in place and must be acceptable to Track Officials. (See diagrams in the rear pages of the Rule Book for approved frames.)

B. Front Sub-Frame

The front sub-frame must be constructed by the following guidelines:

1. A GM type front steer tubular front sub-frame must be constructed using minimum two (2) inch wide by three (3) inch high magnetic steel box tubing with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification. 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 sub-frame must be attached at the frame side rail kick-outs and extend forward a length of 16 inches on one (1) side with the opposite side not more than one (1) inch difference and angle upward at between 22 and 35 degrees. At this point, a piece of tubing, a minimum of 27 inches long and a maximum of 36 inches long, must be welded and extend straight forward in front of the steering assembly.

   If used, front frame extensions using two (2) inches wide by three (3) inches high with a minimum wall thickness of 0.083 inch magnetic steel box tubing meeting the ASTM A-500 specification may be welded to the end of the sub-frame but should angle down a maximum of 18 degrees.

   The sub-frame crossmember must be mounted to the front sub-frame at a 90 degree angle and must be constructed using minimum 1-1/2 inches high by three (3) inches wide magnetic steel box tubing with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification. It is permissible to install a crossmember center section using three (3) pieces of one (1) inch by one (1) inch with a minimum wall thickness of 0.120 inch magnetic steel tubing welded together. A 3/8 inch steel plate must be welded to each end of the crossmember. A minimum of four (4), 3/8 inch diameter bolt holes (two (2) on each end) must be drilled for attaching the crossmember together. This will permit easy removal of the engine oil pan. A crossmember 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 crossmember, 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 front mounting points for the lower A-frames must be an equal distance from the centerline of the front sub-frame measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt hole. The rear mounting points for the lower A-frames must be an equal distance from the centerline of the front sub-frame, plus or minus (+/-) 1/2 inch, measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt hole. An eccentric type adjuster or adjustable inserts (slugs) may be used on the rear mounting bolt. The mounting plates for the upper A-frames must be welded to the top of the sub-frame rails.

2. A Ford type rear steer tubular front sub-frame must be constructed using minimum two (2) inches wide by three (3) inches high magnetic steel tubing with a minimum wall thickness 0.083 inch meeting the ASTM A-500 specification. The front sub-frame assembly must be attached in the center of the frame at the frame side rail kick-outs and extend upward and forward, 19-1/2 inches, to the rear of the top spring mount plate between a 22 and 25 degree angle. The top spring mounting plate must extend forward 7-1/4 inches. A piece of tubing 21-1/2 inches long must be welded at the front of the spring mount and angle down a maximum of 18 degrees. The mounting points for the lower A-frames must be an equal distance when measured from the center of the sub-frame to the centerline of the mounting hole. Strut rods must be bolted in the stock location on the lower A-frames and extend forward and mounted on the crossmember.

C. Rear Sub-Frame

The rear sub-frame may be conventional over the rear axle or under slung and must be a minimum two (2) inches in width by two (2) inches in height magnetic steel box tubing, with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification. The rear sub-frame must incorporate the mounting locations for the rear springs, shock absorbers, panhard bar, and fuel cell ending with a crossmember a minimum of one (1) inch in width by two (2) inches in height with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification (refer to the Construction Guidelines in the rear pages of the Rule Book). A reinforcement bar, minimum 1-1/2 inches in diameter with a minimum wall thickness of 0.083 inch meeting the ASTM A-519 specification, must extend below the rear sub-frame section behind the fuel cell. This reinforcement bar must be as wide as the rear sub-frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the rear sub-frame rails and attached to the rear crossmember. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear sub-frame rails.

20G- 12 SUSPENSION

A. All suspension systems, components, and parts must be acceptable to Track Officials. Unless otherwise authorized by Track Officials, non-ferrous suspension parts will not be permitted. The following minimum requirements must be met:

B. Rear Suspension Trailing Arms

1. Only a conventional two (2) link truck trailing arm type with the same configuration on both sides or a three (3) link passenger car type suspension will be permitted. Bushings for trailing arms that, in the judgment of Track Officials, allow excessive vertical or horizontal movement will not be permitted.
2. Truck trailing arms must be attached to the rear axle housing, with one (1) solid round, 3/4 inches outside diameter U-bolt on each side over the rear axle housing and through the truck trailing arm, with nuts securing the truck trailing arm to the axle housing. The rear truck trailing arm mount, where the truck trailing arm attaches to the rear axle housing, must be the same on both the left and right sides when measured from the outboard wheel mounting surface of the rear axle/brake assembly to the alignment pin for the rear truck trailing arm. Truck arm U-bolt retainers must be adequately tightened as defined by industry standard torque recommendations for a 3/4 inch diameter fine threaded fastener. Two (2) maximum 13/16 inch inside diameter, steel tubes must be installed in the longitudinal centerline of the truck trailing arm at the U-bolt mounting location. These tubes are a welded component of the truck trailing arm assembly and must be completely welded to both halves of the truck trailing arm. ANY DEVICE(S) THAT WILL PERMIT MOVEMENT OR ROTATION OF THE REAR END HOUSING WILL NOT BE PERMITTED. Truck trailing arms must be attached to the

chassis in the front with steel or rubber bushings or monoballs mounted in a solid, one-piece truck trailing arm welded sleeve. The steel or rubber bushings or monoballs must be the same on both sides and must not be modified or altered such as drilling holes, different hardness rubber bushings, etc. Each truck trailing arm must be attached with a solid, one-piece, minimum 3/4 inch diameter magnetic steel bolt. An eccentric-type adjuster may be used on only one (1) of the front truck trailing arm mounting points for vertical and/or horizontal adjustments. Adjustable insert plates may be used on the other front truck trailing arm mounting point for vertical and/or horizontal adjustments. The maximum horizontal adjustment will be limited to 3/4 inch. 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. The front truck trailing arm mounting brackets must be an equal distance from the longitudinal centerline of the main frame rails.

3. Mounting points on the axle housing must be evenly spaced and welded to prevent movement and must be equal distance from the longitudinal centerline of the rear sub-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 be within 1/4 inch of equal length with a minimum length of 45 inches and a maximum length of 51 inches. Pickup truck OEM trailing arms may be cut down to a minimum two (2) inches wide by three (3) inches high.
4. I-beam style truck trailing arms may 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 nominal wall thickness of 1/8 inch meeting the ASTM A-500 specification, plug welded and/or stitch welded with a plug weld or a minimum one (1) inch stitch weld a maximum of every eight (8) inches or less back to back for the entire length, creating a vertical wall of two (2), 1/8 inch minimum wall thicknesses with a completed overall size of two (2) inches in width by three (3) inches in height. Box tube truck trailing arms will not 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.
5. 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.
6. Passenger car type trailing arms must be a maximum of 30 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 or aluminum box tubing with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specification. The trailing arms may be fabricated from round steel or aluminum tubing. 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 sub-frame rails. Standard type rubber or metal bushings or magnetic steel heim joints (spherical rod ends) must be used. Aluminum heim joints (spherical rod ends) will not be permitted. 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. Any other modifications, that in the judgment of Track Officials, such as but not limited to weight addition will not be permitted. The third link (torque rod) must be a single one-piece, straight, round, solid or tubular bar with heim joints (spherical rod ends) on each end. Rubber bumpers, springs or spring loaded bars will not be permitted.
7. The rear axle housing must be held in the center of the car side to side by a single one-piece straight round tubular panhard bar, “J” bars or Watts Linkage behind the rear axle connected to the frame on the right side and the rear axle housing on the left side. Adjustable heim joints (spherical rod ends) on each end, will be permitted. The panhard bar mounting bolt, at each end of the panhard bar, must be 3/4 inch in diameter and must include a 1/8 inch thick magnetic steel washer with an outside diameter larger than the body of the heim joint (spherical

rod end). Movable threaded-screw adjusters will be permitted on the panhard bar. If used the movable threaded-screw adjuster must be mounted on the frame mount side. The upper adjustment to the threaded-screw bracket (located just under the rear window) must share the same vertical centerline with the threaded-screw bracket. The panhard bar, panhard bar brackets and/or components, must not be lower than the lowest edge of the wheel (rim).

20G - 12.1 Coil Springs / Spring Mounts / Jacking Bolts

All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, whichever occurs first. Any travel limiting device or procedure that in the judgment of Track Officials attempts to detract from or compromise the above will not be permitted.

Leaf spring or 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.

A. Coil-Over Springs will not be permitted.

B. Front Coil Springs

1. 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. The closed end of the coil spring should not have a gap larger than 1/8 inch. Grinding of the open coil should not be permitted beyond the first inch of the open coil and should not exceed 1/2 of the coil spring wire diameter.
2. All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch.
3. The free height of the bare front coil springs must not be more than 11 inches and must not be less than 8-1/4 inches.
4. All front coil springs must maintain a minimum outside diameter of 5-1/4 inches and a maximum outside diameter of 5-3/4 inches.
5. Progressive or digressive rate springs will not be permitted.
6. The front coil spring mounts must be located on the lower A-frame for the bottom mount and the top mount must be a bucket-type and be welded to the front sub-frame rails and be the same on both the left and right side. The front coil spring upper mount plate must be attached to the front jacking bolt in a manner acceptable to Track Officials. Monoball(s), excessive taper, bevels, or other devices on the end of the front jacking bolt, the front coil spring mounting plate, the front coil spring mounting bolt or in the front upper spring mount will not be permitted. The hole in the front coil spring upper mount plate must be round and must not be larger than 1/16 inch diameter than the front coil spring mounting plate bolt. The upper and lower coil spring mount must support the front coil spring for 360 degrees of each coil spring mount when the car is set at specified inspection heights. The upper coil spring seat must be flat. Bearing plates on the upper spring mount will not be permitted.
7. Heavy-duty solid metal bolts (jacking bolts), with a minimum diameter of 1-1/8 inches, utilizing right-hand threads, and a single thread count of not less than 12 threads per inch for the entire length of the jacking bolt, must be used. The jacking bolts must be installed, using a solid threaded sleeve welded completely into the frame spring bucket, in a manner acceptable to Track Officials for the purpose of raising or lowering the car. Jacking bolts and the threaded sleeves must be the same thread configuration on the left and right side.
8. Front jacking bolts will not be permitted to be located through the frame rails. The front jacking bolts must be in the same location on both sides.
9. One (1) spring rubber insert, not to exceed one (1) full coil, acceptable to Track Officials will be permitted. Coil spring wire wrap will not be permitted.

C. Rear Coil Springs

1. The rear coil springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground. The closed ends of the coil spring must not have a gap larger than 1/8 inch.
2. All coils must be evenly spaced between the top and bottom closed ends of the spring. All coils must be wound producing the same inside and outside coil diameter.

3. The free height of the bare rear coil springs must not be more than 15 inches and must not be less than 10 inches.
4. Coil springs mounted on the truck trailing arms must not be located outside the rear sub-frame rail kick-ups, and must be equal distance from the centerline of the rear sub-frame rails.
5. All upper and lower rear coil spring mounts must be located between the rear sub-frame side rails. Only one (1) rear jacking bolt sub-frame mount per side will be permitted. Jacking bolts will be permitted to be located through the rear sub-frame rails. The center of the jacking bolt must not extend further than the center of the rear sub-frame rail from the inside edge. Jacking bolts located through the rear sub-frame rails must have a solid sleeve extending through the rear sub-frame from top to bottom and be welded completely into the rear sub-frame rails. Heavy-duty solid metal bolts (jacking bolts), with a minimum diameter of 1-1/8 inches, utilizing right-hand threads, and a single thread count of not less than 12 threads per inch for the entire length of the jacking bolt, must be used. The upper coil spring seat must be flat. Monoball(s), excessive taper, bevels or other devices on the end of the rear jacking bolt, the rear coil spring mounting bolt or in the rear upper spring mount will not be permitted. The hole in the rear coil spring upper mount plate must be round and must not be larger than 1/16 inch diameter than the rear coil spring mounting bolt. The upper and lower coil spring mount must support the coil spring for 360 degrees of each coil spring mount. The upper coil spring seat must be flat. Bearing plates on the upper spring mount will not be permitted.
6. The rear coil spring lower mounts may be located in front of, on top of or to the rear of the rear axle housing.
7. The rear coil spring upper mounts must be located and welded on the chassis directly above the lower mounts.
8. One (1) spring rubber insert, not to exceed one (1) full coil, acceptable to Track Officials will be permitted. Coil spring wire wrap will not be permitted.
9. All coil springs must maintain a minimum outside diameter of 4-3/4 inches and a maximum outside diameter of 5-1/4 inches.
10. Only one (1) spring per wheel will be permitted.
11. Progressive or digressive rate springs will not be permitted.

20G - 12.2 Sway Bars (Anti-Roll Bars)

Sway bars, when used must be used for the purpose of anti-roll only. Pre-loading of the sway bar beyond the limits of the driver's weight in the driver's seat or on the left door top will not be permitted.

A. The main body of the sway bar must be one-piece and be made of magnetic steel.

B. Heim joints (spherical rod ends) may be used for attaching the sway bar arms to the lower A-frames.

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

20G - 12.3 Shock Absorbers

Shock absorbers and components must be from an approved manufacturer. Any non-adjustable, internal reservoir shock absorber may be used that complies with the following guidelines. 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.

A. Changes in shock absorber force must not be made by the position of the shock absorber shaft, only by the velocity of the shaft through the compression and rebound stroke.

B. Track Officials may use a shock absorber and internal components provided by the respective manufacturer as a guide in determining whether a Competitor's shock absorber and internal components conforms to the specification of the Rule Book.

C. The only shock absorbers and internal components permitted will be those approved by NASCAR and Track Officials.

D. External adjustments will not be permitted on any shock absorbers.

E. Shock absorber base valves will not be permitted.

F. Gas charged shock absorbers will not be permitted.

G. External Schrader valves or any other devices to pressurize the shock absorber with gas will not be permitted.

H. At any time, the shock absorbers must fully compress and fully extend the entire length of the shock absorber shaft without any type of mechanical

assistance within a reasonable amount of time and with a reasonable amount of effort applied to the shock absorber, as compared to other competitor's shock absorbers.

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

J. 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.

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

L. Coil over shock absorbers will not be permitted.

M. Remote or electronically controlled shock absorbers will not be permitted.

N. A maximum of one (1) shock absorber per wheel will be permitted.

O. Quick disconnect shock absorber mounts will be permitted. The shock absorbers should be attached with nuts and bolts. Adjustable shock absorber mounts of any type will not be permitted.

P. Shock absorbers will not be permitted inside of the front or rear coil springs.

Q. All rear shock absorbers must be mounted behind the rear axle.

R. The rear shock absorbers must not angle inboard towards the center of the car more than 30 degrees from vertical.

S. Heating pads, blankets or any other heating devices will not be permitted for warming the shock absorbers.

T. Shock absorbers and internal components are subject to inspection at any time by Track Officials.

U. It is the responsibility of the driver, not NASCAR or Track Officials, to ensure the shock absorbers are used in accordance with the manufacturer's instructions and specifications.

20G - 12.4 A-Frames

A. A-frames must have a stock appearance and be made of magnetic tubular 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. Modifications that, in the judgment of Track Officials, have been made with the intent of weight addition will not be permitted. Added weight must not be attached to the A-frames.

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. The upper A-frame cross-shaft must be a one-piece magnetic steel straight shaft and must not be offset. The upper A-frame must pivot on the centerline of the cross-shaft.

C. Lower A-frames must have a stock appearance for the type front sub-frame being used and mounted in the stock location. The General Motors type lower A-frames must be stock or constructed using a minimum 3/4 inch wide by two (2) inches high magnetic steel tubing. The Ford type lower A-frames must be stock or 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 and frame rails, front and rear, to the front mounting points of the lower A-frames, left and right, must be the same.

E. Only one (1) non-adjustable lower A-frame front mounting hole per side in the chassis or A-frame will be permitted. Vertical adjustments for lower A-frames will be permitted and do not have to be welded; left and right must be the same. An eccentric type adjuster or plate may be used on the rear mounting bolt hole.

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. The ball joints must not have any adjustment with the exception of a free play adjustment in the housing for the ball and socket.

H. The spring bucket in the lower A-frame must be magnetic steel. A metal spring seat (helix) may be used in the bottom of the spring bucket. The metal spring seat (helix) must be bolted securely in place.

20G - 12.5 Spindles / Wheel Bearings / Hubs

A. One-piece, non-adjustable, heavy-duty magnetic steel spindles must be used. 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. Wheel bearings must be magnetic steel, tapered roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs. Oil bath hubs will not be permitted.

C. 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 will be permitted and do not have to be welded.

20G- 12.6 Tread Width Requirements

A. Magnetic steel or aluminum wheel spacers, a maximum of 1/2 inch in thickness, will be permitted to utilize the maximum allowable tread width.

B. Cars must not exceed the maximum allowable tread width of 78 inches. The tread width will be determined by measuring from the outside crown of the tire on the left side to the outside crown of the tire on the right side.

C. Cars competing with a tread width of 65 inches or less will be permitted a maximum left side weight percentage of 58%.

20G- 12.7 Wheelbase Requirements

All cars must compete with a minimum wheelbase of 104 inches. Maximum allowable tolerance must not exceed 1/2 inch plus or minus (+/-) on the other side. Any device or procedure which has the ability to dynamically change the wheelbase beyond normal travel paramenters will not be permitted.

20G - 12.8 Body Height / Ground Clearance Requirements

All measurements will be without the driver in the car.

20G - 12.8.1 Body Height Requirements

A. Cars must maintain a minimum roof height of not less than 47 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 centerline.

B. Competitors presenting cars for inspection of the minimum body height and the minimum 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-qualifying and Pre-Race inspection. If tire pressure(s) fall below recommended tire pressure(s) after competition, tires will be re-inflated to the recommended inspection pressure(s) as specified by the participating tire manufacturer for the Event.

C. For more detailed body height dimensions, refer to the rear pages of the Rule Book under Construction Guidelines.

20G - 12.8.2 Ground Clearance Requirements

A. The frame rail and sheet metal clearance must be a minimum of four (4) inches.

B. The front air dam clearance must be a minimum of four (4) inches.

C. All suspension parts clearance must be a minimum of four (4) inches.

D. The exhaust pipe clearance must be a minimum of three (3) inches.

E. The engine ground clearance from the center of the crankshaft at the water pump belt pulley must be a minimum of 10-1/2 inches and a maximum of 12 inches.

F. Devices and/or procedures designed to, or used to, reduce or hold the car lower than the specified heights will not be permitted.

20G - 12.9 Car Height Adjustment / Handling Devices

A. Any devices for adjusting the handling characteristics or 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.

20G - 13 STEERING COMPONENTS

The car steering components must be acceptable to Track Officials and meet the following minimum requirements:

A. Stock type steering boxes only. Rack and pinion steering will not be permitted.

B. All cars must be equipped with a magnetic steel steering shaft. A collapsible steering section in the steering shaft is recommended and must be acceptable to Track Officials.

C. Tie rods, drag links, pitman arms, idler arms, and component parts must be heavy-duty magnetic steel. Holes and/or other modifications in steering components that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted. Heim joints (spherical rod ends) will not be permitted on any steering linkage.

D. The center top of the steering post must be padded with at least two (2) inches of resilient material acceptable to Track Officials.

E. A quick-release steering wheel coupling with a metal housing, acceptable to Track Officials, must be used. The steering wheel coupling

should meet the SFI 42.1 specification. Spacers between the quick release coupling and the steering wheel will not be permitted.

F. The use of a minimum of two (2) universal joints, a minimum of 12 inches apart, in front of the firewall or a collapsible steering section in the steering shaft is recommended and must be acceptable to Track Officials.

G. Steering wheels must have magnetic steel spokes.

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.

20G - 14 BRAKES / 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.

20G - 14.1 Brake Components

A. Only single piston disc brakes with stock type calipers will be permitted front and rear. Brakes must be operational on all four (4) wheels. Floating brake calipers will not be permitted.

B. Only magnetic cast iron or magnetic cast steel circular (round) brake rotors will be permitted. Rotors must be a minimum thickness of 3/4 inch.

C. Master cylinder(s) and reservoir(s) must be mounted on the engine side of the front firewall. Pull type or swing type master cylinders will not be permitted. Only single-stage master cylinders will be permitted. Only one (1) bore size, per master cylinder, will be permitted.

D. Brake pressure proportioning systems and their locations, acceptable to Track Officials, will be permitted. The brake pressure proportioning systems will be permitted inside the driver's compartment within reach of the driver. Electronic or remote control devices will not be permitted.

E. Electronic wheel speed sensors or brake actuators will not be permitted.

F. Power assisted braking systems will not be permitted.

G. Brake fluid re-circulatory systems will not be permitted.

H. Brake rotors must be attached to the mounting hat or hub with positive fasteners.

I. Quick disconnect fittings on the brake lines will not be permitted.

J. Only one (1) brake caliper per wheel using only two (2) brake pads per caliper will be permitted.

20G - 14.2 Brake Cooling

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

B. A maximum of two (2) air ducts per brake, with a maximum three (3) inch diameter flexible hose to the brake, may be used for brake cooling. The air duct flexible hose and/or inline fans must be attached at one end to a brake duct housing that is connected to the brake assembly on the front spindle assembly and attached at the other end to an air inlet brake duct housing that is attached to the lower front bumper cover/air dam.

C. One (1) inline fan will be permitted to be used in one (1) brake cooling hose per wheel. A "Y" type connector may be mounted to the inline fan to allow for the two (2) brake air ducts per wheel. Inline fans must be mounted in such a way as to draw air to the brakes only. All air entering the brake ducts must enter through the front of the lower vertical wall of the front bumper cover. Brake ducts must not be installed in the radiator duct work or in the grille opening. Inline fans in the front of the car must not be lower than the bottom of the sub-frame rail(s). Inline fans in the rear of the car must be mounted to the sub-frame rail(s) or the rear trailing arms and must not be mounted lower than the bottom of the main frame rail or the bottom rear trailing arms. Mounting of brake cooling components must be acceptable to Track Officials.

D. The maximum size for the front brake air duct housing is six (6) inches by eight (8) inches by six (6) inches in depth, and when installed they must not extend forward of the leading edge of the front bumper cover/air dam. All air entering the brake cooling ducts must enter through the front of the lower front bumper cover or air dam through openings separate from the radiator duct work.

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.

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

G. Brake ducts must be used for cooling of the brake rotors and calibers only.

H. Mechanical magnetic steel brake cooling fan assemblies that mount between the wheel and hub will be permitted.

20G - 15 FUEL

20G - 15.1 Definition

The word "Fuel", wherever used in this document, shall be understood to mean automotive gasoline that complies with the specifications given in sub-section 20G-15.2.

20G - 15.2 Specifications

A. The fuel must be automotive gasoline only.

B. The gasoline must comply with ASTM D-4814 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 or the fuel system will not be permitted during the Event, in the garage, pit, or racing premises.

20G - 15.3 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.

20G - 16 FUEL SYSTEM

A. Track Officials will not permit the use of any previously approved fuel cells, containers, or check valves that appear to be damaged, defective, or do not function properly. Fuel cell vent pipe check valves are recommended. Check valves and the fuel cell must be acceptable to Track Officials.

B. 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 not be used in or near the fuel system.

20G - 16.1 Fuel Cell

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

A. A minimum 15 gallons and a maximum 22 gallons fuel cell is required.

B. Materials other than standard foam, as provided by an approved fuel cell manufacturer, will not be permitted. Filler blocks or other materials, containers, etc., inside the fuel cell or fuel cell container to reduce the capacity, will not be permitted.

C. Fuel cell check valve is required and must be acceptable to Track Officials.

(STEEL BALL TYPE)

1. The fuel cell check valve housing must be manufactured of aluminum or magnetic steel plate not less than 1/4 inch thick. A cast aluminum check valve housing assembly will not be permitted. 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. Only one (1) gasket, with a minimum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell container.
2. The solid steel ball check valve must be encased in a four (4) rail carriage. The carriage 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 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 2-3/8 inches. The filler neck must not be made of cast aluminum.
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. When seated, at least 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 1-3/8 inches. The fuel vent check valve must not be made of cast aluminum.

(FLAP TYPE)

1. The fuel cell check valve housing must be from an approved manufacturer and be made of aluminum or magnetic steel plate not

less than 3/16 inch thick. A cast aluminum check valve housing assembly will not be permitted. 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. Only one (1) gasket with a maximum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell bladder.

2. The fuel filler check valve assembly equipped with a fuel resistant flap, must maintain a minimum outside diameter of 3-1/2 inches. The maximum inside diameter of the fuel filler inlet must not exceed 2-1/8 inches. The fuel filler check valve assembly must not be made of cast aluminum.
3. The fuel vent check valve carriage must not exceed a maximum depth of four (4) 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 ball/poppet must be 1-3/8 inches. The fuel vent check valve neck must not be made of cast aluminum.

20G - 16.2 Fuel Cell Container

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

B. 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.

C. The 22 gallon capacity fuel cell container size must be 33 inches by 17 inches by 9-1/4 inches (outside dimensions).

D. Handles should be attached to the top at each end in the center of the fuel cell container for removal from the recessed well.

E. The exterior of the fuel cell container must be coated red.

20G - 16.3 Fuel Cell / Fuel Cell Container Installation

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 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 sub-frame rails.

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 or attached to the sub-frame rails, from the top, must be secured on the top by a flat 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 specification bolted without removable 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 flat 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. 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 specification bolted or welded without spacers into 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 crossmembers must be constructed using a one (1) inch wide by two (2) inches in height with a minimum wall thickness of 0.065 inch magnetic steel tubing meeting the ASTM A-500 specification.

F. The bottom support frame must be constructed using three (3) tubes, one (1) inch by one (1) inch with a minimum wall thickness of 0.065 inch square magnetic steel tubing meeting the ASTM A-500 specification, and must be equally spaced across the recessed well. These tubes must be welded or bolted to the fuel cell front and rear crossmembers. The support tubes must extend down the front and rear equally spaced and under the fuel cell container recessed well. (Refer to the Construction Guidelines at the rear of the Rule Book).

G. The bottom of the fuel cell container must have a minimum ground clearance of 10 inches.

H. A reinforcement bar, minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch magnetic steel tubing meeting the ASTM A-519 specification, must extend below the rear frame section behind the fuel

cell. This reinforcement bar must be as wide as the rear sub-frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the rear sub-frame rails and attached to the rear crossmember. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear sub-frame rails.

I. A rear firewall 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.

20G - 16.4 Fuel Filler / Vent Requirements

20G - 16.4.1 Fuel Filler

Dry coupling fuel connectors are eligible for use in the Mid-West/West Coast Late Model Division. The fuel filler must meet the following minimum requirements:

A. The dry coupling fuel filler, if used, must be bolted from the inside of 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. When composite body panels are used there must be a ground cable installed from the metal mounting flange of the fuel filler spout to the fuel cell filler plate. Only steel or galvanized steel funnels are permitted in order to reduce the possibility of static electricity. Plastic funnels will not be permitted.

B. Fueling by opening the rear deck lid will only be permitted under red flag or non-competition conditions.

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 overall length of 18 inches.

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

20G - 16.4.2 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 in the taillight area only. A fuel vent flap valve is recommended on all tracks.

B. The fuel cell check valve vent hose neck should not exceed one (1) inch inside diameter and three (3) inches in length. The fuel cell check valve vent hose neck should have a bead around its outside circumference for hose retention. 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. The hose should be secured with two (2) hose clamps at the fuel cell fill plate. Supports for the fuel cell vent hose must be made of non-metallic material.

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

20G - 16.5 Fuel Lines /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.

20G - 16.5.1 Fuel Lines

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

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

B. Only one (1) fuel line, a maximum AN-10 fitting, maximum 5/8 inch inside diameter steel braided fuel line, should be used from the fuel cell to the fuel pump.

C. The fuel line from the fuel cell to the fuel pump may be relocated to prevent vapor lock. If the fuel line runs through the right side of the driver's compartment, it should be enclosed in a straight (as viewed from above) one (1) inch outside diameter metal tube, coated red and labeled "FUEL LINE".

D. A check valve, acceptable to Track Officials, mounted at the fuel line outlet on the fuel cell may be used.

E. 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.

F. Quick disconnect fittings will not be permitted.

20G - 16.5.2 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.

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.

20G - 16.6 Fuel Filler Cans

A. Only two (2) approved maximum 12 gallon fuel filler cans will be permitted in the pits for refueling. Fuel filler cans must be coated red. (See the diagram in the rear pages of the Rule Book.)

B. The use of two (2) fuel filler 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 filler cans must only be transported from the fuel station to the pit area in a cart acceptable to Track Officials.

E. When installing or removing fuel can couplers, power tools **MUST NO**T be used. It is recommended that a non-conductive nut driver be used.

20G - 17 Personal Safety Equipment Recommendations - Refer to sub-section 6-3 of the Rule Book.

20G - 17.1 Recommendations for Helmets / Head & Neck Restraint Devices / Systems - Refer to sub-section 6-3-1 of the Rule Book.

20G - 17.2 Recommendations for Seat Belts - Refer to sub-section 6-3-2 of the Rule Book.

20G - 17.3 Recommendations for Seats - Refer to sub-section 6-3-3 of the Rule Book.

20G - 17.4 Recommendations for Window Net - Refer to sub-section 6-4 of the Rule Book.

20G - 18 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 wall thickness meeting the ASTM A-519 specification. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to the ASTM specification 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. Any roll bars in addition to the basic and typical roll cage design as shown in Diagrams #2, #3, #4, and #5 must be made from a minimum of 1-1/2 inches diameter by 0.065 inch minimum wall thickness magnetic steel seamless round tubing.

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 and following along the inner surface of the “B” post to maintain a minimum clearance with the "B" posts and follow along the inner surface of the roof panel 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 (#2A & B) to the center of the main roll bar (#1) must not measure less than 43 inches. Each of the front roll bar legs (#2A & 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 (#2A & 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 minimal clearance 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 firewall.
5. The main roll bar diagonal bar (#5), must form a straight line with no bends and 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** a continuous length of tubin**.** The 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 mounting height. The shoulder belt bar (#7B) must be a continuous length of tubing and must be welded to the main roll bar (#1) and the main roll bar diagonal bar (#5) or it may be a bent tube constructed of 1-3/4 inches by 0.090 inch minimum wall thickness steel, round tubing, meeting the ASTM-519 specification, welded at each end to the horizontal shoulder bar (#7) to form a loop above the horizontal shoulder bar (#7). The shoulder belt bar (#7B) must not be forward of the plane of main roll bar (#1).
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 the roof support bar (#12) and continues through the firewall. 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 length of tubing, with no bends, welded beneath the dash panel between the two (2) front roll bar legs (#2A & B) at a minimum height of 20 inches above the main frame rail.
9. The door bars (#9A & 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 (#2A & B). All door bars must each be a continuous length of tubing. The top door bar on each side must maintain a minimum vertical height of 20 inches from the top of the main frame rails and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape except the bottom door bar on each side and the top door bar on the right side which may be straight. The door bars (#9A & B) must have a minimum of six (6) vertical supports 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 wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of Diagrams #3, #4 & #5). Cars must have a magnetic steel anti-intrusion plate, minimum 0.090 inch thick, installed on the outboard side of the left side 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 flat magnetic steel that are welded to the door bars. Door bars must not to be drilled when attaching the anti-intrusion plate by bolts. The anti-intrusion plate must fill the area

between the horizontal centerlines of the top and bottom door bars, and the vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). Individual plates welded in the openings between each door bar will be permitted (see Diagram #6, in the rear pages of the Rule Book).

If the anti-intrusion plate is welded in place, to facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/2 inch diameter holes cut in the anti-intrusion plate, with three (3) holes near each end of the plate in the following locations:

The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the left front roll bar leg (#2A) and main roll bar (#1).

A foot protection bar must be installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the left side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame. A magnetic sheet steel anti-intrusion plate, with a minimum thickness of 0.090 inch, must be installed on the outside of the foot protection bar extending from to the front roll bar leg (#2A) and down to the main frame rail. The anti-intrusion plate may be welded or bolted to the foot protection bar, front roll bar leg (#2A) and main frame rail. If the plate is bolted it must be attached with a minimum of four (4) 3/8 inch minimum diameter bolts, bolted to tabs, the tabs must be a minimum 1/8 inch thick so as to secure the plate at all four corners.A foot protection bar must be installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the left side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame. A magnetic sheet steel anti-intrusion plate, with a minimum thickness of 0.090 inch, must be installed on the outside of the foot protection bar extending from to the front roll bar leg (#2A) and down to the main frame rail. The anti-intrusion plate may be welded or bolted to the foot protection bar, front roll bar leg (#2A) and main frame rail. If the plate is bolted it must be attached with a minimum of four (4) 3/8 inch minimum diameter bolts, bolted to tabs, the tabs must be a minimum 1/8 inch thick so as to secure the plate at all four corners.

10. The vertical vent window bars (#10A & B) must each be a continuous length of tubing and must be welded from the upper surface of the top door bars (#9A & B) on the right side and left side to the front roll bar legs (#2A & B). The vertical vent window bars (#10A & B), when mounted perpendicular to the top door bars (#9A & B), must be mounted a minimum of eight (8) inches rearward of the front roll bar legs (#2A & B) measuring from the vertical centerline of the front roll bar legs (#2A & B) where the top door bars (#9A & B) intersect with the front roll bar legs (#2A & B) to the centerline of the vertical vent window bars (10A & B). The vertical vent window bars (#10A & B), when mounted at a top forward angle, must be mounted with the bottom mounting location in line with the vertical supports of the door bars (#9A & B) and the top location a minimum of eight (8) inches rearward of the front roll bar legs (#2A & B) measuring from the vertical centerline of the front roll bar legs (#2A & B) where the top door bars (#9 A & B) intersect with the front roll bar legs (#2A & B) to the centerline of the vertical vent window bars (10A & B). The vertical vent window bars (10A & B) must be straight (no bends). An optional vertical bar may extend from the roof hoop bar (#3) radiused outward and turn down to the top of the horizontal door bar (#9A) on the driver's side. The optional vertical bar must be a minimum 1-1/2 inch diameter by 0.090 inch wall thickness magnetic steel seamless round tubing and must be located in line with the driver and must not extend forward of the left side headrest/head surround assembly.

11. The two (2) angular supports (#11A & 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 rear suspension crossmember. 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 (#13A & 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 sub-frame rail within one (1) inch of the rear edge of the fuel cell.
14. The trunk reinforcement bar (#14) must be a continuous length of tubing forming a loop directly above the rear sub-frame side rails and the rearmost crossmember and be welded to the rear support bars (#13A & B). The trunk reinforcement bar (#14) must maintain a minimum height of five (5) inches from the top of the rear crossmember to trunk reinforcement bar (#14's) center. The trunk reinforcement bar (#14) must remain parallel to the rear sub-frame rear side rails and rear crossmember.
15. Three (3) rear vertical support bars (#15), evenly spaced, must be welded perpendicular to the top of the rear crossmember and to the bottom surface of the trunk reinforcement bar (#14). These vertical supports must be made from a minimum of 1-3/4 inch diameter by 0.090 inch wall thickness magnetic steel seamless round tubing.
16. The two (2) front sub-frame bars (#16A & B) must each be a continuous length of tubing, a minimum 1-3/4 inches by 0.083 inch wall thickness magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs (#2A & B) at a minimum height of 20 inches. The front sub-frame bars (#16A & B) must extend forward through the firewall, 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 inch diameter 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 (#2A & 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 (#2A & 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 (#2A & B) with door bars (#9A & 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 (#13A & 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 in the rear pages of the Rule Book.

E. Modifications to the basic and typical roll cage design described above must be submitted in blueprint and/or computer aided design (CAD) files for acceptance to the office of the NASCAR Competition Administrator at least 60 days before the design can be entered in competition. If the Competition Administrator accepts the modification as set forth in the submitted blueprints and/or computer aided design (CAD) files, 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 and/or computer aided design (CAD) files does not guarantee acceptance of the completed frame and roll cage design, and the Competition Administrator may decide not to accept such design even if it is the same as the submitted form. If the Competition Administrator 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 the Competition Administrator.

F. All roll bars within the driver's reach should be covered with an impact absorbent material recommended to be manufactured to the SFI 45.1 specification and should have the SFI logo imprinted on the outside surface and be 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 sub-section 20G-18.

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 January 1, 2015 A foot protection bar must be installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the left side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame. A magnetic sheet steel anti-intrusion plate, with a minimum thickness of 0.090 inch, must be installed on the outside of the foot protection bar extending from to the front roll bar leg (#2A) and down to the main frame rail. The anti-intrusion plate may be welded or bolted to the foot protection bar, front roll bar leg (#2A) and main frame rail. If the plate is bolted it must be attached with a minimum of four (4) 3/8 inch minimum diameter bolts, bolted to tabs, the tabs must be a minimum 1/8 inch thick so as to secure the plate at all four corners.roll cage or roll bar specifications as described in sub-section 20G-18.

SECTION 20H
CHARGER DIVISION

THE PROMOTING TRACKS AND TRACK OFFICIALS WILL DETERMINE AND PUBLISH SPECIFICATIONS FOR THE CHARGER DIVISIONS IN THEIR LOCAL TRACK RULE BOOKS. NASCAR IS NOT RESPONSIBLE FOR THE ENACTMENT OF, ENFORCEMENT OF, OR CONSEQUENCES FROM THE OPERATION OF, LOCAL TRACK RULES, WHICH SHALL BE ENACTED AND ENFORCED IN THE SOLE DISCRETION OF THE PROMOTER OR ITS AUTHORIZED REPRESENTATIVE AND TRACK OFFICIALS.

The Promoting Tracks will determine and publish specifications for the following sub-sections:

20H – 1 COMPETING MODELS
20H – 2 GENERAL BODY REQUIREMENTS
20H – 3 DETAILED BODY REQUIREMENTS
20H – 4 GENERAL ENGINE REQUIREMENTS
20H – 5 DETAILED ENGINE REQUIREMENTS
20H – 6 ENGINE/CAR ELECTRICAL SYSTEM
20H – 7 ENGINE COOLING SYSTEM
20H – 8 ENGINE LUBRICATION
20H – 9 ENGINE EXHAUST SYSTEM
20H – 10 DRIVE TRAIN
20H – 12 SUSPENSION
20H – 13 STEERING COMPONENTS
20H – 14 BRAKES/BRAKE COOLING
20H – 15 FUEL
20H – 16 FUEL SYSTEM
20H – 17 PERSONAL SAFETY EQUIPMENT RECOMMENDATIONS
20H – 18 ROLL BARS

20H - 11 Metric Frame Cars

The following are guidelines that may be used by Local Tracks and Track Officials for an optional tubular Metric type frame. (See Diagram #7, in the rear pages of the Rule Book.)

20H – 11.1 General Metric 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 must not be offset from the main frame rails. Holes and/or other modifications to the frame, frame supports, crossmembers, and any other components that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted.

B. Any frame competing with factory OEM main frame side rails must remain OEM factory frame from the front sub-frame kick out to the centerline of the rear axle. Factory OEM rear suspension mounts must be used in the standard location.

20H – 11.2 Metric Frame Requirements

ALL VERTICAL MEASUREMENTS WILL BE ON FIVE (5) INCH RIDE HEIGHT BLOCKS.

A. Main Frame

1. A tubular magnetic steel frame must be used. Offset frames will not be permitted. 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 (left and right, height and width), constructed using a single tube, and must be magnetic steel box tubing three (3) inches in width by four (4) inches in height with a minimum wall thickness of not less than 1/8 inch meeting the ASTM A-500 specification. The main frame side rails start at a distance of 20 inches forward of the rear axle centerline and extend forward a length of 66 inches. When measured from the outside of the left frame rail to the outside of the right frame rail, a width of 54 inches, plus or minus (+/-) 1/2 inch, must be maintained. 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.

2. Sub-frame kick outs must be constructed using a single tube and must be magnetic steel box tubing three (3) inches in width by four (4) inches in height with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specification. The sub-frame kick-outs must turn in 90 degrees to the main frame side rails and be welded to the inside ends of the main frame rails. The open ends of the sub-frame kick-outs must be closed by welding caps on the ends or bolting weight containment caps. The distance from the front of the front kick-out to the rear of the rear kick-out must be 66 inches. The front kick-out must measure 86 inches from the rear axle centerline.
3. A crossmember constructed of magnetic steel box tubing, two (2) inches by two (2) inches with a minimum wall thickness of 0.083 inch meeting the ASTM A-500 specification, must be welded between the main frame side rails at a distance of 48 inches from the rear axle centerline.
4. All frames must have diagonal cross bracing constructed of a minimum one (1) inch by one (1) inch by 0.065 wall thickness tubing.
5. All crossmembers and diagonal bracing must be installed flush to the top of the main frame side rails. The center of the crossmembers may be dropped a maximum of 12 inches for driveline clearance. No part of the crossmembers or diagonal bracing will be permitted to extend lower than the main frame side rails.
6. On race tracks 3/4 mile or more in length, a rear transmission crossmember will be mandatory.
7. If the optional tubular metric frame is used, the center to center dimension of the main roll bar #1 and the rear axle must be a minimum of 23-1/2 inches.

B. Rear Sub-Frame

1. The rear sub-frame rails must be configured and attached in the same location on the left side and right side to the sub-frame kick-outs four (4) inches in from the outside edge of the main frame rails. The rear sub-frame when measured from the outside edge of the left sub-frame rail to the outside edge of the right sub-frame rail must measure 46 inches, and this width must be maintained for the entire length of the sub-frame. The rear sub-frame must angle rearward and upward at an angle between 45 degrees and 50 degrees to a maximum height of 22 inches from the ground (on five (5) inch blocks), then angle rearward parallel to the main frame rails a maximum distance of 16 inches, then angle down to a minimum height of 11 inches and a maximum height of 14 inches from the ground. The rear sub-frame must be constructed using magnetic steel box tubing, two (2) inches in width by three (3) inches in height, with a minimum wall thickness of 1/8 inch and must be similar in design and configuration to standard OEM automotive rear kick-ups.
2. The rear sub-frame tail section must extend rearward at a minimum height of 11 inches and a maximum height of 14 inches, to a maximum length of 38 inches from the centerline of the rear axle. The rear sub-frame tail section side rails must be parallel to the main frame side rails and have a minimum length of 24 inches. The rear sub-frame tail section must be constructed using magnetic steel box tubing two (2) inches in width by three (3) inches in height with a minimum wall thickness of 0.083 inches.
3. The rear sub-frame must incorporate the mounting locations for the rear springs, shock absorbers, panhard bar, and fuel cell, ending with a crossmember constructed of magnetic steel box tubing two (2) inches in width by three (3) inches in height with a minimum wall thickness of 0.083 inches a maximum length of 38 inches from the centerline of the rear axle.
4. A reinforcement bar, made from round magnetic steel tubing, minimum 1-1/2 inches in diameter with a minimum wall thickness of 0.083 inches, must extend below the rear sub-frame section behind the fuel cell. This reinforcement bar must be as wide as the rear sub-frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights evenly spaced between the sub-frame rails and attached to the rear crossmember. Two (2) support bars, one (1) located on each corner, must angle upwards and be welded to the rear sub-frame side rails. (See the Construction Guidelines in the rear pages of the Rule Book)
5. Weight containers, if used, must only be attached to the inside of the frame rails and must not be lower than the bottom of the frame rails.

C. Front Sub-Frame – **Optional Tubular Front Sub-Frame**
The front sub-frame must be constructed by the following guidelines:

ALL VERTICAL DIMENSIONS WILL BE ON FIVE (5) INCH RIDE HEIGHT BLOCKS.

Many dimensions will come from a front frame kick-out that is 86 inches from the rear axle centerline constructed of three (3) inches wide by four (4) inches high magnetic steel tubing with a minimum wall thickness of 0.125 inch meeting the ASTM A-500 specification.

A **GM-METRIC** type front steer tubular front sub-frame must be constructed using two (2) inches wide by four (4) inches high magnetic steel tubing with a wall thickness of 0.125 inch meeting the ASTM A-500 specification. The front sub-frame rails must be parallel to each other both vertically and horizontally. The front sub-frame rails must be parallel both vertically and horizontally to the main frame rails from the jacking bolts forward. All front steer assemblies must maintain a dimension of 31 inches from the center of the left side frame rail to the center of the right side frame rail at a point from the center of the jacking bolt extending forward in front of the steering assemblies. Spring buckets and jacking bolts may be cut into left side and right side frame rails. The top of the spring buckets must maintain a vertical height of 15-1/4 inches, plus or minus (+/-) 1/2 inch. Jacking bolts must maintain a centerline distance of 33-1/2 inches, plus or minus (+/-) 1/2 inch measured at the top of the spring bucket from left side to right side and be located equal distance from centerline left and right. A distance of 21 inches, plus or minus (+/-) 1/4 inch, must be maintained from the front frame kick-outs forward to the jacking bolt centerline. Jacking bolts will be permitted a maximum angle of five (5) degrees from vertical. The front sub-frame rails may angle outward and rearward from the jacking bolts to the front frame kick-out to a maximum distance of 43 inches, plus or minus (+/-) 1/2 inch. If the frame rails are angled outward, a wishbone made from round magnetic steel seamless tubing, 1-1/2 inches in diameter by 0.083 inch minimum wall thickness meeting the ASTM A-519 specification, must extend from dash bar (#8) to an area at the rear lower A-frame mount and continue to connect at an intersection of the roof support bar (#12) and diagonal bar (#7A). The front frame extensions using magnetic steel box tubing, two (2) inches in width by three (3) inches in height with a minimum wall thickness of 0.083 inch, meeting the ASTM A-500 specification must angle out and forward and extend a distance of 12 inches forward of the forward most top steering box bolt to a minimum distance of 33 inches from the center of the left side frame rail extension to the center of the right side frame rail extension. This forward top steering box bolt must be a horizontal distance of 39 inches from the front frame rail kick-out and a vertical height of 15 inches, plus or minus (+/-) 1/2 inch. (Steering box bolt location will be inspected with a fixture that will read zero (0) degrees with the frame on five (5) inch ride height blocks). At a point four (4) inches in front of the top steering box bolt, a two (2) inches wide by four (4) inches high magnetic steel box tubing with a minimum wall thickness of 1/8 inch, meeting the ASTM A-500 specification, must extend rearward a distance of 34 inches then angle down 30 degrees to the front frame rail kick-out. A distance of 24-1/2 inches, plus or minus (+/-) 1/8 inch, must be maintained from the sub-frame kick-out to the center of an OEM 3/4 inch pin boss located on the main frame centerline at the front of the front sub-frame crossmember. (OEM pin boss will be used for locating inspection fixtures.) The front sub-frame crossmember must be mounted at the centerline of the front sub-frame at a 90 degree angle against the back of the 3/4 inch pin boss and be constructed using two (2) inches high by four (4) inches wide magnetic steel box tubing with a minimum wall thickness of 1/8 inch meeting the ASTM A-500 specification. A minimum thickness of one hundred thousands (0.100) 12 gage magnetic steel must be used to construct the remainder of the front sub-frame crossmember. The front mounting points for the front lower A-frames must be constructed using a minimum 3/16 inch thick magnetic sheet steel. The front mounting points for the front lower A-frames must be 9-3/8 inches, measured from the centerline of the front sub-frame to the centerline of the mounting bolt hole at the front side of the mount and a vertical height of seven (7) inches, plus or minus (+/-) 1/4 inch. The rear mounting points for the lower A-frames must be constructed using a minimum 3/16 inch thick magnetic sheet steel. The rear mounting points for the lower A-frame must be 13 inches, plus or minus (+/-) 1/4 inch, measured from the centerline of the front sub-frame to the centerline of the mounting bolt hole at the rear side of the mount and the vertical height must be seven (7) inches, plus or minus (+/-) 1/4 inch. Adjustable insert slugs may be used on the rear-mounting bolt hole to maintain a distance of 22 inches, plus or minus (+/-) 1/2 inch, from the center of the lower ball joint to the leading edge of the main frame side rail

and kick-out. A 7/16 inch diameter round by 15 inch long solid steel pin must pass freely through these holes during inspection. When measuring either the right side or left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be equal. The mounting plates for the upper A-frames must be welded to the top of the front sub-frame rails and be parallel with the centerline of the sub-frame rails. A distance of 36-3/4 inches must be maintained from the top idler arm bolt centerline to the front sub-frame kick-out with a vertical height of 14-1/4 inches, plus or minus (+/-) 1/4 inch. The **GM-METRIC FRONT SUB-FRAME MUST WEIGH A MINIMUM OF 95lbs**. A bare front sub-frame must be submitted to Track Officials for weigh in and approval. **The front sub-frame must be acceptable to Track Officials before it can be used in competition.**

CONSTRUCTION GUIDELINES

DIAGRAM #1 - TYPICAL NASCAR FRAME (PLAN VIEW)

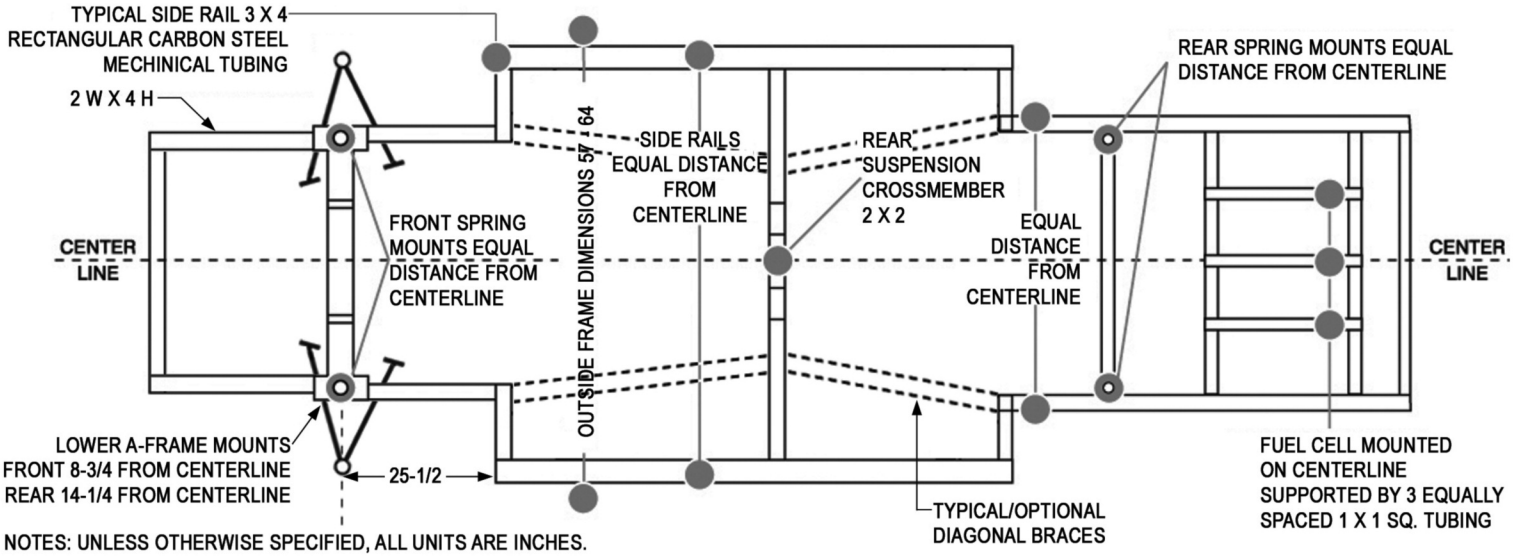
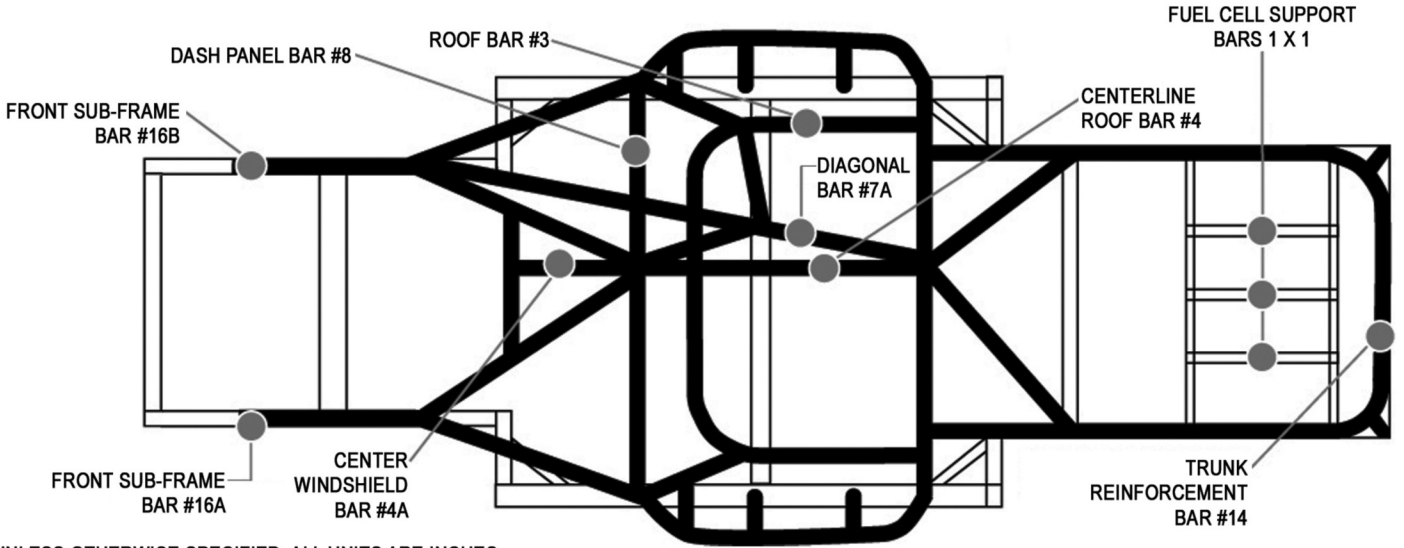
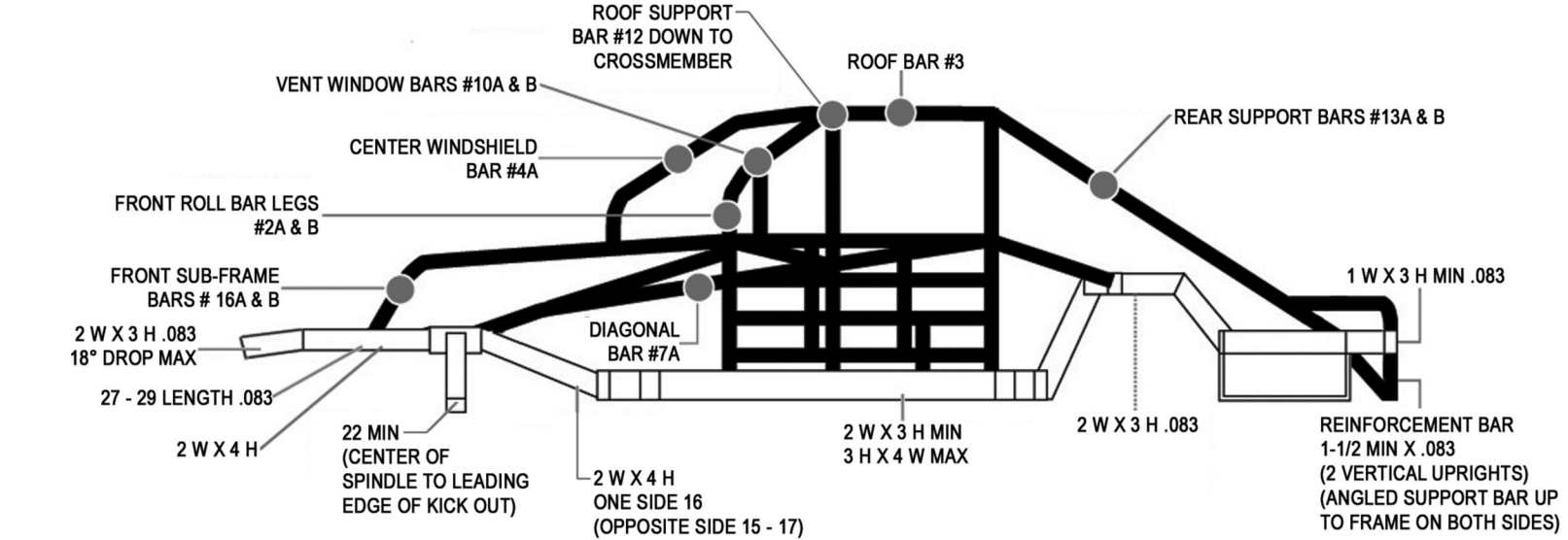


DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

DIAGRAM #3 - TYPICAL LATE MODEL ROLL CAGE & FRAME CONSTRUCTION



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES. 22-25 DEGREES RISE .083

DIAGRAM #4 - EXPLODED VIEW OF BASIC ROLL CAGE

(SOME BARS REMOVED FOR CLARITY)

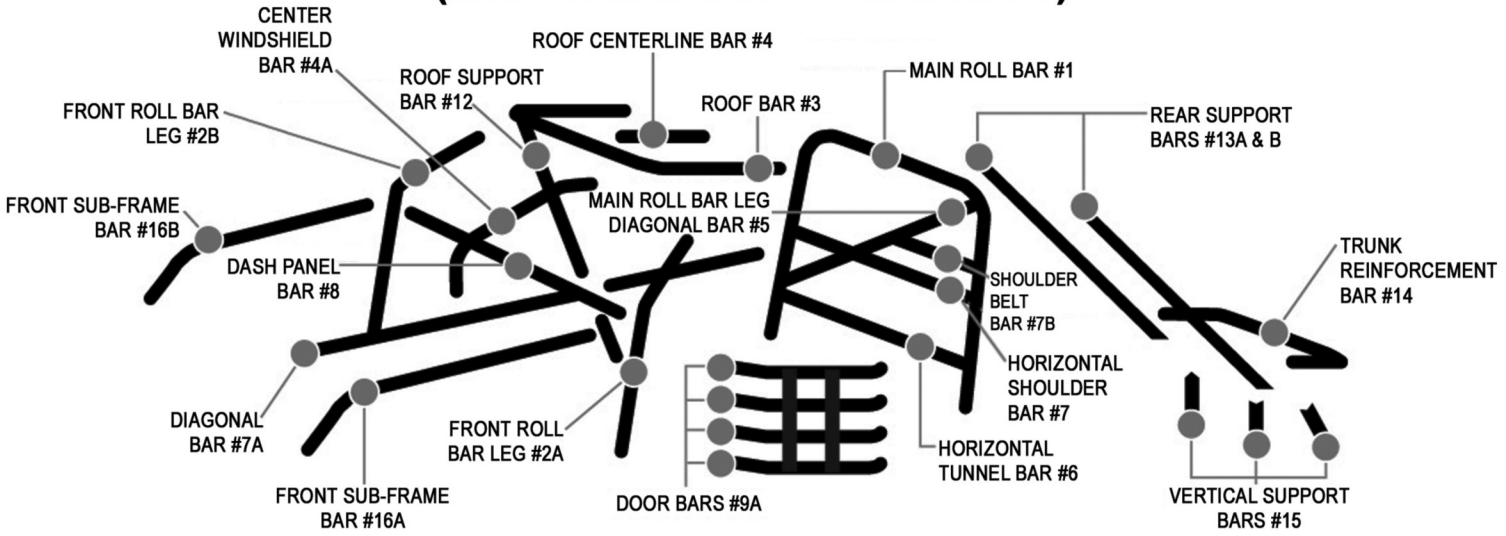


DIAGRAM #5 - BASIC NASCAR ROLL CAGE STRUCTURE

(SOME BARS REMOVED FOR CLARITY)

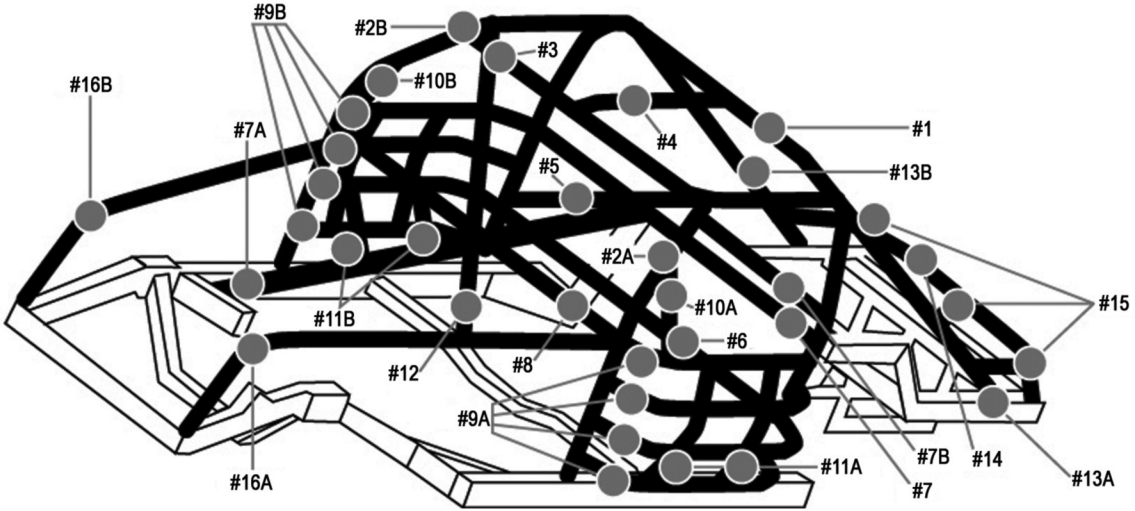


DIAGRAM #6 ANTI-INTRUSION PLATE HOLE LOCATION

NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

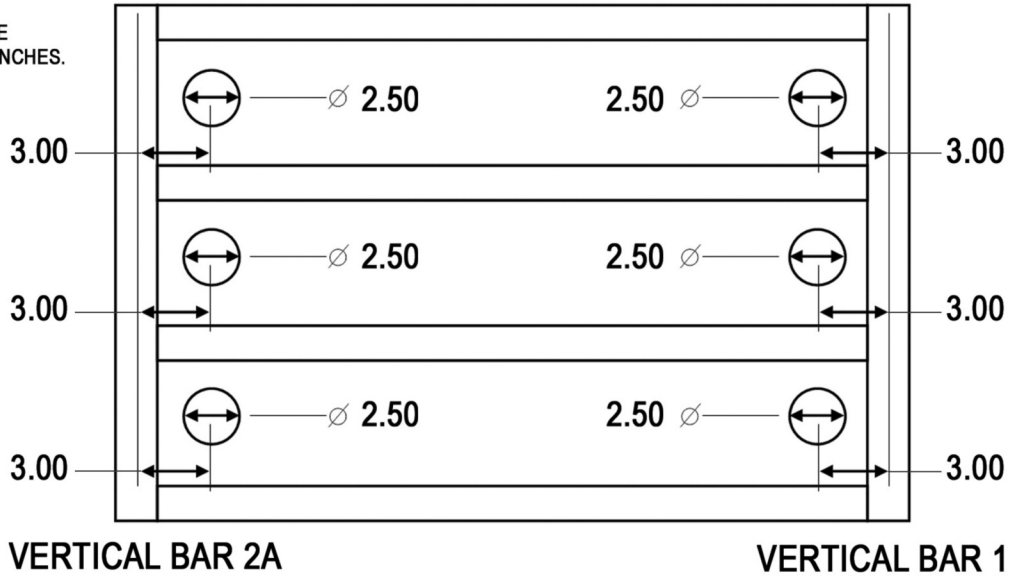
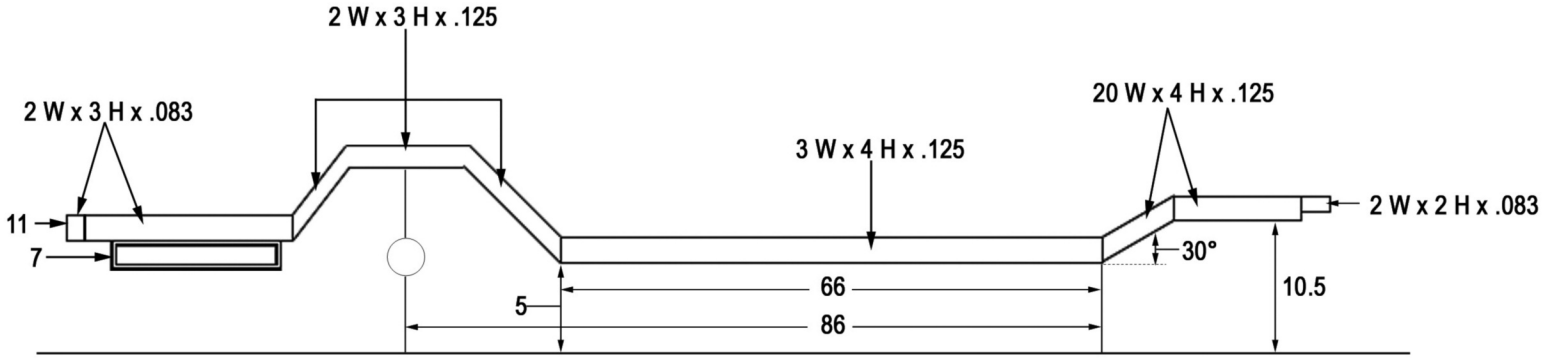


DIAGRAM #7 - CHARGER DIVISION - TYPICAL FRAME CONSTRUCTION

SIDE VIEW

NOTES: UNLESS
OTHERWISE SPECIFIED,
ALL UNITS ARE INCHES.

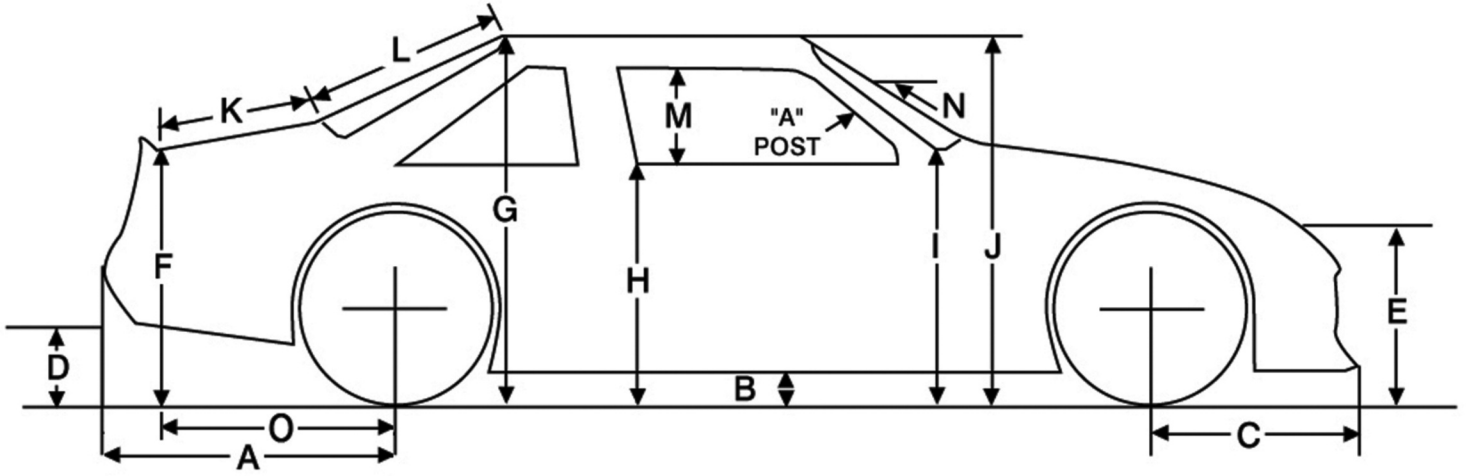


FRONT AND REAR SUB-FRAME SIDE RAILS
MAY BE FORMED OR WELDED SECTIONS

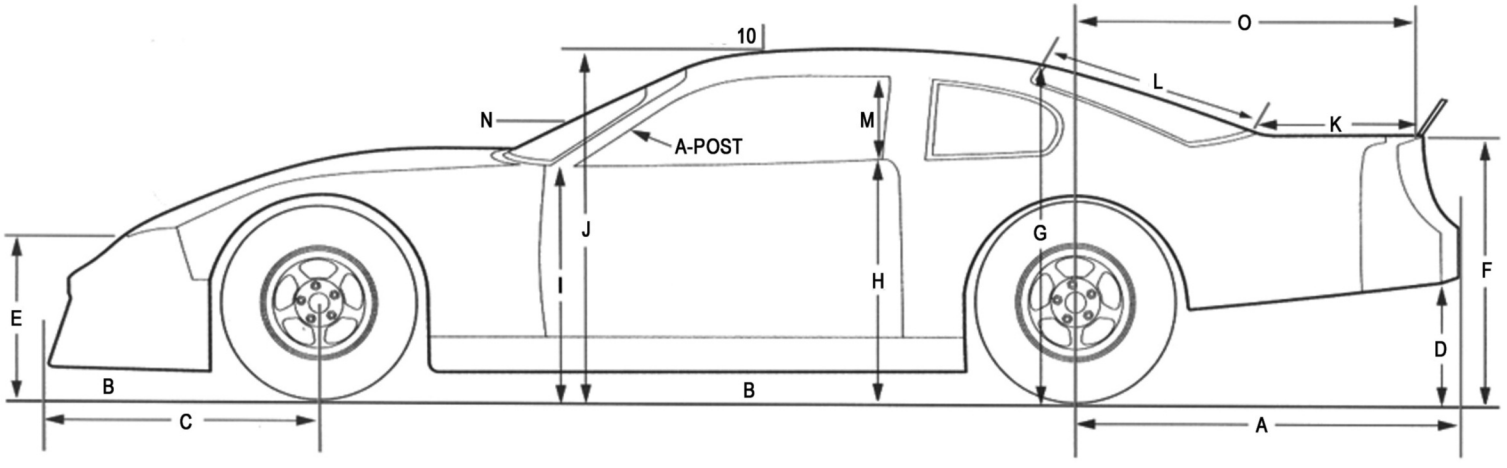
DIAGRAM #8 BASIC LATE MODEL STOCK CAR DIAGRAM FOR STEEL BODY CARS

	GUIDELINE DIMENSIONS (In inches)	CHEVROLET MONTE CARLO AND MONTE CARLO SS	FORD TAURUS AND FUSION	PONTIAC GRAND PRIX	DODGE INTREPID AND CHARGER
A	Rear Overhang (Max)	52	52	52	52
B	Side Panel Clearance (Min)	4	4	4	4
C	Front Overhang (Max)	45 - 46	45 - 46	45 - 46	45 - 46
D	Bumper Cover Height (Max)	15-1/2	15-1/2	15-1/2	15-1/2
E	Nose Height (At nose & hood seam - Min)	23	23	23	23
F	Quarter Panel Height (At Rear - Max)	34-1/2	34-1/2	34-1/2	34-1/2
G	Roof Height (At Center Rear Edge - Min)	45-3/4	45-3/4	45-3/4	45-3/4
H	Door Height (At Rear)	33	33	33	33
I	Front Fender Height (At "A" Post - Max)	33-1/2	33-1/2	33-1/2	33-1/2
J	Roof Height (10 inches back - Min)	48	48	48	48
K	Deck Lid Length (At Center - Max)	18-1/4	18-1/4	18-1/4	18-1/4
K	(Back Glass to Base of Spoiler)	23-1/4	23-1/4	23-1/4	23-1/4
L	Rear Window Length	31-1/2	31-1/2	31-1/2	31-1/2
M	Side Window Opening (Min)	15	15	15	15
N	Windshield Angle (Degrees at Center)	26	26	26	26
O	Centerline of Rear Axle to Base of Spoiler	47	47	47	47

BASIC LATE MODEL STOCK CAR DIAGRAM

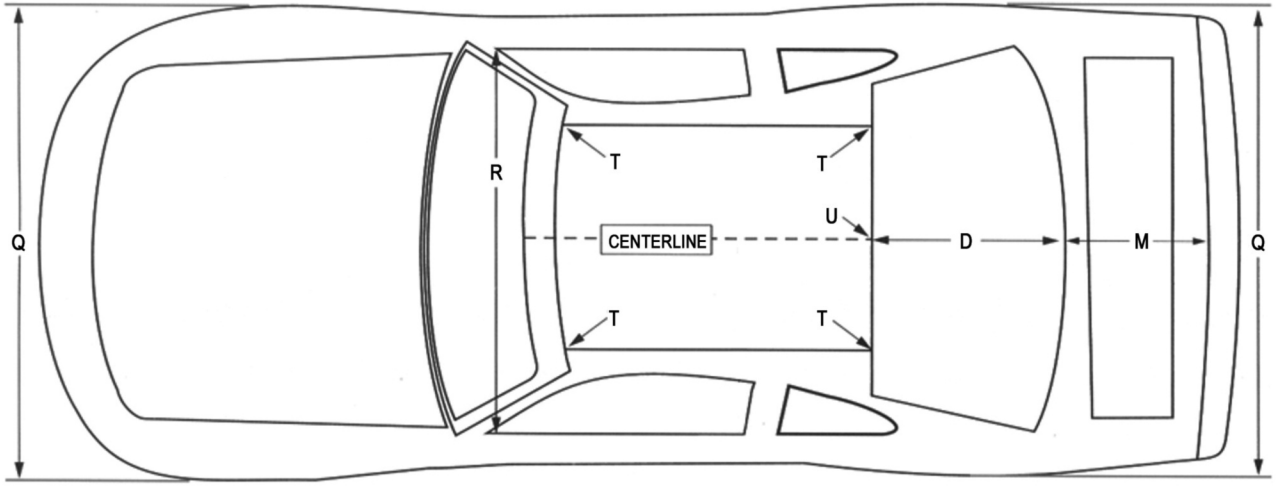


BASIC LATE MODEL STOCK CAR DIAGRAM - SIDE VIEW



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

BASIC LATE MODEL STOCK CAR DIAGRAM - TOP VIEW

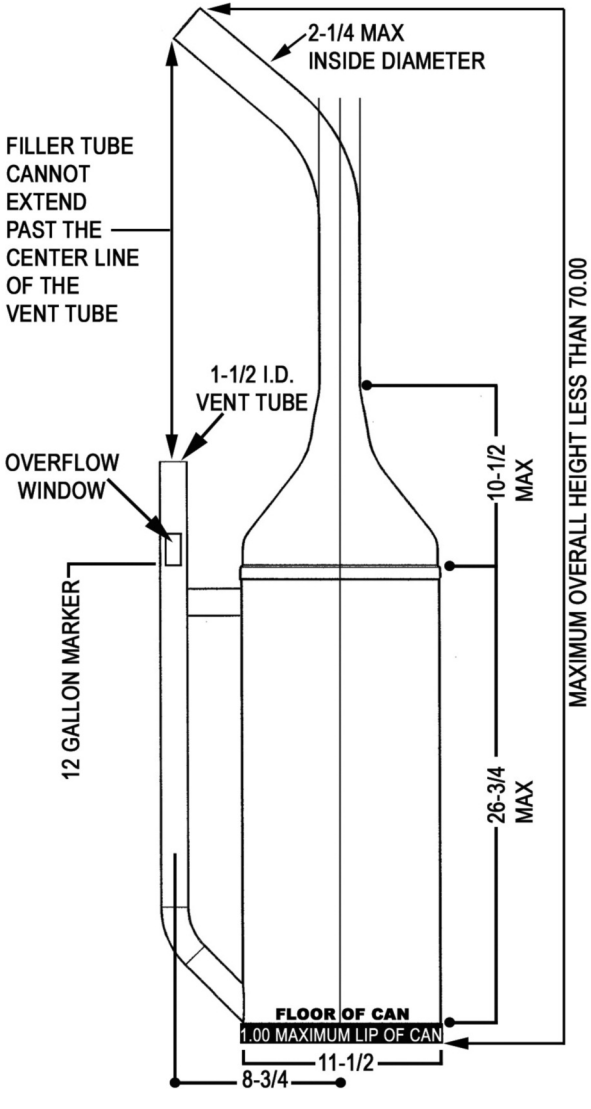


APPROVED REFUELING CAN

APPROVED
MAXIMUM CAPACITY
12 GALLONS

MATERIAL:
MIN 0.050 THICK ALUMINUM

NOTES: UNLESS OTHERWISE SPECIFIED,
ALL UNITS ARE INCHES.



CAR REQUIREMENTS INDEX

This is an alphabetical order subject index. To use this index, prefix the referenced sub-section number for a given subject with the appropriate section number given below to obtain the complete sub-section number. For example, to look up "Carburetor Air Cleaner" for the Late Model Stock Car Division, simply add number "20F" to the referenced sub-section number "-5.12.1" to obtain the complete sub-section number 20F-5.12.1.