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Track Frequency Channel #1 SK Modified®, Late Model 464.50000

Track Frequency Channel #15 SK Light, Limited L.M., D.A.R.E. Stock 461.13750

PREFACE

The rules in this book are intended to make racing less expensive and keep competition as equal as possible. While these rules offer a good outline, every item cannot be covered by a written rule. If you come up with something not covered in the rules, **PLEASE ASK FIRST!**

All rules in the NASCAR Rulebook will be enforced with the following changes and additions. These rules are for Stafford Motor Speedway only with no expressed or implied agreement with any other speedway as to the interpretation, implementation and method of inspection by the technical inspectors and officials.

No equipment will be considered as having been approved by reason of having previously passed through inspection unobserved. No car will be considered as having passed inspection for the event until the finish is made official.

NOTE: All engine models, equipment changes, or modifications not specifically addressed in these rule books by Stafford Motor Speedway must be submitted to the track for consideration of approval on or prior to September 2, 2009 unless otherwise authorized by Stafford Motor Speedway to be considered for competition for the 2010 season. All equipment is subject to the approval of the track officials. Track officials may assess penalties including but not limited to weight, fines, points, or handicapping for cars, car parts, components, and/or equipment deemed as not in compliance with these rules. Car parts, components, and/or 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 car, car part, component, and/or equipment which does not conform to specifications or tolerances contained in the 2009 rule books or is not otherwise approved by Stafford Motor Speedway may not be used in competition in 2009. Any new part or component to be considered for approval for competition must be submitted to Stafford Motor Speedway. The owner/driver must provide all information and/or parts or components to Stafford Motor Speedway and must provide any part or components to be used as comparison items for inspection purposes.

DEFINITION OF STOCK: In the following Rules you will see the term OEM Stock used. This means Original Equipment Manufacturer. The parts must come on a standard production car. Special "Off-Road" or racing parts will not be permitted unless preapproved. No carbon fiber or titanium engine, chassis or body parts unless approved by track officials.

ILLEGAL ITEMS - Absolutely NO removal of, alteration of, or covering of casting numbers, part numbers, manufacturers name, logo, insignia, etc., from any item on the race car. To do so makes a part illegal and will be treated as such. If you come up with a rare part that we cannot find listed for passenger car use, the burden of proof is on you. At any time you may be asked to remove a head, manifold or possibly an entire engine for inspection. Failure to comply will result in the same penalty as if it were illegal.

INSPECTION - All model, engine or equipment changes or modifications not specifically addressed in this rulebook must be submitted to Stafford Speedway for consideration of approval. All equipment is subject to the approval of Track Officials. Equipment will not be considered as having been approved by reason of having passed through inspection unobserved. Any equipment that does not conform to specifications or tolerances contained in this rulebook or is not otherwise approved by Stafford Speedway may not be used in competition.

The rules in this book may be added to, deleted from or changed at any time with the only notice to be given at the event drivers meeting or via technical bulletin. All officials' decisions are final, non-appealable and non-litigable. Technical bulletins will be issued as needed.

POST RACE INSPECTION- Once a car has been presented to Stafford Technical Inspectors for post race inspection the entire car and all of its parts become subject to inspection. This includes but is not limited to items designated for inspection following a particular event.

SCALES- For purpose of post race inspection, drivers must be seated in their cars in a racing position with their helmet either on or in their lap at all times. No leaning or hanging on the pars is permitted. The driver must remain in his/her car until it is removed from the scale area.

ABSOLUTLY NO SMOKING IN THE FENCED IN TECH AREA.

UPDATES - All changes and updates made during the course of the season for the current rulebook will be posted to the Stafford Motor Speedway website. This will serve as the only form of official notification until the printing of next Stafford Motor Speedway rulebook.

STAFFORD SPEEDWAY TRACK RULES

NOTICE Alcohol will not be permitted in the Stafford Speedway pit or paddock areas at any time. The consumption of alcohol before, during or after a race event in the pit or paddock areas is prohibited

SECTION 1-4

All NASCAR Rules will be enforced with the exception of the following STAFFORD SPEEDWAY TRACK RULES. These rules supersede any similar NASCAR Rules and are in effect for all auto racing events unless otherwise posted and/or announced prior to the event.

NOTE: Some Track Rules may not apply to touring divisions.

SECTION 6 SAFETY

Stock car racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. The risk of serious injury or death cannot be eliminated and in fact will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety is generally everyone's concern, Stafford Motor Speedway cannot be, and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows.

All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis, before, during and after the event. Competitors must report to Stafford Motor Speedway management promptly any inadequacy in the facilities, personnel, equipment or conditions at the track.

PASSENGERS are not permitted in or on a racecar at any time. No one shall ride with any part of his or her body outside the racecar. No riding on trailers or car haulers anywhere on the speedway property.

NEITHER STAFFORD MOTOR SPEEDWAY NOR TRACK OFFICIALS CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACECAR, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

SECTION 9 RACE PROCEDURE

1. All cars must go into the infield before turning into the off-track paddock gate except at the conclusion of the feature event. No right turn from the track to the paddock. All cars must go through the infield road after each warm-up session and qualifying event. After feature events cars may go directly into the paddock area without going through the infield. The first three (3) cars in the feature finish must report to victory lane. **DO NOT DO BURNOUTS OR DONUTS ANYWHERE ON THE RACE TRACK OR INFIELD AFTER THE FEATURE EVENT OR AT ANY OTHER TIME.**
2. The track crew, officials, wrecker or push truck drivers are not allowed to work on race cars on the track, infield, pit or paddock areas.
3. No car will be permitted to pass the caution vehicle unless instructed to do so by NASCAR Officials.
4. No car will be permitted on the track at any time without a hood.
5. All owners of cars that the oil pan cannot be removed with the engine in the chassis must have a carb flange lift plate or other device for the removal of the engine.
6. At no time shall a car be jacked up without jack stands with pads being placed under it except for normal tire changes during the race event. At no time shall a person be permitted to go under a car without jackstands. This rule applies to both the infield pit and paddock areas.

SECTION 9.5 HANDICAPPING Note: Some rules do not apply to DARE STOCK Division.

All drivers must complete a Number Application form before signing in.

For all events your car must be signed in 45 MINUTES before the first heat race is scheduled. Once the line-ups are posted no additional cars may be added. If your car is signed in but does not arrive you may be credited with two wins for handicap purposes.

When you sign in your car state your division, assigned car number and the driver's name. If you bring two cars, one as a **BACK-UP CAR** you must decide and indicate which car will be your primary car when you sign in. Drivers will be handicapped on a 3-week money won system. For handicapping purposes regular feature event purses will be used. Any driver that misses an event will be credited with a regular feature win in money plus 1/2 feature win in money for handicapping purposes. Any driver disqualified from a feature event will be credited with a regular feature win plus 1/2-feature win in money for handicapping purposes. The top 18 drivers in points will be handicapped ahead of drivers not in the top 18 for the main feature only.

No current season feature-winning driver may be posted to start higher than fifth position in a feature event, Except In Rare Instances.

Note: For some events the top ten cars in points may be considered as pre-qualified. The car must still be signed in 45 minutes before racing starts to take advantage of being pre-qualified.

All alternate feature cars will be taken from the consolation event. If a car is disqualified from a heat additional cars will not be taken from heats but from the consolation or 'B' feature.

If in the opinion of the Racing Director a car is not competitive on a given night, he has the authority to deny that driver a front starting position.

For additional handicapping information please ask handicapper for clarification.

PAST CHAMPION'S PROVISIONAL POSITION

One additional starting positions have been established which will be available to the most recent Stafford Motor Speedway Champion who has not qualified for the starting field. **If a former Stafford Motor Speedway champion is not assigned this starting position, it will then be assigned to the next eligible driver who did not qualify for one of the original starting positions based on the current Stafford Motor Speedway championship point standings.**

PROVISIONAL POSITIONS

Two additional starting positions have been established which will be available to the highest drivers in the current Stafford Motor Speedway Championship Point Standings who have not qualified for the starting field.

ROOKIE RULES

A. Rookie Rules apply to SK Modified®, SK Light Modified, Late Model, and Limited Late Models divisions. To be considered as a rookie you must not have competed in more than five, (5) feature events in this or a higher division at Stafford Motor Speedway.

B. All cars driven by rookies must have a yellow stripe on the rear bumper. Rookies may not have another driver qualify a car for them.

C. The current Rookie of the Year as determined from the previous season, will be awarded \$100 each event starting with the first event of the current calendar year and continuing each consecutive event until the total award amount for each division is distributed. To be eligible for the Rookie of the Year award the driver must attempt to qualify. If the current Rookie of the Year as determined from the previous season is not eligible for this award, the award will then be available to the next highest finishing eligible rookie driver in the previous season Rookie of the Year points standings.

SECTION 9.6 STARTING LINE-UP & RESTARTS

If a car(s) drops out of the posted starting line-up, all cars in that row will move straight up to fill the spots in all events. No crossing over. If a restart occurs with ten, (10) laps or less to the end of the feature, all lapped cars will be removed from and started behind the lead lap cars in the restart line up.

SECTION 10.4 YELLOW & RED FLAG/LIGHT RULE

The Yellow & Red Flag condition will be used for feature events where the yellow flag laps are being counted. If in the opinion of the officials the yellows are using up too many laps the

SECTION 10.4 YELLOW & RED FLAG/LIGHT RULE

The Yellow & Red Flag condition will be used for feature events where the yellow flag laps are being counted. If in the opinion of the officials the yellows are using up too many laps the red caution will be used. The laps will not count against the feature total but if you pit you will lose the amount of laps you are in the pits.

SECTION 11.1 OFFICIAL SCORING

SK Modifieds®, Late Models, SK Light Modifieds, and Limited Late Models must have a scoring transponder assigned and attached to the racecar for practice or racing. (Please see installation specifications below). All competitors will have 15 minutes after their feature event is announced and posted to file an inquiry. Once the inquiry is satisfied the official finish will be posted. No changes will be made once the finish is official.

FOR SALE SIGNS

For Sale Signs are not permitted on cars in feature events.

BACK-UP CARS – Separate number registration is required for back-up cars. No cars competing in the same division will be allowed in the paddock area with the same number.

INFIELD PITTING

1. Infield pitting will be used for all SK Modified and Late Model features. All crewmembers that go to the infield pit area will be required to have a NASCAR license. During race conditions, any crewmember who steps into the car servicing area must wear a helmet. All people on the infield must wear long pants with a minimum short sleeve shirt and closed toe footwear at all times. You must pit in your proper pit stall.
2. NASCAR pit rules will apply including the amount of crewmembers over the wall, etc. A stop & go official will be at the exit of pit road only. You may not enter pit lane until the pace car picks up the leaders and the pit road is opened. You may pull up to but not pass the pace car.
3. No crewmember may go into the pit box until the car has come to a complete stop.
4. Pit stalls will correspond to the starting positions of the feature line up.
5. The speed limit on pit road at all times including qualifying and practice will be 25 MPH. Speeding in the pits may result in disqualification.
6. Absolutely no fueling of cars on the infield. No gasoline containers will be permitted on the infield.
7. Wreckers and push trucks are not permitted to bring pit materials to the infield to set up your pit stalls.
8. All cars out of the event must go behind the wall on the infield.

6- 4 PERSONAL SAFETY EQUIPMENT

See NASCAR WEEKLY SERIES RULE BOOK

6- 4-1 HELMETS- HEAD AND NECK RESTRAINT DEVICES

See NASCAR WEEKLY SERIES RULE BOOK

6- 4-2 SEAT BELTS

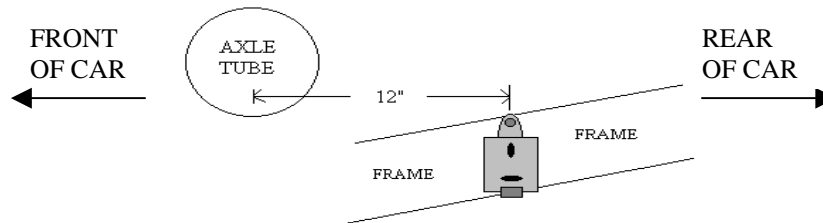
See NASCAR WEEKLY SERIES RULE BOOK

6- 4-3 SEATS

See NASCAR WEEKLY SERIES RULE BOOK

SCORING TRANSPONDER LOCATION

Transponder mounting brackets will be installed on the inside (or outside) of the right rear frame rail. The round post of the bracket must be on top and the square tab on the bottom flush with the lower edge of the frame rail. The bracket must be mounted with its center line exactly 12" to the rear of the rear axle centerline and must be completely vertical to the ground. Keep exhaust directed away from transponder.



LIMITED LATE MODEL DIVISION

ALL 2009 NASCAR WHELEN ALL AMERICAN SERIES RULES FOR THE LATE MODEL STOCK CAR DIVISION WILL BE ENFORCED FOR THE STAFFORD LIMITED LATE MODEL WITH THE FOLLOWING CHANGES AND ADDITIONS.

DRIVER ELIGIBILITY - All drivers must have a NASCAR CHD (Charger Division Driver) or higher license. Drivers competing in the LIMITED LATE MODEL division at Stafford Speedway will not be permitted in SK MODIFIED®, LATE MODEL, LIMITED LATE MODEL, or D.A.R.E. Stock division on the same event date.

20F- 1 COMPETING CHASSIS - American made chassis with a minimum of 108" wheelbase as factory listed for that year and model. No Firebirds, Camaros, Mustangs or two passenger sports cars. No convertibles, station wagons, or using of their frames for other models. Body may be different from frame and engine but engine and frame parts must be from the same corporate line (i.e. GM, Ford, Chrysler). If you are in doubt about the eligibility of a make or model, CHECK BEFORE YOU BUILD IT!

20F- 2.1 BODIES — All bodies must be stock for frame being used or NASCAR approved. See NASCAR Rulebook Late Model Stock Car Division for approved bodies and additional body specifications. Original dimensions of all bodies must remain as manufactured, except for changes, which may be necessary for tire clearance. All Limited Late Model bodies will be subject to the A-B-C body type measurements. Track officials will use the A-B-C type templates to insure the measurements from car to car are the same. All measurements from the NASCAR Rule Book and the A-B-C book are the same. Only the location of the following two measurements nose height and rear overhang and the letters of the measurements themselves are different. Tolerances will be built into the templates from the manufacturers. All vertical measurements from either book will be plus one (1) inch. With the exception of the 18 1/4 " min deck lid length all other measurements that say minimum or maximum shall be considered as exact for this division. Any other models must be approved by Stafford Motor Speedway. No aluminum or poly body parts will be allowed..

Older Late Models and Limited Late Models with higher roof heights will be adjusted according to the rule. The A-B-C Rule Book will be made available to all 2009 competitors.

All vertical body measurements will be done by ride height.

20F- 2.2 OVERALL CAR WEIGHT - All specified weight requirements will be with the driver. The minimum weight at all times will be 3100 pounds. No car will be allowed to have more than 53.0% of the total weight as the left side weight. All weight must be bolted to the inside of the frame rail and above the lowest edge of the frame where weight is mounted.

SPEC MOTOR CARS- will be allowed to weigh 3000 pounds with 54% left side weight.

20F- 2.3 ADDED CAR WEIGHT - Added weight must be in block form of no less than five (5) pound blocks (no pellets) of magnetic steel or lead only. Added weight must be securely bolted to the frame rail and painted white with the car number stenciled in black. No added weight will be permitted inside the driver's compartment. Weight must be welded in a box or attached with two or more grade '8' bolts minimum 7/16 diameter.

20F- 2.4 CAR WEIGHTS AFTER RACE - Nothing may be added to or taken from the car to make total or left side weight. Gas, oil or water may not be added. Wheels and tires cannot be changed, but an amount equal to one half of one percent (.5%) of the gross weight will be added for loss in weight due to race wear.

20F- 3 DETAILED BODY REQUIREMENTS — Steel aftermarket replacement bodies may be used in place of stock. Hood and roof only may be made of fiberglass. Steel front fenders must be replaced with STEEL or POLY fenders ONLY. Fiberglass front fenders are not permitted. Body must be, straight and stock, mounted in the stock location on the frame. No lowering, chopping, channeling or streamlining of any body parts or roof. Stock window openings must be maintained. No aluminum or fiberglass replacement parts unless noted elsewhere in the rules. All exterior chrome trim ornaments, outside mirrors and door handles must be removed. Replacement body parts must meet NASCAR templates. No body skirts or lower body rocker panel flares. Rolled under rocker panels are recommended. NO REAR SPOILERS.

20F- 3.1.1 FRONT AIR DAM - Approved air dams must maintain 5" ground clearance.

20F- 3.2 GLASS - All glass except windshield must be removed. No side, quarter panel, or rear windows allowed. Full windshield is required made of clear glass or 1/8" polycarbonate glass. Windshield must maintain stock angle and fit template. Windshield must have two safety straps on the inside and out. No cracked windshields allowed. All lights and lenses must be removed from the car. Headlight and taillight openings must be covered. Headlamp and tail lamp decals are recommended for aesthetic reasons.

20F- 3.2.3 SIDE WINDOW GLASS/WINDOW SCREEN — All door window glass must be removed. A nylon window screen must be installed in the left side door window opening. And be positioned to cover the entire window opening. The window screen must be rib type, made from minimum 3/4 inch, maximum one (1) inch wide nylon material with a minimum one (1) inch and a maximum 2-1/4 inches square opening between the ribs. The minimum window screen size must be 22 inches wide by 16 inches high. All window screen mounts must be a minimum 1/2 inch diameter solid steel rod on the bottom and a minimum one (1) inch wide by 3/16 inch thick flat steel or a minimum 1/2 inch diameter solid steel rod on the top, with mounts welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a lever-type quick release latch acceptable to Track Officials. The lever must be secured by a detent ball in the lever and may be supplemented by Velcro® fastener only — pins or clips will not be permitted. The latch must be mounted at the top in the front to roof bar (#3) release from the inside.

20F- 3.2.5 REAR VIEW MIRROR - One (1) rear view mirror that must be mounted at the top of the windshield no larger than 8"X 2". No multi-image or side mirrors. Drivers wearing approved head and neck restraint devices may use one (1) spot mirror that must be mounted to the #10 A bar. The Spot Mirror must be a maximum diameter of three inches (3".)

20F- 3.3 DASH BOARD - Stock unit may be removed but must be replaced with magnetic sheet steel, a minimum of 24-gage (0.025 inch thick), of similar design the full width of the body.

20F- 3.4 FIREWALLS

- A. Front firewall must be in stock location with all holes covered using magnetic sheet metal a minimum of .031" thickness. Aluminum is not permitted. The front firewall must extend down to the top of the frame.
- B. Rear firewall must be made of minimum .031" magnetic sheet metal securely installed over the rear seat back brace and top shelf or "hat rack", completely closing off the trunk compartment.
- C. The top shelf or "hat rack" must be positioned horizontal and approximately level. At a maximum of 30-inches from back to front, the top shelf or "hat rack" must angle downward approximately 30-degrees and continue downward attaching to the #6 bar or lower.
- D. The stock floor pan may be replaced with minimum .031" magnetic sheet metal bent similar to the original configuration. Any part of the passenger side floor pan higher than the top of the frame rail is not permitted. The passenger side floor pan may come straight across from a maximum height of the top of the frame rail to the transmission tunnel.
- E. The transmission tunnel shape may be altered however must remain in original center position (equal distance from frame rails to either side of the tunnel) and within 1-inch of original height. Additionally the transmission tunnel must remain within 2-inches of stock width. The floor must be sealed to the bottom of the door on both sides of the car. The rear seat area must seal to the rear firewall.
- F. Door bars may not be covered on the interior of the car and must be visible for inspection from the inside of the car.
- G. Absolutely no closing in of passenger compartment next to or behind driver.

20F- 3.5 DOORS - All doors must be welded or bolted shut. External nerf bars may be used if made of no larger than 1" round tubing. Bars must be "skin" tight and painted the same as the body panel it is attached to. Bars must be at centerline of the front and rear tire. No bars behind rear wheels. Ends must be turned into and go through the body or bolted at the end of the bar with a flush bolt that goes through the body to a interior bar of the same length as the outside bar to prevent hooking. The outside bar must have the ends rounded. No spreading or narrowing of body. Replacement doors must have stock contour. No slab sided cars.

20F- 3.6 FENDERS - Full front and rear quarter panels are required. Inner fender wells must be removed from front fenders. Fender and quarter panel location, dimensions and angles must remain stock. Wheel openings may be trimmed a maximum of 2" from the outside edge of the tire for clearance.

20F- 3.7 GRILLES - Grill openings must remain stock for body run. Stock unit may be replaced with screen between headlight doors and stock grill frame. No car will be permitted to run with an open front grill area.

20F- 3.8 HOODS, ROOF

- A. Hoods may be made of steel, aluminum or fiberglass. A maximum of two-inch (2") nonfunctioning scoop is permitted. The hood and scoop must seal tight to the fenders and windshield. Hood must be in place at all times.
- B. Hood must be held closed with quick release pins. Hinged hoods are permitted.
- C. No holes or functioning air scoops allowed. Hoods must lay flat.
- D. No openings for air to the carburetor or breather are permitted.
- E. All roofs must be the same size and shape of a production roof. Steel or fiberglass roof permitted. Roof panels must be permanently mounted in the stock position the same as a stock production roof for the make and model car being used.

20F- 3.9 TRUNKS - The rear deck lid must maintain the same dimensions, angles and bodylines as the stock production car. Lid may be held closed with quick release pins. Reinforcing inner panels may be removed. All openings in rear panel must be covered. Floor of the trunk area must be removed. Complete taillight panel and bumper covers must be run. No flat back cars. Taillight decals are recommended.

20F- 3.10 BUMPERS/BUMPER COVERS — The bumpers/bumper covers must be acceptable to Track Officials and meet the following requirement:

- A. The front and rear bumpers and/or bumper covers must be installed in the same location as far as height, width and depth as a stock factory production bumper.
- B. Magnetic steel tubing must be used to reinforce the front and rear bumper covers. The tubing must not be exposed and must remain behind the bumper covers.
- C. The front and rear bumpers/bumper covers must be solid. Holes will not be permitted.
- D. All front and rear bumper covers must be painted the same color as the car including bolts and rivets

20F- 3.11 IDENTIFICATION — See NASCAR Rule Book. Roof numbers must read from passenger's side of car. Stafford Motor Speedway reserves the right to assign number colors.

20F- 3.12 BODY TEMPLATES - Templates may be used to check any cars, which have questionable, body dimensions or configuration. Decision of Track Officials is final.

20F- 4 GENERAL NON-SPEC ENGINE REQUIREMENTS - Engine must be OEM cast iron V8 production block, heads and intake manifold. The ONLY approved engine for GM is the CHEVROLET 350, FORD is the 351 CLEVELAND

or WINDSOR, MOPAR is the 360. No deflashing, grinding, welding or painting of any internal area. Maximum overbore for Chevrolet and Ford is .045". Maximum overbore for MOPAR is .030".

OP 20F- 4 GENERAL OPTIONAL SPEC ENGINE REQUIREMENTS — As an option for the Limited Late Model division the GM Performance Factory Sealer Circle Track Crate Engine is permitted.

GM Part Number 88958602 GMR 350/350 Circle Track Engine.

All engine seals must remain intact and un-tampered with. Any service work requiring the removal of any seal bolts must be scheduled with, and approved by Stafford Motor Speedway BEFORE the seal bolts are tampered with. Tampering with seal bolts will result in severe penalties and loss of eligibility of the engine to compete in the Limited Late Model division.

Stafford Motor Speedway approved service centers for the GM Performance Factory Sealed Circle Track Crate Engines are.

RAD Auto Machine Ludlow Ma. 1-413-583-4414

Horsepower Engineering Ellington, CT 1-860-871-2020

OP 20F- 5 DETAILED OPTIONAL SPEC ENGINE REQUIREMENTS

OP 20F- 5.5.4 OIL PAN — The only approved oil pan for the GM Performance Factory Sealer Circle Track Crate Engine (GM Part Number 88958602) is the factory OEM GM Part Number 25534353 oil pan. Additionally the oil pan seal bolts must remain in tact. Tampering with seal bolts will result in severe penalties and loss of eligibility of the engine to compete in the Limited Late Model division.

OP 20E- 5.6.1 VALVE SPRINGS — The only approved valve springs for the GM Performance Factory Sealer Circle Track Spec Engine (GM Part Number 88958602) are factory OEM GM Part Number 10212811 springs. Additional valve spring devices of any kind are not permitted.

OP 20E- 5.7 HARMONIC BALANCER - The Harmonic Balancer must be factory OEM GM Part Number 12555879. Alterations of any kind to the factory OEM GM Part Number 12555879 Harmonic balancer are not permitted.

OP 20E- 5.8.2 PUSH RODS — The only approved Push Rods for the GM Performance Factory Sealer Circle Track Spec Engine (GM Part Number 88958602) are the factory OEM GM Part Number 14095256. Alterations of any kind to factory OEM GM Part Number 14095256 Push Rods are not permitted. The addition of guide plates or any other Push Rod devices of any kind are not permitted.

OP 20E- 5.8.3 ROCKER ARMS — The only approved rocker arms for the GM Performance Factory Sealer Circle Track Spec Engine (GM Part Number 88958602) are factory OEM GM Part Number 10089648 Rocker Arms with a 1.5 ratio. Additional rocker arm devices of any kind are not permitted. Additional oiling devices of any kind are not permitted.

OP 20E- 5.8.4 ROCKER ARM NUTS — The only approved rocker arm nut for the GM Performance Factory Sealer Circle Track Spec Engine (GM Part Number 88958602) is the factory OEM KOOL NUT KIT GM Part Number 25534352. Additional Rocker Arm Stud support or strengthening devices of any kind are not permitted.

OP 20E- 5.10.4 CARBURETOR ADAPTER

A. A track approved adapter plate must be installed between the intake manifold and the carburetor. Alterations of any kind to the track approved adapter plate are not permitted. The only track approved adapter plate is the CANTON RACING PRODUCTS part number 85065A aluminum adapter.

20F- 5 DETAILED NON-SPEC ENGINE REQUIREMENTS

A static compression ratio of 9.5 to 1 will be strictly enforced.

20F- 5.1 ENGINE LOCATION -

A. Engine must be in the stock location for a V8 in the chassis being run. Stock engine location is deemed to be when the distance between centerlines of the forward most fuel pump to engine block mounting bolt and the upper idler-arm to frame mounting bolt measures 8.75" inches +/- .25" inch so long as said bolts are deemed to be in stock, un-altered, factory locations.

B. The front, centerline of the crankshaft must be no less than 12 3/4 inches from the ground with the car's frame set on five inch (5") high blocks under all four outer corners of the frame.

20F- 5.5 PISTONS/RODS NON-SPEC

A. Any flattop three (3) ring round aluminum piston with three (3) rings in place will be permitted. Valve relief's for valve clearance only may be cut into the pistons. All three rings must be of magnetic steel. No portion of piston may protrude above the top of the block. No self-centering connecting rod type pistons. (Rods must align off the crankshaft rod journals). All three rings must be of flat magnetic steel. (No Dykes type Rings).

The minimum ring thickness permitted is as follows:

Compression rings .043 inch Oil ring assembly 3.0 mm

B. Only magnetic steel piston pins maintaining a minimum diameter of .0927 inch are permitted. Full floating pins are permitted. They can only be contained by bushings only. (No bearings of any type). Full floating pins are permitted. No coating of wrist pins. (DLC etc.)

C. Piston pinholes must be in a fixed location in the piston and connecting rods.

D. Only two-piece insert style connecting rod bearings are permitted.

E. Only solid magnetic steel stock type connecting rods are permitted. Hollow beam connecting rods are not permitted. All after-market connecting rods must be steel sportsman rods. Only normal engine balancing and the use of after-market bolts and nuts are permitted. No deburring, deflashing, polishing, grinding or lightening. Billet connecting rods are not permitted. All rods must be stock length and the same length throughout the engine.

F. Titanium and stainless steel connecting rods are not permitted

G. Minimum weight for piston, pin, ring, bearing and rod assembly is 1075 grams.

20F- 5.5.4 OIL PAN_NON-SPEC - Windage trays of any type will be allowed. Oil coolers are allowed. Aftermarket oil pans allowed, but must be steel and keep stock appearance. Approved aftermarket pans for Chevrolet are MOROSO part # 21804, 21807, 21808 or Canton part # 11-200, 11-200m, 11-200t. A stock oil pan may be modified to MOROSO or Canton specifications.

20F- 5.5.5 OIL PUMP_NON-SPEC - No dry sumps, external oil pumps or tanks or accu-sump systems allowed. Only OEM type in the pan oil pumps. No pumps of any type may be used in the evacuation system.

20F- 5.6 CYLINDER HEADS_NON-SPEC:

Stock OEM cast iron heads only. Chevrolet may use aftermarket "World Products S/R" (stock replacement) series heads, bare casting part# 043600 and part# 043600-1. Ford Cleveland must use 2 BBL heads only. Ford Windsor may use the cast iron "World Products Windsor Jr." cylinder head, bare casting part# 053030 and casting part #053030-1 with 1.94" intake valve and 1.60" exhaust valve. Head studs are not allowed. All Chevrolet heads must be factory listed for 76 CC's or greater. Heads may not be angled milled. The only modifications ALLOWED will be the installation of valve guide sleeves and milling of the gasket surfaces, however angle milling, changing the angle of the head gasket surface in relationship to the rest of the head, is not permitted. Additionally altering the position or angle of the valve guide is not permitted. The addition of screw-in studs, guide plates, valve spring seats, optional valve seals, Poly-Locks or jam-nut devices are permitted. Machining of valve guide bosses for seals only. IMPORTANT -All heads must have a minimum of 72 CCs combustion chamber. When heads are checked at the track you will be responsible for cleaning and carbon removal to make the 72 CCs minimum. Coolant return lines are allowed to be placed on the ends of the heads. No lines will be allowed on the sides of the head. Any other heads must be approved before being used. All other head modifications ARE NOT ALLOWED including but not limited to: Porting, polishing, ANY grinding in ports or combustion chambers, chemical milling, glass beading or removal of any flashing or casting marks. No welding or sectioning. No internal modifications of any kind including painting or Teflon coating. No more than two intake-mounting holes may have HeliCoils. Intake or exhaust manifold mounting holes may not be added or relocated. Holes must take standard intake manifold bolts. Listed below are the maximum valve size allowed.

Head gasket surface milling tolerance for Limited Late Model is 0.00" to 0.015" from true 23.00 degree of stock valve position.

	MAX INTAKE	MAX EXHAUST
CHEVROLET	1.94"	1.50"
FORD WINDSOR	1.94"	1.60"
FORD CLEVELAND	2.09"	1.71"
CHRYSLER 340	2.02"	1.60"
CHRYSLER 360	1.88"	1.60"

VALVES - All valves must be identical

in appearance and construction as an OEM type valve. No air directional devices will be permitted on any of the valve surfaces. Valve stems must have a minimum diameter of 11/32 inch. Stainless steel replacement valves are permitted. Undercut or "Pro Flo" valve stems are permitted. Tulip, Ultra Lite or Titanium valves are not permitted. .

VALVE SPRINGS & RETAINERS_NON-SPEC - OEM type single steel valve springs with damper and steel retainers allowed. Valve springs must retain all stock OEM replacement passenger car dimensions. No barrel wound or conical wound springs will be allowed. ALL windings must be parallel. Stock diameter spring must be used. Valve spring retainers must be OEM steel or stock or stock replacement steel only. Maximum outside diameter of 1.25". Steel retainers only.

VALVE JOB_NON-SPEC - Three (3) angle valve jobs are permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide should 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. No hand grinding or polishing is permitted on any part of the head. Un-shrouding of valves is not permitted.

20F- 5.7 CRANKSHAFT_NON-SPEC - Only stock production OEM crankshafts allowed. The main and rod journal size must be stock for the block being used. Original bore and stroke combination must be maintained. The maximum allowable stroke tolerance for Chevrolet and Ford will be +/- .015". MOPAR will have +/- .005. Minimum main journal size .020 under stock. Minimum rod journal size .030 under stock.

B. After-market crankshafts, knife-edge crankshafts, small journal crankshafts will NOT be permitted.

C. NO machining or polishing of the crankshaft counterweights allowed. NORMAL engine balancing will be the ONLY acceptable modification that can be performed on this component. No painting or Teflon coating. NO drilling of rod journals.

D. Minimum crankshaft weights are Chevrolet engines 50 lb., Ford and Chrysler 54 lb.

E. Only standard OEM magnetic steel elastomer type harmonic balancers will be permitted.

20E- 5.8.1 CAMSHAFT NON-SPEC

B. ANY type chain will be permitted. Belt-drive and gear-drive systems will not be permitted.

G. Hydraulic cam and hydraulic lifters must be used.

H. Camshaft lift may be measured at the valve rocker arm, or directly on the camshaft. Cam lift cannot exceed gross valve lift divided by listed rocker arm ratio. Tolerance for the camshaft will be + .005". The Maximum valve lift allowed is .450 of an inch.

20F — 5.8.2 VALVE LIFTERS NON-SPEC

A. Only 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.

E. Lifter must be operative and pass a leak-down test as well as removal and inspection.

20F- 5.8.3 ROCKER ARMS_NON-SPEC - Aluminum stud mounted roller rocker arms permitted. 7/16 studs may be used. Any steel pushrods. Chevrolet and MOPAR must run 1.5 ratio rockers. Ford must run 1.7 ratio rockers. Chrysler may run adjustable rocker arm assembly from a 273 head on the 360 head. No stud-girdles. Stock type shaft rocker system is allowed on Chrysler only. No aftermarket shaft rocker systems.

20F- 5.9 INTAKE MANIFOLD NON-SPEC - STOCK CAST IRON PASSENGER CAR MANIFOLDS OF 2 BARREL DESIGN ONLY! MANIFOLD MUST BE ONE THAT WAS USED WITH AN OEM TWO-BARREL CARBURETOR. NO THROTTLE BODY MANIFOLDS ALLOWED. Throttle bores must measure no more than 1.730" dia. You are required to have an UNALTERED stock manifold. NO porting, polishing, acid dipping, deburring, de-flashing, abrasive cleaning, internal painting, milling, cutting, drilling holes, enlarging bolt holes, matching of ports or welding. Absolutely no modifications of any kind. A track supplied stock intake manifold must fit your engine complete with stock gaskets. All boltholes must be in alignment and same size as stock. Absolutely no coolant lines in the intake manifold, engine block or sides of head.

20F- 5.10 CARBURETOR -The only approved carburetor shall be the Holley two-barrel model # 4412. ALL PARTS MUST BE A HOLLY PART FOR THE 4412.

- (1) Body of Carburetor: No polishing, grinding or drilling of holes permitted.
- (2) The choke may be removed, but all screw holes must be permanently sealed.
- (3) Choke Horn: Choke horn may not be removed.
- (4) Boosters: Boosters may not be changed. Size or shape must not be altered. Height must remain standard.
- (5) Venturi: Venturi area must not be altered in any manner. Casting ring must not be removed.
- (6) Alterations 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) Base Plate: Base plate must not be altered in shape or size.
- (8) Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shaft but screw heads must remain standard.
- (9) Throttle Shaft: Shaft must remain standard and must not be thinned or cut in any manner.

20F- 5.11 CARBURETOR SPACER_NON-SPEC - Only one solid spacer made of aluminum or phenolic plastic of a maximum height of 1" permitted. Only one .075" max. gasket per side. No wedge shaped mounting surfaces, both top and bottom surfaces must be parallel. Spacer can be no larger than base of carburetor. Port holes or hole must be vertical to the surface with no beveling, tapering, or flaring. No additional openings for the induction of air allowed. All spacers must be approved by Track Officials.

20F- 5.12.1 CARBURETOR AIR FILTER / AIR FILTER HOUSING

A. Only a round dry type paper air filter elements maintaining a minimum 12 inches and maximum 14 inches diameter will be permitted. The air filter element must maintain a minimum of 1 1/2" inches, maximum four (4) inches in height. All air must be filtered through the element.

B. Only a round metal filter housing will be permitted. The top and bottom of the air filter housing must be solid with no holes. A maximum of one (1) inch lip will be permitted from the air filter element to the outer edge of the air filter housing top and bottom. The air filter housing carburetor mounting ring must have only one (1) round hole a minimum of five (5) inches in diameter. It is permissible to attach a shield to the front area of the air filter housing up to a maximum of one half of the air filter circumference. The shield must not be higher than the height of the air filter element. The air filter housing metal top and bottom must be of the same diameter. The air filter housing must be centered and set level on the carburetor. No air induction, ducts, baffles, tubes, funnels or anything else which may control the air entering inside of, or between the air filter and carburetor. No plastic air filter housings or parts.

C. The bottom of the air filter element must measure within one (1) inch of the carburetor's top flange. A spacer may be used between the carburetor and the air cleaner so long as the one (1) inch specification is not exceeded.

D. No part of the air filter or air filter housing will be permitted to protrude through the hood.

20F- 6.1 IGNITION SYSTEM - NASCAR APPROVED IGNITION SYSTEMS ONLY

A. Electronic distributors are permitted. All electronic distributors must be in stock type housings, have stock type controls and modules, be equipped with a magnetic pickup, be gear driven, and be mounted in the stock location. Billet distributor housings are permitted

B. Single or dual point camshaft driven distributors are permitted.

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

D. Electronic firing module amplifier box is NOT permitted.

E. Computerized, multi-coil, dual electronic firing module box or crank trigger systems are not permitted. Magnetos are not permitted. All ignition systems are subject to approval by Track Officials.

F. Adjustable timing controls are not permitted.

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

H. A MSD # 8728 External RPM limiter with a 6600-RPM chip for non-crate engines is MANDATORY. Also, a 6000-RPM chip for optional crate engines is MANDATORY. The violet wire of the MSD # 8728 must be cut back flush to the unit's housing. The green and the white wires of the MSD # 8728 must run directly to the coil negative. The MSD # 8728 must be mounted on the engine side of the firewall in plane view. Track officials may require the replacement of the RPM chip with a track issued chip at any time during an event. RPM limiters must be fully functional and operational at all times.

I. Accessories to regulate the power supply are not permitted.

J. The tachometer wire must run from the distributor to the tachometer along the #8 dash bar separate from any other wires and in unobstructed view for inspection. The tachometer wire must be isolated from any other wires, connections or devices. The entire length of the tachometer wire must be visible from distributor to the gauge.

K. The Vacuum advance unit may be replaced with a manual non-electronic timing adjuster that does not extend more than two inches beyond the distributor housing.

L. The approved firing order using approved cylinder identification is as follows

Dodge 1-8-4-3-6-5-7-2

Ford 1-3-7-2-6-5-4-8

G/M 1-8-4-3-6-5-7-2

M. The manufactures cylinder identification sequence is as follows

Dodge & G/M Ford

Front

1-2 5-1

3-4 6-2

5-6 7-3

7-8 8-4

The front engine cover must be acceptable to NASCAR Officials

20F- 6.2 STARTER - Stock type starter only. Must be in stock position and operate at all times.

20F- 6.5 BATTERIES — The battery must be located in an enclosed battery box, complete with a cover behind the front spindle but no further back than to have the front surface of the battery flush with the firewall or in front of the rear axle housing behind the rear firewall. The battery must be completely closed /sealed off on the drivers side of the 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. Any battery that would be installed during the race must be installed in the battery box. Only one (1) standard automotive 12-volt battery, not to exceed 13.5 volts, will be permitted. Accessories to regulate the power supply will not be permitted.

20F- 6.7 ACCESSORIES - No onboard computers, automated electronics, recording devises or digital readout gauges of any kind are permitted.

20F- 6.7.1 RADIOS — Monitoring of Race Control is MANDATORY. Two-way radios or scanners are not permitted in the car or on the driver at any time. Only track approved receivers, set to receive Race Control transmissions on Frequency 461.1375 are permitted. The only track approved devices are RELIANT R416 receivers, or Raceceiver Microscanner and must be mounted in plain view for NASCAR Officials inspection, on the back of the drivers seat. Racing Electronics is the only authorized distributor / programmer of the RELIANT R416 receivers.

Racing Electronics: www.racingelectronics.com 1-800-272-7111

20F- 6.7.2 TRANSPONDERS — Transponder are required on the cars at all times. See Track Rules section for locating transponders properly. Any car not registering a transponder signal during practice will be black-flagged to be made aware of their scoring transponders failure and is required to remedy it before proceeding further in the event.

AMB, US Inc. www.amb-it.com 1-678-816-4000

20F- 7 ENGINE COOLING SYSTEM - Only Water or Stafford Speedway Approved coolants or additives may be used in the cooling systems. The addition of coolant lines to the engine block or sides of the heads is not permitted.

20F- 7.1 WATER PUMP

A. Stock steel OEM type only are permitted. Electric pumps are not permitted. Modifications of stock impellers are permitted. Combination water pump/alternator units are not permitted.

B. Any V-Belt or serpentine pulley and belt system is permitted. Cog belts or pulleys are not permitted. Pulleys may be either steel or aluminum.

20F- 7.2 FAN - Electric fans are permitted.

20F- 7.4 RADIATOR

A. Passenger steel or aluminum car radiators only. Radiators may be interchanged between makes and models but must be stock type. Radiator must be in stock location.

D. All cars must be equipped with an overflow catch-can under the hood or under the rear trunk lid . If catch-can is placed in rear the overflow line must not run inside the car!

20F- 8 ENGINE OIL SPECIFICATIONS - The use of combustion enhancing oils or additives is not permitted.

20F- 9 ENGINE EXHAUST SYSTEM **(NON-SPEC)**

A. Stock OEM exhaust manifolds are permitted. Headers are permitted. Headers must be Schonfeld #185 or Dynatech #01-21900 for GM. Ford & MOPAR must be approved by Track Officials.

B. Stainless steel, stepped and 180-degree headers are not permitted.

C. The exhaust header flange must mount directly to the cylinder head with no spacers between the flange and the cylinder head. A maximum header flange thickness of ½ inch is permitted.

D. Inserts are not permitted in any part of the header or collector. Merge, crossover and pyramid collectors are not permitted.

20F-9 ENGINE EXHAUST SYSTEM (SPEC):

There will be two optional headers for the crate motor they are , the Kooks P/N- 15055, and the Flow Right P/N-coming soon.

E. Exhaust pipes must be reduced from 3” to 2 1/2” before entering muffler. The tail pipes of a maximum diameter of 2 ½ inches must extend from the muffler to within twelve (12) inches of the rear axle housing. Tail pipes must have a minimum of a 45-degree downturn at the end if not exiting out the side of the car. Both exhaust pipes must be independent with no connection between them

F. LOBAK # RCM 25-12-25 mufflers are required at all times. Modifications or repairs of any type are not permitted on the muffler. Both muffler flanges must be intact. Stainless steel mufflers are not permitted. Mufflers must be removable for inspection. NOTE: **ALL OWNERS ARE RESPONSIBLE TO MAKE SURE THEIR MUFFLERS ARE IN PROPER WORKING ORDER. IF FOUND NOT TO BE ,THE MUFFLER WILL BE DEEMED ILLEGAL.(I.E. MISSING ONE OR MORE OF THE INTERNAL BAFFLES.)**

G. Thermal wrap is not permitted anywhere on exhaust system.

H. Only one muffler and exhaust pipe allowed per side of the engine is permitted.

I. Exhaust system subject to approval by Track Officials.

J. Interior and exterior coatings are permitted.

20F- 10 ENGINE DRIVE TRAIN - FLYWHEEL AND CLUTCH **(NON-SPEC)** Stock OEM dimension steel flywheel for engine type. Replacement billet flywheel of OEM stock dimensions may be used. OEM type steel pressure plate and steel disc only. Solid type disc only, no paddle or button type discs. Minimum 10" clutch and pressure plate. Drilling or lightening of any part is not permitted. Steel bolts only. Flat surface machining allowed only on the face of the flywheel, any cutting on the back side of the flywheel will deem the part illegal.

The following weights are the minimum allowed for each part:

Flywheel only (no bolts) 12.5 LBS.

Pressure plate, Cover, & Solid Disc (no bolts) 16 LBS.

The steel solid disc (no bolts) must maintain a minimum weight of 2.5 pounds and a maximum weight of 3.8 pounds after the combined weight has been determined.

20F-10 ENGINE DRIVE TRAIN AND CLUTCH (SPEC)-will be allowed to run the Ace Super clutch P/N - R725017K3 only! The GM Flexplate P/N-14088765 will also be needed in full production weight!

20F- 10.3 BELL HOUSING — Only a special production all magnetic steel bell housing can be used. The bell housing must enclose the flywheel 360 degrees with minimum ¼ inch magnetic steel. Any changes to the bell housing must be made with ¼ inch magnetic steel and welded in place. All welds must be done inside and outside of the bell housing. No bolt on pieces. An opening no larger than 3 ½ x 4 inches may be used for throw out bearing access. This hole may be covered with sheet metal.

20F- 10.4 MANUAL TRANSMISSION

A. Only OEM production stock 3 & 4 speed transmissions may be used. Top loader transmissions are not permitted.

B. Only cast iron housings, No aluminum or magnesium transmission housings are permitted.

C. Only OEM type, steel, angle cut forward gears are permitted. Square cut forward gears are not permitted.

D. All forward and reverse gears must be in working order, and they must be operational from inside the driver's compartment. All transmissions must have a constant engagement of the input shaft with gear and countershaft with cluster gears.

E. Five-speed transmission, with gears removed are not permitted.

F. Quick change transmissions are not permitted.

G. Automatic or semi-automatic transmissions are not permitted.

H. Machining or lightening of any internal rotating or non-rotating parts including gears, shafts and case is not permitted. Gun drilled transmission shafts are not permitted.

I. Additional or different from OEM bearings other than the tail-shaft, which may have roller bearings, are not permitted.

J. Auxiliary, over or under drive transmissions are not permitted. High gear must have a ratio of 1 to 1 and no other gear may have a ratio higher than 1.20 to 1.

20F- 10.5 DRIVESHAFT

A. The drive shaft, universal joints, and yoke 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 either 2-3/4 inches or 3 inches in diameter.

B. Two (2) 360 degree solid magnetic steel brackets with no holes or slots, not less than 2 two (2) inches wide and ¼ 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 3/8-inch diameter bolts on each side, to the horizontal tunnel bar (#6).

C. All drive shafts must be painted white.

20F- 10.6 REAR AXLE - The rear axle assembly must meet the following requirements. Rears may be changed between different makes and modles.

A. The center of the rear end housing must be within 1" of the centerline of the track width, front and rear.

B. No locked rears. No welding of spider gears, posi-traction, limited-slip, Detroit Lockers, Shimming of spider gears, ratchet differentials or any other modification that serves to lock or increase the differential resistance of the rear while under the load of being turned by the drive train or one wheel being turned with the other held stationary. The maximum resistance permitted is 25lbs/ft at the lug nut of the free wheel with the other wheel held stationary and the drive shaft disconnected.

C. Rear axle housing must be from a passenger car and must be a continuous housing between the backing plates

D. Racing axles are mandatory on both sides for all rears. Axles must retain all stock dimensions, C-clip eliminators are allowed on General Motor rears.

E. Only magnetic steel axles, bearings, and axle housings are allowed. The spool must remain stock weight and configuration.

F. Stock upper trailing arms for the chassis used must attach to the frame in the stock location. Stock upper trailing arms may be replaced with DCA P/N 17811, **or**

J.C.I. P/N coming soon. Upper trailing arms can be ordered 1 inch shorter than stock. Directly from DCA or J.C.I. Mounting brackets on the axle tubes may be moved but rear axle assembly housing must be centered in chassis.

G. Stock lower trailing arms for the chassis used must attach to the frame in the stock location. Stock lower trailing arms may be replaced with DCA P/N 17812, **or J.C.I. P/N JCI-03-01B**. Mounting brackets on the axle tubes may be moved but rear must be centered in chassis. Left and right backing plates must be an equal distance from the frame rails.

H. Springs must be mounted on axle housing in stock location for frame being used.

I. Aluminum parts in or on the rear axle assembly, other than wheel spacers are not permitted.

20F- 10.6.1 REAR GEAR — The rear ring and pinion gears must be stock type. The ring gear must weigh a minimum of 12 lbs. **The spool with 2 bearings only (less bearing cups) must be of standard weight.**

GEAR RULE: 4:56 to 1 MAXIMUM for GM.
4:57 TO 1 MAXIMUM for Ford.

20F- 10.7 WHEELS — Magnetic steel racing or wagon wheels are mandatory. Maximum width is seven (7) inches wide. Wheels must measure 3 ½ inches (+ or —1/2 ") from the axle flange surface to the outer contact surface of the tire bead. All four wheels must measure exactly the same (+ or —1/8".) MINIMUM WHEEL WEIGHT 20 LBS. measured without the tire or lug nuts. No magnesium or aluminum wheels. All wheel studs must be magnetic steel with magnetic steel racing type lug nuts and must extend a minimum of ½ inch beyond the outside surface of the lug nut. The frame area at the rear of the axle that may come in contact with the right rear tire may be relieved, if necessary, by denting, bending or notching the frame at this point.

20F- 10.8 TIRES - All tires must be purchased from the track tire dealer. The only tires permitted are the American Racer P225/70-15 treaded DOT tire in 705 compound on both the left and right sides.

20F- 10.8.1 PHYSICAL REQUIREMENTS

F. Minimum Tire Pressures for all inspection purposes are fifteen (15) psi for both left side tires and twenty (20) psi for both right side tires. Air may be added to the tires to achieve only the minimum tire pressures during inspections, per a track provided tire pressure gauge.

NOTICE: A participant competing in any race at Stafford Motor Speedway, specifically agrees that he/she acknowledges that it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule will be subject to suspension.

20F- 11 FRAMES - All frames must be stock for year, make and model. Front and rear spring pockets may be altered for stacking bolts .No plating or reinforcing of the frame in any way beyond or outside of the following specifications. Unibody cars are not permitted.

A. The front frame horns may be replaced with 2" X 3" .083" square tubing from the forward most 1/2" measuring hole to the front bumper. No other part of front frame rails can be replaced with tubing.

B. The front cross member must remain stock. The raised portion of the front cross member may be replaced with steel flat stock welded in flush with the rest of the cross member, maintaining a minimum two inch (2") thickness of the stock cross member for oil pan clearance only.

C. Rear frame rails may be replaced with 2" x 3" .083" magnetic steel square tubing from the rear edge of stock upper crossmember back, only if following stock configuration height, width, and length. Optionally the replacement rear frame rails may extend parallel rearward maintaining a minimum width of the stock frame rails width at rear most edge of the upper crossmember. Both the stock crossmember ahead of the rear axle and the stock upper crossmember must be in place.

D. No offset or shortening of frame rails.

E. Frames must measure within a ¼ inch of all factory specifications for year, make, and model used. All measuring cups or holes must remain unaltered.

F. Tubing of a size and length that will not protrude from the stock frame may be located inside the driver's side frame rail. All roll cage bars normally attaching to the drivers side frame rail must be welded directly to the supplemental tubing.

G. Tubing may be utilized as a replacement for the stock transmission crossmember. Any non-stock replacement transmission crossmember must be located perpendicular at 90 degrees to the stock frame rails and no further towards the rear of the car than to have the rear edge of the tubing even with the rear edge of the transmission housing.

H. Additional X-tubing may be added so long as the tubing connects to the crossmember and is NOT one continuous piece running from corner to corner of the stock frame. The X-tubing must attach within the two corners of each frame turnout. The X-tubing can "NOT" extend past any of the frame turnouts and must not be attached to the perimeter frame rails short of the frame turnouts.

FORD FRAMES - Ford full-size frames, (LTD, Crown Victoria, Lincoln Continental) 1979 and newer may be shortened to 108" wheelbase. Frame must be shortened in center section only using the same area on both sides.

20M — 11.2 AN OPTIONAL: Tubular Front Sub-Frame WILL BE ALLOWED ALL VERTICAL DIMENSIONS WILL BE ON FIVE (5) INCH RIDE HEIGHT BLOCKS

C. The front sub-frame must be constructed by the following guidelines.

(1) A GM-METRIC type front steer tubular front sub-frame must be constructed using two (2) inch wide by four (4) inch high magnetic steel tubing with a wall thickness of 0.125-inch meeting ASTM A-500 specifications. 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 mainframe rails from the jack 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 jackbolt extending forward in front of the steering assemblies. Spring bucket and jack bolts may be cut into left side and right side frame rails. Top of spring buckets will maintain a vertical height of 15 1/4 (+/-) 1/2 inch. Jack bolts will maintain a centerline distance of 33 1/2 (+/-) 1/2 inch measured at top of spring bucket from left side to right side and be located equal distance from centerline left and right. A distance of 21 inches (+/-) 1/4 inch must be maintained from the front frame kick-outs forward to the jack bolts centerline. Jack bolts will be allowed a maximum angle of five (5) degrees from vertical. The front sub frame rails may angle outwards and downwards from the jack bolts to the front frame kick-out to a maximum distance of 41 inches. If frame rails are angled outward a wishbone made from round magnetic steel seamless tubing 1 1/2 inch by .083 minimum wall thickness meeting 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 roof support bar #12 and diagonal bar #7A. The front frame extensions using two (2) inch wide by three (3) inch high minimum wall thickness of 0.083 inch magnetic steel tubing meeting ASTM A-500 specifications must angle out and forward and extend a distance of twelve (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 extension. This forward top steering box bolt will be a horizontal distance of 39 inches from the front frame kick-out and a vertical height of 15 inches (+/-) 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) inch wide by four (4) inch high magnetic steel tubing with a minimum wall thickness of 0.125 inch meeting ASTM A-500 specification must extend rearward a distance of 34 inches then angle down 30 degrees to the front frame kick-out.

A distance of 24 1/2 (+/-) 1/8 inch must be maintained to the center of an O.E.M. three quarter (3/4) inch pin boss located on the mainframe centerline at the front of the front sub-frame crossmember. O.E.M. 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) inch high by four (4) inch wide magnetic steel tubing with a minimum wall thickness of 0.125 inches meeting the ASTM A-500 specifications. A minimum thickness of one hundred thousands (0.100) 12ga. 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 thickness magnetic 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 at the front side of the mount and a vertical height of seven (7) inches (+/-) 1/4 inch. The rear mounting points for the lower A-frames must be constructed using a minimum 3/16 inch thickness magnetic steel. The rear mounting points for the lower A-frame must be 13 inches (+/-) 1/4 inch measured from the centerline of the front sub-frame to the centerline of the mounting bolt at the rear side of the mount and the vertical height will be 6 7/8 inches (+/-) 1/4 inch. Adjustable insert slugs may be used on the rear mounting bolt to maintain a distance of 22 inches (+/-) 1/2 inch from the center of the lower ball joint to the leading edge of the mainframe side rail and kick-out. A 1/2 inch round by 15 inch long solid steel pin must pass freely through these points 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 sub-frame rails and be parallel with the centerline of the sub frame rails. A distance of 37 inches will be maintained from the top idler arm bolt centerline to the front frame kick-out with a vertical height of 14 inches (+/-) 1/4 inches. The GM-METRIC TUBULAR REPLACEMENT FRONT SUB-FRAME MUST WEIGH A MINIMUM 95lbs. A bare front sub-frame must be submitted to track officials for weigh in and approval. Front sub-frame must be acceptable to track officials before it can be used in competition.

Part # JCI 09-011 is an APPROVED front sub-frame

Stafford will only allow the following X-Y-G frame replacement parts. The front sub frame. The rear clip from behind the rear spring pockets, as is already approved according to rule 20F-11 letter C. If any part of the frame from the back of the front sub frame to

to the front of the rear spring pockets. These parts must be replaced with stock OEM GM frame sections. NO EXCEPTIONS!!

20F- 12 TRAILING ARMS —Trailing arms must be OEM for make and model being used. Rear crossmember for upper trailing arms must be stock type 1/8” steel plate from frame rail to frame rail, with two 1/8” steel non-adjustable upper trailing arm brackets in stock location. OEM upper trailing arms may be replaced with aftermarket DCA P/N 17811 or J.C.I. P/N 09-03 series. Upper trailing arms can be ordered 1 inch shorter than stock directly from DCA or J.C.I.. OEM lower trailing arms may be replaced with DCA P/N 17822 or J.C.I. P/N JCI-03-01B. Upper Trailing arm mounts may be fabricated to the stock configuration. It is up to the NASCAR Officials to determine the definition of stock.

20F- 12. 1 SPRINGS - Stock type springs in stock position for frame used only. Springs may be interchanged cut or heated. Minimum coil spring diameter is 4.75”.

20F- 12. 2 SWAY BARS

A. Only stock, OEM, type, or stock, OEM, type replacement, steel sway bars with a diameter of 1.25 inches may be used in the front and/or rear. Front sway bars must be mounted under the front sub-frame.

B. Bump pad configurations are permitted. Splined sway bars and arms are not permitted.

C. Rubber bushings may be replaced with metal bushings or eye/lollypop type mounts.

D. Heim joints (spherical rod ends) may be used for attaching the sway bar to the lower A-frames.

**20F- 12. 3 SHOCK ABSORBERS - One shock per wheel no coilovers , adjustable, or rebuild able shocks allowed .
All shocks subject to speedway approval.**

A. The only approved shock when utilizing the new mounting rules ,will be the Pro WB Series (welded bearing ,steel gas cell, non rebuildable). Only no exceptions!

B. When not utilizing the new shock mounting rules refer to A-1.

A-1. One shock per wheel. Front and rear shocks must be a matched pair, matched left to right. Front Shocks must remain in stock location. Rear shock mounts on frame may be replaced with a stock type mounting bracket within one (1) inch of the original position. Listed below are the only approved shocks for GM cars.

Brand	Front	Rear
CARQUEST	64600	64604
KYB	KG-4513	KG-5548
Monroe SSF Series	N/A	12475-6-7-8
Monroe SensATrac	5840	5802
Doetsch	0101	0102
AFCO	1020	1030
Bilstein	AK1043	AK1044
Pro Shock	SS-100	SS-201

For non-GM cars, you must use the same series shocks from the above list and obtain prior written approval. Any shocks not listed here must be approved in writing to be allowed in competition.

S. Adjustable shock absorber mounts of any type will not be permitted.

V. The rear shocks absorbers must not angle inboard towards the center of the car, more than 30 degrees from vertical and be within one (1) inch of the original position.

20F- 12. 4 A-FRAMES

A. Upper A-Frame-Oem or aftermarket non adjustable steel bushing may be used not to exceed the retail value of \$55.00 each. Aftermarket must be similar to stock design, and have a cross -shaft. Upper perches may be altered or replaced to accept aftermarket control arm.

B. Lower A- Frames-Must be OEM stock or X-Y-G Stock replacement for frame being used. Bushings may only be replaced with Neoprene only. No steel , eccentric, or mono-balls.

C. Lower ball joints may be replaced with “pressed-in” stock type extended lower ball joints in stock position or with standard factory stock OEM production Chrysler screw-in type or standard factory stock OEM production Chrysler screw-in type direct replacement ball joints in the stock location on the A-frames.

D. Adjustable, serviceable and “mono” ball joints are not permitted.

E. Upper ball joints must be stock OEM. Shimming of the upper ball joint is permitted.

F. Only stock zero offset or stock replacement upper control arm shafts are permitted. Upper A-frame bolts may be replaced for added camber.

20F- 12. 5 SPINDLES AND HUBS — Spindle may be changed to heavy duty OEM unit. **The only other replacement will be the Coleman spindle P/N 19975 for right & left sides . The steering arms, and caliper brackets must be steel. The tie rod hole in the steering arm must be equal to the OEM unit. The OEM spindles must be bolt on units and not be altered in any way.** The only modification allowed to the spindle will be for lower ball joint installation, the lower ball joint hole may be reamed or tapered to fit the lower ball joint pin. Track width must remain stock. Track supplied spindles must fit your car. No aluminum spindles. Hub/rotor must be stock OEM. For other steering rules see the NASCAR rulebook section 20F-13

20F- 12. 6 TRACK WIDTH - Maximum track width measured outside the tire buldge at wheel center height will be **72 inches**. Metal spacers will be permitted to utilize the maximum allowable track width. Spacers, if used, must be the same thickness left and right, however, the front and rear do not have to match.

20F- 12. 7 WHEELBASE - Wheelbase will be 108" on the left and right side with a tolerance of +/- ¼" on either side. Other cars with longer wheelbases of 110", 112", or 114" will all be held to the +/- tolerance of ¼". NO EXCEPTIONS.

20F- 12.8.2 GROUND CLEARANCE - A minimum of five (5) inches of ground clearance must be maintained at all times measured at the lowest point of the frame rail. No part of frame, body, sheet metal or bumper may be lower than 5" from ground. All ground clearance requirements are with the driver in the car.

20F- 12. 9 BODY HEIGHT - Minimum height for the roof is **49 inches** measured at the roof centerline 10 inches behind the stock windshield opening. See NASCAR Rulebook plus one (1) vertical inch.

20F- 12.11 WEIGHT TRANSFER DEVICES - Jacking bolts are permitted on the rear springs only. Upper rear spring perch may be trimmed only enough to accommodate new pocket. No hydraulic jacking devices. Handles must be removed from jacking bolts before the car is moved.

20F- 13 STEERING COMPONENTS - Stock steering box must be used. No rack and pinion setups. A stock pitman arm, idler arm and center link must be used. All steering components must be steel. No heim joints in steering system. Collapsible steering shaft should be used. For other steering rules see the NASCAR rulebook section 20F-13

20F- 13.1 STEERING WHEEL - A NASCAR approved quick release steel coupling on steering wheel is mandatory. Center-top of steering wheel must be padded with at least 2" resilient material.

20F- 14 BRAKES - Stock type hydraulic brakes, operating all four wheels is required. Stock type single piston steel caliper (must be OEM type no racing replacement ie. Howe or willwood.) disc brakes are allowed on front and rear. Two-piece steel rotors may be used, no aluminum hats or hubs. Only magnetic cast iron or cast steel round circular rotors permitted. Rotors must be vein type with a minimum thickness of 1", and can not be drilled, slotted or grooved. Only factory dust clean out allowed. The brake rotors must be bolted to the hubs. Floating brake rotors are not permitted. All rotors and brake components subject to Track Officials approval. Aftermarket master cylinder(s) may be used but must be of swing pedal design. No drilling or lightening of rotors or drums. Adjustable proportioning valves are allowed. Absolutely no Accu-brake type Systems will be allowed.

20F- 15 FUEL SPECIFICATIONS:

A. Stafford Motor Speedway has instituted an approval process for all racing gasoline. The intent of this rule is to help control costs, to eliminate very expensive fuel blends and fuel additives, to prevent engine damage from untried concoctions, and to insure that the fuels used are available to all.

Only the specific fuel listed below is permitted for use in the Limited Late Model division for practice or competition at Stafford Motor Speedway. Any blending of fuels either of or not of the approved fuels list or use of any additives is not permitted. This list may be updated or amended from time to time.

1. Brand name grade of fuel

Sunoco Race Fuel 260 GTX**

**These fuels are available for purchase at the speedway.

Several testing procedures will be utilized to insure that all racers use only one of the approved fuels. Competitors are required to indicate the single approved fuel used to NASCAR officials at the time of sampling Any and all fuel samples taken must exactly match all of the manufacturer's printed specifications for that brand and grade of fuel, or penalties will result.

B. Icing or cooling of the fuel system is not permitted in the garage, pit or racing area.

C. Gasoline may be tested and certified at any event through the application of various chemical analyses as considered appropriate by officials. Gasoline may be checked before, during and after racing events.

D. Nothing may be placed in the fuel line except a standard fuel filter. The use of any type of fuel catalyst or other fuel-altering device is prohibited.

20F- 16 FUEL SYSTEM — See NASCAR Rule Book

20F- 16.1 FUEL CELL — Must meet NASCAR specifications with a fuel cell bladder made of a material that returns to its original size and shape after deformation. No rotational molded bladders permitted. It is highly recommended that the fuel cell bladder be no more than five years old. Competitor must provide bladder model serial number and date(s) to Track Officials before competing. If a gas cap is used it must be painted white with the car number on it for identification. For additional specifications see the NASCAR Rulebook.

20F- 16.2 FUEL CELL CONTAINER — See NASCAR Rule Book

20F- 16.3 FUEL CELL / FUEL CELL CONTAINER INSTALLATION — **Trunk floor may be removed and fuel cell container installed in the opening centered between the frame rails with a MINIMUM 8-inch ground clearance with the car's frame set on five inch (5") high blocks under all four outer corners of the frame.**

If a reinforcement bar is installed per NASCAR rulebook 20F-16.3 section H, the maximum distance permitted from the center of the rear axle to the center of the reinforcement bar is 37 ½ inches. For additional specifications see the NASCAR Rulebook.

20F- 16.4 FUEL FILLER / VENT REQUIREMENTS — See NASCAR Rule Book

20F- 16.4. 1 FUEL FILLER — A twist in fuel filler cap assembly bolted from the inside of the left rear quarter panel and 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 allowed. See NASCAR Rulebook.

20F- 16.5.3 FUEL SHUT-OFF — A 1/4-turn fuel shut-off valve of minimum 3/8-inch NPT with minimum 4-inch handle is required in the fuel line. The fuel shut-off valve must be located 8-inches inboard of the passenger side frame rail's outside edge and 24-inches forward of the main roll bar (#1 bar). The fuel shut-off valve must be mounted securely to the under side of the driver's compartment sheet metal. The fuel shut-off valve shank must protrude through a maximum 1-inch diameter hole in the sheet metal to the interior of the driver's compartment. The fuel shut-off valve handle must be parallel with the sheet metal that the valve is mounted to. The fuel shut-off valve handle must be a minimum of 4-inches in length, red in color with a minimum of 1-inch clearance from the sheet metal throughout its full travel. A minimum 6-inch by 6-inch square area must be painted white with the fuel shut-off valves ON and OFF positions clearly labeled with 1/2-inch tall, black in color lettering. The shut-off valve must rotate clockwise from

a ON position with the handle parallel with the frame rail, pointing towards the rear of the car, to the OFF position with the handle perpendicular to the frame rail pointing toward the driver.

20F- 17. 4 ROLL BARS - See NASCAR Rulebook. The following are additional requirements and clarifications for the installation of roll bars. All NASCAR Rule Book specifications must be followed. No plating of the frame. A maximum of 38.875 inches from the center line of the front lower ball joints to the centerline of the roll cage front legs (referred to as bar #2a & #2b) will be permitted. A maximum of 82.625 inches from the centerline of the front lower ball joints to the centerline of the main roll bar (referred to as bar #1) will be permitted. **The centerline to centerline of these two bars starting at the front roll cage leg. Must maintain a minimum measurement of 43 inches and a maximum of 45 3/8 inches. There will be no exceptions.** The main roll bar must be mounted vertical (90 degrees) on the center section of the frame with no offset or setback. The #1 bar must be centered to the chassis. The roof bar (referred to as #3) must be within 4" of the side window and/or door openings on both sides, as well as the front windshield. All roll bars must follow the contour of the body. The #2A & #2B bars must be no more than two (2) inches behind the length of the A-pillar in the stock location.

Positively no offset or setback roll cages!!!!

NOTICE — Competitors are solely and directly responsible for the safety of their racecars and racing equipment and are obligated to perform their duties (whether as a car owner driver or crew members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

NOTE ALL VERTICAL BODY MEASUREMENTS ARE OFF RIDE HEIGHT. AND ALL OTHERS ARE OFF 5" BLOCKS NO EXCEPTIONS.

CONTINGENCIES. Contingency Sponsors are a valuable part of Stafford Motor Speedways program.

Contingency stickers must be displayed for either product or monetary considerations. Each division will be notified as to what stickers are required to be eligible for contingency rewards. The stickers **MUST** be displayed on both sides of the car. In particular, the decals must be mounted on the driver's side of the car in such a manner that they are **CLEARLY VISIBLE** in a photograph.