

AMB, US, Inc	www.amb-it.com	1-678-816-4000
Master Frequency List		1-207-571-9165
Racing Electronics:	www.racingelectronics.com	1-800-272-7111
Hoosier Tire East		1-860-646-9646
Dave Lind Racing		1-800-562-9527
Reliable Welding & Speed	www.reliableweldingandspeed.com	1-888-225-7223
New England Racing Fuel	www.newenglandracingfuel.com	1-860-673-9555

Track Frequency Channel #1	<u>SK Modified®, Late Model</u>	464.50000
Track Frequency Channel #15	<u>SK Light, Limited L.M., D.A.R.E. Stock</u>	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, componenets, 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.

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

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

SMOKING. *Absolutly no smoking is permitted in the technical inspection area.*

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.

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 jack stands. 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.

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 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 10.8 CHECKERED FLAG - RACE END

All FEATURE races will end with a GREEN, WHITE, CHECKERED unless in the opinion of the officials the track is no longer safe for racing.

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 on page 7). 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

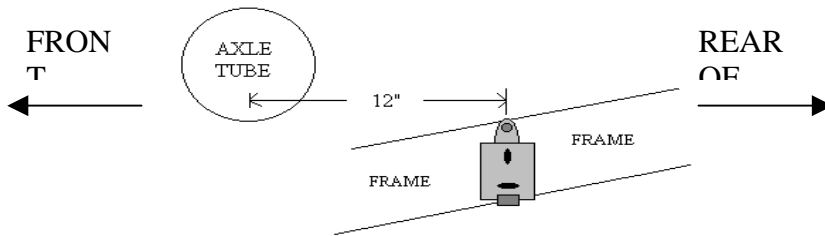
See NASCAR WEEKLY SERIES RULE BOOK

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.



SK LIGHT MODIFIED DIVISION

ALL 2009 NASCAR RULES FOR THE WHELEN MODIFIED TOUR ARE ENFORCED FOR THE SK LIGHT MODIFIEDS WITH THE FOLLOWING CHANGES AND ADDITIONS.

SK LIGHT MODIFIED MISSION STATEMENT

AN OPEN WHEELED MODIFIED BASED UPON THE SK MODIFIED® FORMAT INTEGRATING RIGID COST CONTROLS. THIS DIVISION WILL PROVIDE A BUDGETED OPEN WHEEL RACING OPPORTUNITY FOR TEENS AND ADULTS SEEKING TO PURSUE AN OPEN WHEELED RACING CAREER.

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

RaD Auto Machine	Ludlow, MA	1-413-583-4414
Horsepower Engineering	Ellington, CT	1-860-871-2020

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

20E- 1.3 APPROVED COMPETITION MODELS

Approved model bodies are listed in the NASCAR Rulebook. Other models both domestic and foreign steel passenger cars may be approved for the SK Light Modified Division providing they are the same in body configuration and meet the spirit and intent of competitive racing in the SK Light Modified Division.

20E- 2.2 OVERALL CAR WEIGHT - All specified weight requirements will be with the driver. The minimum weight at all times will be 2600 pounds. No car will be allowed to have more than 56% of the total weight as the left side weight.

20E- 2.3 ADDED CAR WEIGHT - Added weight must be in block form magnetic steel or lead only of no less than five (5) pound blocks (no pellets). 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 dia.

20E- 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.

20E- 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 mounted at the top in the front to roof bar (#3) release from the inside.

20E- 3.2.5 REAR VIEW MIRROR - One (1) rear view mirror that must be mounted at the top of the windshield area no larger than 8" X 2". No multi-image. Side view or spot mirrors are permitted. Oversized mirrors maybe blacked out by the use of paint only, to obtain the 8" X 2" maximum reflective area.

20F- 3.5 DOORS– All door panels must be made of magnetic sheet steel and or Aluminum. For additional specifications see the NASCAR Rulebook.

20F- 3.6-QUARTER PANELS– All quarter panels must be made of magnetic sheet steel and or Aluminum. For additional specifications see the NASCAR Rulebook.

20F- 3.8 HOODS / ROOF – All roof panels must be made of magnetic sheet steel. For additional specifications see the NASCAR Rulebook.

20E- 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.

20E- 5 GENERAL ENGINE REQUIREMENTS – The only approved engine for the SK Light Modified division is GM Performance Factory Sealer Circle Track SPEC Engine.
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 engine to compete in SK Light Modified division. To maintain the intent of the division and rigid cost controls a new engine will only be serviced for repairs and not for re-freshening. It will be the decision of the NASCAR Official only.

A static compression rule of 9 to 1 will be strictly enforced. Any engine over 9 to 1 will not be allowed to compete until serviced. (Note: Any engine that runs approved additives will pass.)

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

RAD Auto Machine	Ludlow Ma	1-413-583-4414
Horsepower Engineering	Ellington, CT	1-860-871-2020

20E- 5.5.4 OIL PANS / OIL COOLERS

- A. The factory sealed OEM oil pan or **CANTON RACING PRODUCTS** Part Number **11-102T**, are the only oil pans permitted.
- B. Engine oil coolers are not permitted.

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

20E- 5.7 HARMONIC BALLANCER - 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.

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

20E- 5.8.3 ROCKER ARMS – The only approved rocker arms for the GM Performance Factory Sealer Circle Track Crate 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.

20E- 5.8.4 ROCKER ARM NUTS – The only approved rocker arm nut for the GM Performance Factory Sealer Circle Track Crate 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.

20E- 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 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.

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.

20E- 5.12.1 CARBURETOR AIR FILTER / AIR FILTER HOUSING

A. Only a round dry type paper air filters elements maintaining a minimum 12 inches and maximum 14 inches diameter will be permitted. The air filter element must maintain a minimum of 1 ½” inches, maximum five (5) 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 portion of the hood may be higher than the bottom of the air cleaner.

20E- 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 5800-RPM chip 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 5800-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.

20E- 6.5 BATTERY - Only a single 12-volt OEM automotive type or an automotive type gel-battery is permitted. The battery must be located between the frame rails under the hood or the floor of the car. If located under the floor, the battery must be completely encased, if located under the hood the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing of the car. The battery location must be acceptable to NASCAR Officials.

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

20E- 6.7.3 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 transponder's failure and is required to remedy it before proceeding further in the event.

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

20E- 7 ENGINE COOLING SYSTEM - Only Water or Stafford Speedway Approved coolants or additives may be used in the cooling systems.

20E- 7.1 WATER PUMP

A. Steel or aluminum OEM types only are permitted. Electric pumps are not permitted. Combination water pump/alternator units are not permitted

B. Modifications of stock impellers are permitted.

D. Any serpentine, cog or V-belt pulley system is permitted.

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

20E- 9 ENGINE EXHAUST SYSTEM -

A. Headers are permitted. The SK Light Modified division must utilize track specified headers only. All headers must remain un-altered and exactly match the Track's factory sample headers. The only SK Light Modified track approved headers are:

Troyer Chassis - Kooks Headers # SMS1033 or FLOWRITE #SMS 25

Raceworks Chassis - Kooks Headers # SMS1233 or FLOWRITE #SMS 45

Chassis Dynamics Chassis - Kooks Headers # SMS1435 or FLOWRITE #SM S35

SPAFCO CHASSIS - FLOWRITE #SMS 55

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 1/2 inch is permitted.

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

E. Exhaust pipes must come out of engine at cowl and must extend a minimum of six (6) inches past the cowl. Right exhaust pipe may run beneath the car, but must turn down and out toward the bottom of the right side frame rail.

F. **LOBAK # RCM 30-12-30 or LOBAK #35-12-35** 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: It should be noted that the life expectancy for all mufflers is two years. 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.

I. Exhaust system subject to approval by Track Officials.

J. Interior coatings are NOT permitted.

K. Exterior coatings other than paint are NOT permitted. All other coatings including powder coatings are NOT permitted.

20E- 10 ENGINE DRIVE TRAIN - FLYWHEEL AND CLUTCH - Stock OEM dimension steel flywheel for engine type. 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 backside of the flywheel will deem the part illegal.

The following weights are the minimum allowed for each part:

Flywheel only (no bolts)	15 LBS.
Pressure plate, Cover, & Solid Disc	16 LBS.

20E- 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.

20E- 10.4 TRANSMISSION

- A. Only OEM production stock 3 & 4 speed transmissions will be permitted. Top loader transmissions are not permitted.
- B. Only cast iron, 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. Removal of first gear, or replacement of first gear with a metal spacer, in 4-speed transmissions is permitted. All other 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 be permitted.
- I. Additional or different from OEM bearings other than the tail-shaft, which may have roller bearings, is 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.

20E- 10.6 REAR AXLE

- E. Only magnetic steel axels, bearings, and axle housings are allowed.
- L. Only ten (10) inch ring gear rear ends are permitted.
- M. Thermal dispersant coatings are not permitted.
- N. Lightened, ultra-light, EDM, Scalloped, back-cut, ring gears are not permitted.

GEAR RULE – 4:12 MAXIMUM FOR STRAIGHT REAR., 4:34 MAXIMUM FOR QUICK CHANGE REARS.

20E- 10.8 TIRES – See attachment for tire rules

20E- 10.8.1 PHYSICAL REQUIREMENTS –

- E. Minimum circumference of the right rear tire @ 20 psi. is 84".
- F. Minimum Tire Pressures for all inspection purposes are **FIFTEEN (15)** psi. for both left side tires and **SIXTEEN (16)** 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 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 is subject to suspension.

20E- 12.3 COIL OVER SHOCKS –

- A. The SK Light Modified division must utilize the track specified shocks only. Shocks are subject to dyno verification and must be within the manufacture's tolerance limits for each part number. Shocks must remain un-altered, un-tampered with, and as manufactured.
- B. The SK Light Modified track approved shocks are:
Pro Shocks # TA55½B Front
Pro Shocks # TA74½B Rear

20E- 12.5 SPINDLES, WHEEL BEARINGS and HUBS - Front spindles must be linked to frame per NASCAR Rulebook.

- E. Oil filling of any spindles, wheel bearings or hubs is NOT permitted.

20E- 14.1 BRAKE COMPONENTS

- A.** Four wheel disk brakes mandatory. Only magnetic cast iron or cast steel round circular rotors permitted. Only metal brake calipers will be permitted. Drilled, slotted, or grooved rotors are not permitted. Only factory dust cleanouts are permitted. Dust cleanouts should not exceed .038 in depth. If the dust cleanout exceeds .038 in depth, the rotor will be deemed illegal. The brake rotors must be bolted to the hubs. Floating brake rotors will not be permitted

- J. Brake calipers with a maximum of four (4) pistons are permitted. Each brake caliper's pistons must all be of equal size.
- K. All rotors and brake components subject to Track Officials approval.
No AP racing or any other Caliper that exceeds a racer net of \$265.00 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 fuels listed alphabetically below are permitted for use in this 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.

<u>Brand name</u>	<u>grade of fuel</u>
Sunoco Race Fuel	260GTX**

**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.

20E- 16 FUEL SYSTEM – See NASCAR Rule Book

20E- 16.1 FUEL CELL – Must meet NASCAR specifications. It is highly recommended that the fuel cell bladder be no more than five years old. Competitors 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.

20E- 16.2 FUEL CELL CONTAINER – See NASCAR Rulebook

20F- 16.3 FUEL CELL / FUEL CELL CONATINER INSTALLATION – See the NASCAR Rulebook.

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

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 valve's 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.

NOTICE – Competitors 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 members) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

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

Contingency stickers must be displayed for either product or monetary consideration. Each division will be notified as to what stickers are required to be eligible for contingency rewards. 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.