



# Street Stock Rules

Evergreen Speedway – Monroe, WA

## 2012 NASCAR Street Stock Rules

(Revised 2/9/12)

### Rule Book Disclaimer

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events, all participants are deemed to be in compliance with these rules and regulations.

**NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

**These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury of death to a participant, spectator, official or others.**

**The Race Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.**

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.**

**Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final.**

It is the responsibility of the driver to ensure their car conforms to all rules and regulations at anytime while on the racing surface. To include practice, time trials and competitive racing

### CONTENTS

1. EXPLANATION
2. ELIGIBILITY

3. **PROTEST, APPEALS AND COMPLAINTS**
4. COMPETING MODELS
5. CAR PREPARATION
6. TIRES AND WHEELS
7. ROLL CAGE
8. SEATS
9. FUEL CELLS

10. SUSPENSION

11. CLUTCHES, REAR ENDS, TRANSMISSIONS

12. ENGINES

13. CARBURETORS

14. SCATTERSHIELDS

15. MUFFLERS AND EXHAUST

16. SAFETY EQUIPMENT

17. APPEARANCE

18. RADIOS

### **GENERAL INFORMATION**

**ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS. EQUIPMENT THAT OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION.**

#### **1. EXPLANATION**

The Street Stock Division is designed to promote greater interest in Stock Car competition. It is intended to further the interest and education for drivers having previously competed in an entry level class of any kind. The class is intended to enable individuals with moderate means to participate by limiting cost of race equipment required to be competitive.

Interpretation of the rules by the Tech Inspector shall be final. No changes from stock production automobiles or component parts except as listed in these rules are permitted. If the rules don't state that you can..... You can't.

#### **2. ELIGIBILITY**

2.1. All drivers, car owners must be registered members of NASCAR in good standing. It is recommended that all individuals in the pits are also members.

2.2. All entrants must have a valid pit-pass.

2.3. The driver who qualifies the car; either time-in or heat-races, must drive that car in ALL EVENTS for that night. Officials may make exceptions depending on individual circumstances.

2.4. It is the Driver's responsibility to ensure that his car complies with all rules. Just because it was allowed in previous years, does not mean it is acceptable this year.

2.5. Participation in any warm-up, practice or competitive laps by a Driver is a guarantee to the promoter and all others that his car is in compliance with all rules.

### **3. PROTEST, APPEALS AND COMPLAINTS**

3.1. The CURRENT NASCAR Rule Book or the published Track Rules will govern the manner in which protests and appeals must be made.

3.2. Protests for alleged violations of rules must be filed by the driver.

3.3. Protests must be filed with the Director of competition within 15-minutes of the last event of the program. Must be filed on approved form. Director of competition will provide you this form.

### **4. COMPETING MODELS**

4.1. 1960 through 2001 American made all steel-bodied sedans and coupes.

4.2. Station wagons, jeeps, four wheel drives, convertibles or pick-up trucks are not allowed.

4.3. El Caminos and Rancheros are not allowed.

4.4. Rear or mid-engine cars are not allowed.

4.5. Minimum wheel-base of 101-inches.

4.6. Cars with engines displacing 365-ci or less will weight 3200-lbs or more.

4.7. Cars with engines displacing 366-ci or more will weight 3300-lbs or more.

4.8. Left-side weight, with Driver in seat and belted in will not exceed 55%.

### **5. CAR PREPARATION**

5.1. All upholstery except the dashboard will be removed.

5.2. Dashboard may be removed, but will be replaced by a decorative panel. 5.2.1 Dashboards will run full the full width of the car and be constructed of metal only.

5.3. Rear firewalls will be made from a minimum of 22-gauge steel and create an airtight separation between the driver compartment and the trunk compartments. All firewalls must be welded in place. All firewalls will be in stock locations and be of stock dimensions. Front firewall is recommended to remain stock firewall with all holes covered by 22-gauge steel. If any portion of front firewall is replaced, all dimensions must exactly match stock firewall and be made of 22 gauge steel minimum. Subject to tech.

5.4. Steering lock mechanisms will be removed. No tilt steering columns. Steering must have collapsible shaft at minimum one location. Aftermarket or factory allowed must retain minimum 4" of collapse length. Stock rag joint at steering box must be removed.

5.5. Recommended location of ignition switch is center of the car. Location to be center of dash, or other location near center of car that can be easily reached by driver while belted in, and/or safety personnel from either side of car.

5.6. The ignition switch will be clearly marked and visible from outside the car.

5.7. A master on/off battery switch must be located as follows:

5.7.1. Recommended location of switch is center of the car. Location to be center of dash, or other location near center of car that can be easily reached by driver while belted in, and/or safety personnel from either side of car. Switches located behind driver are acceptable if accessible by driver while belted in, and/or safety personnel from either side of car.

5.7.2. Master on/off switch will be clearly marked and identified.

5.7.3. Master on/off switch will be accessible from outside the car.

5.8. One 12-volt automotive style battery is allowed.

5.9. Battery relocation is permitted as follows:

5.9.1. Battery will be isolated from the fuel cell or gas tank.

5.9.2. Battery may be located no further back than the stock rear firewall and may not protrude through the floor.

5.9.3. Batteries will be securely mounted.

5.9.4. Fully enclosed battery boxes will be required. Metal boxes only. No plastic.

5.10. Driver side window net is required.

5.10.1 Minimum window net size will be 22-in x 16-in made from 3/4-in rib type nylon material.

5.10.2. Window net mounts will be welded to the roll cage. No plastic fasteners.

5.11. All glass will be removed. This includes headlights, taillights, directional lens and bulbs.

5.12. 1/8-in or thicker Lexan or equivalent windshield material is required in place of stock windshield. No tinted material.

5.13. The windshield opening will have 2-vertical braces installed at the approximate centerline of the car. Vertical braces will be attached to the top and bottom of the opening on the inside of the window. Vertical braces of 1/2-in solid bar, tubing, 1-in flat bar, etc. Subject to Tech.

5.14. A rear window of Lexan or equivalent material may be installed. No tinted material. Quarter panel windows allowed in factory location. No other windows or air deflectors allowed. This includes vent windows at A pillar location.

5.15. All cars must have a functional windshield wiper and defroster system installed.

5.16. A driveline catch strap is required. The strap will be located approximately 10-in behind front U-Joint. Material will be steel strap or chain 3/16-in minimum. It is the responsibility of the driver to ensure that in event of driveline failure, catch strap(s) construction and quantity is adequate for containment.

5.17. All drivelines will be steel.

5.18. All drivelines will be painted white.

5.19. Hoods may be lightened by removing underside support structure. Hoods will be rolled at edges with no sharp edges.

5.20. Hoods will be retained by hinges and pins, or pinned on all four corners. If hood is hinged, the hinges will be located at the firewall. Hinge pivot pins will be 1/4-in steel bolt or equivalent.

5.21. Any openings in the hood and cowl area must be enclosed with sheet metal.

5.22. All body panels will be securely attached to the car, subject to Tech. All stock replacement parts for make, model and year of vehicle permitted. In addition, fiberglass, steel, aluminum or plastic body panels permitted as manufactured by Five Star or ARP bodies. No "dirt style" or homemade panels allowed. Must follow dimensions of approved manufacturer body panels. See appendix 1 spec sheet for instructions and specifications.

5.24. Fender wells may be trimmed for tire clearance with no exposed sharp edges.

5.25. Front inner fenders may be removed.

5.27. Trunk floor may be removed.

5.28. Stock rear spoiler may be mounted no further back than the back edge of the stock dimension trunk lid or hatch in the closed position. For aftermarket bodies see 5.22 rules.

5.28.1. Spoilers will not exceed 5-in in height when measured from the deck lid.

5.28.2. Spoilers will not exceed the width of the car.

5.28.3 Spoilers will control the airflow over one surface only.

5.28.4. Spoilers will have no rudders, wires, or forward mounting brackets.

5.29. Aftermarket front air dams and nose pieces allowed. Hood may be trimmed for fit of aftermarket nose piece

5.30. Air dams and all body components will have a minimum ground clearance of 5-in.

5.31. Front overhang will not exceed 51-in as measured from the centerline of the front tires.

5.32. Side skirts allowed, must have a minimum ground clearance of 5-in.

5.34. All cars will have operational 4-wheel brakes of OEM components or equivalent.

5.35 Four wheel disc brakes allowed.

5.36. No drilled or slotted rotors or drums.

5.37. Aluminum or steel drums allowed.

5.38. Brakes will be actuated by a single or dual master cylinder.

5.39. One brake proportioning valve allowed.

5.39.1. Brake proportioning valve may be installed inside driver's compartment and may be adjusted from inside the car.

5.40. Air ducting for cooling brakes is allowed as follows:

5.40.1. All brake cooling components and the installation must be acceptable to NASCAR Officials.

5.40.2. Only 2-air inlets per brake are permitted.

5.40.3. Flexible ducts no larger than 3-in diameter may be used.

5.40.4. Inlets will not exceed 3-in x 8-in. Inlets will not extend forward of the air dam.

5.41. Gasoline only. (Trick, ERC, and AVGAS, etc., OK) No methanol or exotic fuels of any kind. Spec fuel may be required for all competitors in future.

5.42. Only pre-approved synthetic oils will be allowed.

5.43. No ethylene glycol coolants or antifreeze allowed. **Redline Water Wetter** brand coolant only. No other is approved.

## **6. TIRES AND WHEELS**

Tire bulletin will be issued at a later date with to which tires will be used for the 2011 season. As well as number of tires allowed for check in for opening night and throughout the season.

6.6. Wheels will not exceed 8-in in width.

6.7. All wheels will be heavy-duty or reinforced steel.

Examples: Aero, Bart, Basset, Clement, etc.

6.8. Allowable backspacing 2-in to 5-in for GM A-Type cars.

6.9. Allowable backspacing of 3-in to 5-in for all other cars.

6.10. No wheel spacers allowed.

6.11. No tire softener, strengthener or chemicals will be permitted at anytime on any tire, including practice tires. Any tire in your inventory, in trailer, or anywhere on premises that does durometer to spec, or is not legal in the opinion of the officials, will be confiscated and the driver penalized. Penalty may include loss of points, fine, suspension and/or other.

Street Stock Tire rules:

1. Opening day for your class you are allowed to check in six new tires, this is the only time you are allowed six new tires, any time after that you are only allowed five new tires.

2. The Street Stocks are allowed one new tire every other race that you compete in. For the 5/8's races. You may purchase and run up to four (4) new tires for this event. Two (2) new right side tires are highly recommended for this event. Any new tire(s) purchased and ran for this event will not count toward your normal tire rotation purchase. Once this event is over you may rotate one (1) of your tires per event you ran in this event into your inventory without counting it towards your tire new tire purchase rotation. These tires will be counted one tire per race, up to four races. Again these tires do not count for your tire rotation week, but are still considered inventory tires.

3. You must run the tire(s) that you checked in that day for qualifying, heat races and main event.
4. You must check your tire in before qualifying or you will forfeit your tire for that day. This means that you can save that tire for the next scheduled event.
5. You must have ten laps on a tire for it to be considered used. This includes your heat race and main event.
6. If you do not have ten laps on a tire, it is still considered new and that tire will carry over as your new tire for your next scheduled event.
7. Replacement tires are new for new and used for used. Used tires are at the discretion of the tech officials.
8. You have one half hour after the last race of the night to report a flat/damaged tire or that tire will not be replaced for any reason. If a tire goes flat after that time period it will not be replaced for any reason.
9. You are only allowed to compete on tires that are checked into your inventory.
10. If your car is not able to start a race and you borrow a car you must put your tires on the borrowed car.
11. The tires belong to the driver not the car unless a car has more than one driver which must be declared the first night that car competes. These cars are allowed to check in one tire every other time that car competes in an event.
12. Once a tire is checked into your inventory it cannot be taken out unless it is flat or damaged. It is your responsibility to make sure that you check in the correct tire(s).
13. If you have four new tires you start in back of all the events that day, except 5/8's events.
14. Absolutely no tire additives or softener and no tire shine.
15. Take offs from a B main car are not allowed to be raced on an A main car.

## **7. ROLL CAGE**

7.1. Roll cages are mandatory and will be constructed as follows:

7.2. Roll cage center section will be constructed from steel 1-3/4-in OD .095 (+.005/-.001) round tubing. A 3/16-in inspection hole must be drilled for inspection. Gussets are required on door bars and over head welds.

- 7.3. Roll cage in driver's compartment will be padded.
- 7.4. Cage center section must conform to the interior contour of the car. No offset cages.
- 7.5. Cage legs must attach to frame or skid rail.
- 7.6. Main hoop must be perpendicular to the frame and must not be further back than the "B" pillar.
- 7.7. No portion of the seat will extend behind the "B" pillar.
- 7.8. The halo must remain within 2-in of the stock height of the roof when measured from the top side of the tube to the inside of the roof. A bar must be welded across the roof bar.
- 7.9. Vertical vent window bars will be installed between the upper door bar and the forward corner of the halo.
- 7.10. Dash bar must go over the top of the steering column.
- 7.11. Door bars will extend into the door well and come within 1-in of the door skin. Minimum of 4-bars installed on driver's side and 3-bars on passenger.
- 7.12. A penetration plate is required on driver's side door bars. Plate will cover seat area. Plate will be a minimum of 1/8-in steel. May be placed between door skin and bars or welded between the door bars.
- 7.13. Support bars may be installed from the dash bar to the front sub frame extending forward of the upper A-plates. Supports may be tied together forward of the engine.
- 7.14. If the radiator core support is removed, front hoop may not extend past forward edge of hood.
- 7.15. Round tubing may be added from the roll cage legs to the front frame rails. Tubing must be welded and gusseted.
- 7.16. Existing cars with set back cages or in some other way are deemed not to be in compliance with these rules may be required to add weight in a location and amount determined by the Tech Officials.

## **8. SEATS**

- 8.1. Aluminum racing seat is mandatory. No homemade seats. **Mandatory high back double wrap around.**
- 8.2. Seat must be securely mounted to roll cage at both top and bottom.

8.3. Seat must have a headrest.

8.3.1. It is recommended that seats have padded rib protectors and seat leg extensions on right and left sides.

## **9. FUEL CELLS**

9.1. Fuel cell and fuel container installation requirements:

9.1.1. Fuel cell must be encased in a steel container matching the capacity of the cell.

9.1.2. Fuel cell capacity, including filler spout will not exceed 22-gallons. Ballistic bladder type cells are highly recommended. Plastic fuel cells not to exceed 6 years in age as determined by mfg. date. Bladder type cells not to exceed 8 years in age as determined by mfg. date. Any fuel cell not in perfect condition or questionable as a result of age, care, or damage as determined by tech officials, may be required to be replaced. Regardless of date of manufacturing.

9.1.3. Fuel cell and container will be installed as far forward as possible in trunk compartment and equal distance between frame rails.

9.2. Fuel cell and container will be fastened to the frame in a recessed support frame.

9.2.1. The support frame must be constructed using two (2) tubes that are welded to and extend from the left side to the right side frame rails. Three (3) tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.

9.3. Fuel cell and container will be secured in the support frame by two (2) lengthwise and two (2) crosswise tubes evenly spaced and attached to the support frame.

9.4. All points of the bottom of the fuel cell container will have a minimum ground clearance of 10-in.

9.5. All cars will have a bar installed at the rear of the fuel cell. Bar will be a minimum of 1-1/4-in x .095 and must attach to the frame rails and extend down and across the bottom of the fuel cell with a support bar that attaches to the rear frame cross member. **Minimum 1/8" steel plate must be installed between rear upright support bars. ( Tubing back side of fuel cell )**

## **10. SUSPENSION**

10.1. All suspension components will be stock and in the stock locations.

10.2. Frame alterations to lower car, achieve ride height, gain suspension travel or stiffness are not permitted.

10.3. All components will be OEM for make, model and year and remain in stock locations. No modification of any kind permitted. Including slotting of holes, heating, bending, over sizing, etc.

10.4. Any stock type ball joint allowed except mono-ball joints or screw-in ball joints.

10.6. Neoprene, steel and polyurethane suspension bushings are allowed.

10.7. GM Metric cars, 1978 and newer (Monte Carlo, Cutlass, & Lemans, etc.) and Chevelles and Malibus older than 1967:

10.7.4. Rear end trailing arms may be moved 3-in maximum on Metric cars only.

10.8. Springs

10.8.1. Metal front and rear springs only, no composites.

10.8.2. Springs may be heated, cut, bent, or stacked.

10.8.3. After-market re-rated springs allowed.

10.8.4. Springs must remain in stock location and mounting points.

10.8.5. Spring spacers allowed.

10.8.6. Springs spacers may be installed at top or bottom of coil spring, must not be adjustable without disconnecting either upper or lower control arm.

10.9. Rear spring adjusters

10.9.1. Coil cars may use spring buckets, must be tech approved and rear ends must be safety chained.

10.9.2. Leaf spring cars may use after market shackles, (1/4-in x 2-in x 7.5-in), four (4) holes maximum, one (1) hole on top, three (3) holes on the bottom.

10.10. Lowering blocks

10.10.1. Lowering blocks allowed.

10.10.2. Tapered lowering blocks are not permitted. Partial blocks will not be permitted; block must cover enough of spring perch as to not allow the housing to tilt.

10.10.3. U-Bolts must be used with lowering blocks to secure rear axle.

10.11. Sway bars

10.11.1. Sway bar will be installed in stock mounts. May be mounted using all-thread. All-thread cannot exceed 1/2" in diameter and must be in stock location.

10.11.2. No heating, welding or bending allowed.

10.11.3. Any front OEM steel sway bar is permitted (1-3/8 in diameter maximum).

10.11.4. Rear sway bar must be OEM stock for make, model and year.

## 10.12. Shocks

10.12.1. Shock absorbers are optional. Must be mounted in stock location.

10.12.2. No adjustable shocks or struts of any kind are permitted.

10.12.3. No spring assisted shocks.

10.12.4. No take apart shocks. No rebuildable style shocks. Shock body must be factory sealed. End mounts may be removable.

10.12.5. \$50.00 Per Shock Claim Rule in effect. You may claim one or all of another competitors shock(s).

## 10.13. Wheel Studs and Lug Nuts

10.13.1. The use of 5/8-in wheel studs is required. Steel studs and nuts only

10.13.2. Hole pattern must remain stock.

10.13.3. Stud must extend through lug nut, no acorn style nuts permitted.

## 10.14. Suspension Setup Limits

10.14.1. Minimum ride height of 5-in, measured at the lowest point between the frame and the ground with driver in car. This includes front cross member.

10.14.2. Maximum left side camber is -1.5-deg.

# **11. REAR END, TRANSMISSIONS AND CLUTCHES**

## 11.1. Rear End

11.1.1 Rear ends must be stock OEM.

11.1.2. Stock replacement after-market axles allowed.

11.1.3. No modifications to housing, cover or bearings. Stock OEM rear cover only.

11.1.5 **Locked rear ends are permitted.** No Posi-traction, Detroit Lockers, Goldtracks or limited slip differentials of any kind will be permitted. **Spools or welded "spider gears" allowed.**

11.1.6. GM Metric cars, 1978 and newer may use Ford 9-in rear end. Outer flange-to-flange must remain stock width.

11.1.7. Any gear ratio permitted.

11.2. Multi-disc clutches are allowed, minimum 5 ½ inch diameter. This follows the spirit of rule 12.20.

11.2.4. **Aluminum flywheels allowed.**

11.3. Transmissions

11.3.1. Floor shift conversions allowed.

11.3.2. Any OEM manual transmission may be used.

11.3.3. All forward gears and reverse must work. No gears may be removed or lightened. No racing transmissions.

11.3.4. Automatic transmissions may be used with prior approval of officials only!

## **12. ENGINES**

12.1. Any stock displacement V-8 engine from within a manufacture's line will be allowed.

12.2. "BOWTIE" or "SPECIAL PRODUCTION" components are not permitted.

12.3. Maximum of .060-in over bore is allowed.

12.4. Maximum compression ratio is 10:5:1.

12.5. All parts listed must originate from OEM stock production castings and forges that have been machined according to the normal machining schedule utilized for production parts.

12.6. Engine will remain in stock location

12.7. Engine mounts will remain stock type. Aftermarket neoprene inserts are permitted if installed in stock shell. No solid mounts of any kind! No device or structure with intent of providing rigidity to mounting of engine permitted.

12.8. A safety chain or strap from the left front frame rail to the block will be allowed and is recommended.

### 12.9. Engine Blocks

12.9.1. Must be of standard factory production with standard external measurements in all respects.

12.9.2. No aluminum blocks permitted.

12.9.3. Internal polishing, porting, altering and/or relieving of engine parts is not permitted except for the oil return holes which may be de-burred.

### **12.10. All cylinder heads will meet the following requirements:**

12.10.1. Cylinder heads must be cast iron.

12.10.2. OEM Stock or World Products S/R heads only. World product S/R Torkers allowed

12.10.3. Limit of two valves per cylinder.

12.10.4. No titanium valves permitted.

12.10.5. No port matching or flow work is permitted.

12.10.6. Three-angle valve jobs are permitted.

12.10.6.1. Maximum angle of 70-degrees.

12.10.6.2. No stone or grinding marks are permitted above the bottom of the valve guide.

12.10.6.3. Valve job cutting must be centered off the centerline of the valve guide.

12.10.6.4. Surface where cutter or stone has touched must not be polished.

12.10.6.5. No hand grinding or polishing is permitted on any part of the head. Maximum valve size measured across the face of the valve:

	<u>Intake</u>	<u>Exhaust</u>
General Motors	2.02	1.60
Ford-Cleveland	2.25	1.71
Ford-Windsor	1.94	1.60
Chrysler	2.02	1.60
AMC	2.02	1.60
OLDS	2.25	1.68

12.10.7. External modifications will not be permitted.

12.10.8. Internal polishing, porting and relieving are not permitted.

12.10.9. No angle-plug heads permitted.

12.10.10. Flat or stepped push-rod guide plates allowed.

12.10.11. Heads must have functional heat crossover.

12.10.12. No center-bolt type OEM Chevy heads permitted.

#### 12.11. Piston Rods

12.11.1. Only steel connecting rods allowed.

12.11.2. Titanium, aluminum and stainless steel connecting rods are not permitted.

#### 12.13. Pistons

12.13.1. Any piston may be used.

12.13.2. Valve reliefs may be cut into pistons.

#### 12.14. Crankshaft and Harmonic Balancer

12.14.2. After-market crankshafts must be identical in appearance and construction as OEM.

12.14.3. Stroke may not be increased or decreased.

12.14.5. Balancing is permitted.

12.14.6. Counterweights may be polished.

12.14.7. Counterweights may not be edged, undercut or drilled to lighten crankshaft.

12.14.8. Main bearing journals and rod journals may not be drilled to lighten crankshaft.

12.14.9. **Any** harmonic balancer or fluid-type harmonic balancer allowed.

#### 12.15. Camshaft

12.15.1. Any steel flat-tappet camshaft is permitted.

#### 12.16. Valve Lifters

12.16.1. Hydraulic or solid steel lifters are allowed.

12.16.2. Lifter bores must remain same size and configuration of OEM.

12.16.3. No mushroom or roller-lifters permitted.

12.17. Rocker Arms

12.17.1. Roller rockers allowed.

12.18. Intake Manifold

12.18.1. Intake manifold must be OEM stock cast iron passenger car only. No “Bowtie” or high rise type allowed. Edelbrock Performer or Victor Jr. #2975 manifold allowed. No porting / polishing / altering allowed.

12.18.2. Heat crossover may be blocked with tin, sheet-metal or gasket material. No epoxy fillers.

12.18.3. No porting, polishing or de-burring permitted.

12.18.4. No hand grinding of any kind permitted.

12.19. Exhaust Manifolds

12.19.1. Headers or stock cast iron manifolds allowed.

12.19.2. Headers will have 1-5/8-in primary tubes (maximum).

12.19.3. Headers will have 3-in collector (maximum).

12.19.4. No stepped or coated headers permitted.

12.20. A GM Crate engine will be allowed for competition in 2010 and beyond. The “604” crate engine is the only crate engine allowed. All car weights are as listed for 365 cubic inch and smaller. See super late model rule book for engine specs. All specs including carburetor to be used. Single ignition box and rev limiter box to be used per late model rule specs. Cars using the “604” crate engine may run a 10,000 RPM stock replacement type all steel clutch assy. (5 ½ inch minimum diameter) in able to better balance engine performance between available options. Any car wishing to run the “604” crate engine must discuss this option with officials before being allowed to compete. The GM Crate weight will be 3150 lbs.

### **13. Carburetor**

13.1. Only Holley PN 4777, 650-cfm four-barrel carburetor is allowed. No Holley Gold or Premium series). Competitor \$350.00 Carb claim rule in effect. Management reserves the right to claim any carb with a “new in the box” and \$200.00 cash exchange for competitors carb.

13.2. Part number must remain on carburetor.

13.3. No polishing, grinding or drilling of holes.

13.4. Choke plate must be removed.

13.5. Choke horn may not be removed.

13.6. Boosters may not be changed. Size and shape must not be altered. Height must remain standard.

13.7. Venturi area must not be altered in shape or size.

13.8. Base plate must not be altered in shape or size.

13.9. Butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies.

13.10. Butterfly screw heads must not be altered in anyway.

13.11. Throttle shafts must remain standard, may not be thinned or cut in any manner.

13.12. Power valve check ball allowed.

13.13. Two (2) throttle return springs are required, separate from carburetor return spring.

13.14. Any attempt to pull outside air other than down through the venturis is not permitted.

13.15. The only allowable changes to parts on carb will be jets, accelerator pumps, squirters, and accelerator pump cams. All other parts will remain as carb came out of the box. Metering blocks will be as per design of part number 4777. No four corner idle screws.

13.16. Carburetor Spacer and Gaskets

13.16.1. A solid one-piece aluminum spacer, 1-in thick may be used between the manifold and the carburetor.

13.16.1. a. Holley to Rochester manifold may use the following adapters with no modifications:

1) Mr. Gasket 1932

2) NAPA 7351135,

13.16.2. Spacer may be open or four-hole type.

13.16.3. Spacer must be perpendicular to the base of the carburetor, no taper or bevels.

13.16.4. Outside configuration of spacer must conform to base of carburetor.

13.16.5. A single one-piece gasket, MR Gasket part number 54 or 55 may be installed between spacer and carburetor. No other gaskets of any kind permitted in any location.

13.16.6. A single one-piece gasket, MR Gasket part number 54 or 55 may be installed between spacer and intake manifold.

13.16.7. No heat-shields, deflectors or air-boxes are permitted.

### 13.17. Air Cleaner

13.17.1. An air cleaner is mandatory at all times.

13.17.2. Metal only air filter housing on top and bottom. **Air boxes are allowed.**

13.17.3. Paper filter only. No K&N reusable type filters or housings permitted. This includes top of housing. Must be solid one piece top.

13.17.4. No tubes, funnels, spacers or any other devices which may control the flow of air is permitted inside of the air filter or between the air filter housing and the carburetor.

### 13.18. Ignition

13.18.1. OEM or OEM Replacement ignition only.

13.18.2. After-market modules and coils allowed.

13.18.3. MSD type boxes are not permitted.

13.18.4. Spark control from the driver compartment is not permitted.

13.18.5 No traction control devices or rev limiters of any kind will be permitted.

### 13.19. Oil Pans and Coolers

13.19.1. Over-sized steel oil pans are allowed. Inspection hole in pan required to allow tech to inspect crankcase internal area.

13.19.2. Oil coolers are allowed.

13.19.3. Oil coolers will not be mounted in driver compartment.

#### **14. SCATTERSHIELDS**

14.1. Scatter shields are mandatory on all cars. 180 degree coverage on all automatic transmissions. Lakewood 3600 bell housing are recommended.

14.2. Minimum material to be 5/16" nylon web or 1/2" steel or blanket for automatics.

14.3. All scatter shields must be under floorboards and must cover flywheel area.

14.4. **Aluminum bell housings allowed.**

#### **15. MUFFLERS AND EXHAUST**

15.1. Mufflers are required.

15.2. Extra brackets are mandatory. No exhaust inside the car body.

15.3. Maximum noise level is 92 DBA at 75' AND WILL BE ENFORCED.

15.4. Exhaust must extend behind driver and in front of rear tire.

15.5. Exhaust must not enter floor pan or firewall. Floor pan may be raised for muffler clearance only.

15.6. Maximum muffler inlet and outlet of 3 inches.

#### **16. PERSONAL SAFETY EQUIPMENT**

**EVERGREEN SPEEDWAY IS NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.**

##### **A. GENERAL**

1. Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event.

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

##### **B. PROTECTIVE CLOTHING**

1. Fire resistant clothing and/or equipment must protect all parts of a driver.

2. It is strongly recommended that during race conditions, any crewmember that steps into the car servicing area must be protected by fire resistant clothing and/or equipment that effectively cover the body.

3. It is strongly recommended that during race conditions, any crewmember involved in fueling the car or handling and transporting fuel in the pit area, must have all parts of the body protected by fire resistant clothing and/or equipment.

4. IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT

EVERGREEN SPEEDWAY, TO INSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

### C. OTHER SAFETY DEVICES

1. It is mandatory that each car, have a fire extinguisher within the driver's reach. It is strongly recommended you have built in, fully charged Halon 1211 or equivalent fire extinguishing equipment with a visible, operating pressure gauge, but it must not be dry powder or liquid type. The fire extinguisher must be securely mounted. (No fire extinguisher may be secured by duct tape or wire)
2. All entrants should have in their pit area as part of their equipment at all times a fully charged 10 or 13 pound capacity dry chemical Halon or its equivalent, with a visible operating gauge and showing current inspection certificate.
3. Passengers will not be permitted in or on a racecar at any time.

### HELMETS

**A. Drivers must wear a helmet meeting the specifications set forth in The Federal Regulations, Federal Safety Standard, or meet the specifications set forth by the American National Standards Institute, Inc., at all times on the race track. Snell 2000 or newer only.**

**Full face helmets. No exceptions! Snell 2005 and newer will be required for the 2013 season.**

**B. The driver must wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modifications to the helmet for any purpose should not detract from its effectiveness.**

C. It is strongly recommended that during race conditions, any crewmember that steps into the car servicing area wear a helmet. No half helmets, or M rated motorcycle helmets permitted.

D. It is strongly recommended that at all times, any crewmember involved in fueling the car wear a full-face helmet and a fire resistant balaclava (head sock).

### HEAD AND NECK RESTRAINT DEVICES

**A) It is strongly recommended that at all times during and EVENT (practice, qualifying, and competition) drivers must connect their helmet to a NASCAR approved head and neck restraint device system. The head and neck restraint device/system when connected must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.**

**B) IT IS THE RESPONSIBILITY OF THE DRIVER AND CAR OWNER, NOT EVERGREEN SPEEDWAY, TO INSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

### 17. APPEARANCE

NASCAR'S PUBLIC IMAGE POLICY: NASCAR reserves the right, in the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All NASCAR members agree to accept NASCAR'S decision in this regard.

All cars must comply with the following identification and marking requirements: NASCAR reserves the right to assign or restrict the display of decals, identification, and advertising on racecars.

A. Officially issued numbers must be at least eighteen inches high and neatly applied on both sides of the car. Only single or double-digit numbers will be permitted. The top front corner of each door should be available for the placement of series sponsor decals. A number 32 inches high must be applied on the roof, reading from the driver's side. Silver or Gold foil number decals are not permitted.

B. A six-inch number Arial Italic font, white must be displayed on the upper right hand corner of the windshield.

C. All numbers will be assigned by the Speedway Office (360) 805-6100.

## **18. RADIOS**

Cars using radios are required to have a spotter in the spotter's area during each event. The officials will have a list of car numbers that have radios. Spotters will check in with official in spotter's area prior to the green flag. If you do not have a spotter, you must obtain authorization from officials or you will not be permitted to run. Any car without spotter, or approval of no spotter, will not be permitted to run.

## **GENERAL INFORMATION**

we expect all participants to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from our show. Cars in the opinion of the Officials, that lack in appearance or are deemed unsafe, will not be allowed to race until acceptable.

A. All car construction rules will be decided by NASCAR Tech Inspectors. Burden of proof on any concern will be the responsibility of the owner and driver.

B. ALL NASCAR STREET STOCK CAR NUMBERS WILL BE ASSIGNED BY THE SPEEDWAY OFFICE (360) 805-6100 AND MUST BE RENEWED EVERY YEAR.

## **WHAT TO DO IF YOU ARE INJURED IN AN ACCIDENT AT EVERGREEN SPEEDWAY ON SATURDAY NIGHT**

1. Have the ambulance attendant check you out and fill out an accident report.
2. GET MORE MEDICAL ATTENTION IF NECESSARY.
3. If you have follow-up treatments, please advise your doctor of the following
  - a) Your insurance carrier
  - b) NASCAR insurance
  - c) NASCAR address:  
Benefit Plan Administrator  
Attn: Dana Brill  
P.O. Box 2875  
Daytona Beach, Fl. 32115-2875
  - d) The date of the accident
  - e) The time and place of your accident
4. Your doctor should then bill NASCAR directly.
5. If you have any other questions, please ask in the Speedway Office.

**It is the responsibility of the driver to ensure their car conforms to all rules and regulations at anytime while on the racing surface or anywhere on premises. This includes practice, time trials and competitive racing.**

## **Appendix 1.**

Fits Street Stock/Sportsman, common metric-style chassis, 51" roof height

Wheelbase: 108"

Wind tunnel tested for superior aero balance

## **DIMENSION GUIDELINES**

A. REAR OVERHANG (MAX): center of axle to trailing edge of rear fascia 52½"

B. NOSE/SIDE PANEL CLEARANCE (MIN): from ground 5"

C. FRONT OVERHANG (MAX): on centerline 45"

D. BUMPER COVER HEIGHT (MAX): from ground 16"

E. QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection 35"

F. BUMPER COVER HEIGHT: at base of spoiler on centerline 35 3/8"

G. ROOF HEIGHT, REAR: at centerline 48 7/8"

H. DOOR HEIGHT (MIN): at rear 34½"

I. FENDER HEIGHT: at rear 34½"

J. ROOF HEIGHT (MIN): 10" back from windshield, on centerline 51"

K. SIDE WINDOW OPENING: at B-post 15"

L. FRONT OF ROOF TO CENTERLINE OF REAR AXLE 60½"

M. DOOR TO DOOR WIDTH: measured through car at A-posts and inside edges of doors 64½"

N. DOOR TO DOOR WIDTH: measured through car at B-posts and inside edges of doors 64"

O. ROOF HEIGHT CORNERS: at outer scribe line located on window ledge 48 1/8"

## **ROOF MOUNTING:**

1. Properly locate your roof using the Dimension Guidelines above.
2. Confirm that highest point on the roof (Dim. J) is 51", measured 10" back from the windshield.

**NOTES:**

1. DIM M is measured at the A-posts and inside edges of the doors.
2. DIM N is measured at the B-posts and inside edges of the doors.
3. Dimension G is taken at the edge of the roof (not on the ledge where the window sits) and is measured from the floor up.
4. Dimension O is taken at the outer scribe line on the window ledge. Measurement is made at roof surface to the ground.

