



2014 NASCAR Super Late Model Rules

Evergreen Speedway, Monroe, WA

(Updated 12/31/2014)

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. All rules are subject to the interpretation of the track officials. Any equipment that the officials consider exotic or not in the interest, or intent of the rules will be considered not legal for competition.

NO EXPRESS OR IMPLIED WARRANTY OF 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 or 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's the responsibility of the driver to ensure their car confirms to all rules and regulations at all times.

ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS. ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION

All model, engine or equipment changes not addressed in this or the NASCAR rule book must be submitted for consideration or approval not less than 5 days prior to the date of intended usage in competition. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved, undetected, or considered legal in previous season's rules. Any equipment which does not conform to specifications or tolerance contained in the NASCAR rule book, will not be eligible for approval during 2014. In event of conflict between rule sets, this rule set overrules those produced by NASCAR. Decision of officials is final.

1. BODIES

1. Evergreen Speedway Super Late Model races are open to eligible 2000 through 2013 models of Chevrolet, Ford, Dodge and Toyota.
2. A-B-C bodies are standard. AR Bodies Muscle Car Bodies will be legal. Any other are subject to tech approval. NO DOWN FORCE BODIES OR PANELS ARE ALLOWED. Must be stock appearing and mounted per manufacturer guide lines (see ABC rule book).
3. Professional appearance must be maintained. No flaring of body, no body skirting or streamlining allowed. No belly pans allowed. Frame and body clearance is 4" minimum without driver. The nose width is maximum 1-1/2" past tires.
4. At all times, the ABC "A" measurement must maintain a min. length of 11.5 inches. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
5. A minimum 47" roof height is required.
6. Rear Quarter Panel height shall be 34 1/2"
7. Rear spoiler is to be a maximum 6.5" x 60" clear Lexan.
8. Roof rails are permitted with a maximum of 1" lip only. No other vertical rails allowed on window or deck lid. NO "shaping" or contour modifications of panels or nose permitted in any way. The tech director reserves the right to add weight accordingly to non-conforming body measurements. Weights will be determined by the officials and are non-negotiable.

2. BASE WEIGHT WITH DRIVER

1. Brodix and approved heads, open carb: 2900 lbs. minimum 58% left side
2. Tour engines: Tour aluminum heads 390 carb: 2900 lbs. minimum 58% left side max.
3. Crate "604" engine sealed, 650cfm spec. carb: 2700 lbs. minimum, 58% left side max.
4. Restrictor plate option: Open compression and 9.5:1 tour engines with 1" restrictor plate can run at minimum 2700 lbs. with 58% left side max.

3. ENGINES

1. All engines must match body model; GM to GM, FORD to FORD etc. with exception of a crate engine which can use any approved body.
2. Cast iron blocks only, Maximum 360 CID for GM and Ford, 365 CID for Mopar.
3. Centerline of crank must be within 1" of tread width (measured from the inside of the lip of each wheel to the center of the engine).
4. Engine set back, measured from #1 cylinder to upper ball joint, GM 2" and Ford & Mopar 3"
5. Crank height is 10" for dry sump and 11" for wet sump systems.
6. Flat tappet or roller cams allowed.
7. Distributor type ignition only in stock location allowed. No magnetos allowed.
8. **MUFFLERS ARE MANDATORY** with maximum 5" exhaust. **Maximum 95 Db at 100'**
9. Mechanical fuel pumps only. No electric pumps allowed.
10. Radiator must be in stock location. Any radiator is allowed.
11. **NO ETHYLENE-GLYCOL ALLOWED.** Water only, Water Wetter type additive is permitted.
12. Engine must be self -starting and in working order.
13. Carb spacers: Only (1) one piece solid carburetor spacer, maximum 1" thickness may be installed between the carburetor and intake manifold. An open or four hole spacer may be used. The spacer inside hole(s) must be straight cut without a taper or bevel.
14. Air Cleaner: Maximum air cleaner size is 4"x16" with a solid cover. A paper element or K&N style air filter are allowed.

4. COMPRESSION ENGINES

1. **Brodix Spec Head:** PN: SP-CH/FO/MO Spec heads have CNC combustion chambers, valve bowls and intake ports. No grinding, blending polishing, welding and /or use of any substance to alter flow what-so ever. Titanium valves are allowed. Valve stem minimum diameter is 11/16". Brodix heads must only be used on engines 360 CID or less.
2. **Cast Iron Heads:** Approved heads (maximum 200cc intake runners) GM bowtie, GM Vortec, Dart iron Eagle & Platinum 200's, World Products Sportsman II, Ford Motorsports, Mopar W-2. ALL UNTOUCHED with ID marking intact. No porting, polishing, port matching and/ or acid dipping allowed
All heads must check within 10 CC's of manufacturer volume. This allowance is for valve replacement and casting variance only. Approved valve angle: CH-23, FO-11, MO-15.
3. Intake manifold: Standard open-plenum intake manifolds with minimal (1" maximum) port matching permitted on intake runners. NO additional flow improvement work or drilling allowed.
4. Any Holley carburetor is permitted with a maximum base plate hole diameter of 1-11/16". The Technical Director reserves the right to confiscate any carburetor that is not legal per the rules.

5. TOUR 9:1 ENGINES

1. No aluminum blocks. Aluminum heads of OEM designs only. Only 23-degree heads allowed on GM products. No SB2 heads, SM splayed heads or 14-degree Buick heads allowed.
2. Any Crankshaft. Titanium not allowed. Camshaft or camshaft drive allowed.
3. Compression ratio maximum is 9:5:1 on all cylinders for Tour engines with roller camshafts.
4. Any approved high-rise intake manifold allowed
5. Holly "tour legal" 390 CFM only. The Technical Director reserves the right to confiscate any competitor's carburetor.

6. GM "604" CRATE ENGINES

1. Engine must maintain engine manufacturer specifications. GM Sealed Crate Engine PN: 88958604 is the ONLY sealed crate engine allowed. No aftermarket harmonic balancers are allowed. You may use the GM 6-3/4" harmonic balancer GM PN: 12551537 or GM harmonic balancer that is standard with the crate engine. It is mandatory to use the GM valve springs GM PN: 12551483 and the 1.5 ratio rocker arms GM PN: 12367345 on all GM crate engines.
2. Ignition System: Limited to one (1) ignition amplifier box GM PN: 10037378 or MSD PN: 6-AL ignition system to allow the mandatory 6300 RPM chip REV limiter. All components must be located on right side of driver compartment and out of reach of driver. At any time an official can test or change the 6300 RPM chip.
3. The 650 CFM Holley carburetor PN 0-80541-1 is mandatory. The carburetor and any carburetor components (i.e. boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc.) must remain stock in appearance and match all factory dimensions. Alterations to the carburetor and /or carburetor components will not be permitted. Only Holley replacement and/or service parts will be permitted in carburetor re-work. Carburetor and carburetor components machined from billet material will not be permitted. The Technical Director reserves the right to confiscate any competitor's carburetor.
4. All GM crate engines WILL be sealed by manufacturer and/or authorized crate engine rebuilder. All engines sealed must be approved by the Technical Director. Any team found to have tampered with a sealed engine will be subject to disqualifications from the event, loss of all points, suspension and/or other penalties issued by the Technical Director. Any seals, in judgment of the Technical Director that have been tampered with and/or altered will result in the engine being declared ineligible for competition. In order for the crate engine to be eligible for

further competition, it must be inspected and resealed by an authorized engine re-builder at the expense of the team. If the GM sealed crate engine PN: 88958604 is found to be more than 3% over the factory rated 400 HP (3% =412 HP), or its factory rated 400 ft. lbs. of torque (3% = 412 ft. lbs. of torque) will result in the engine ineligible for competition. **Fuel supplied directly from the car in question will be required for dyno testing.**

5. The Technical director may impound ineligible engine for further inspection and return to an authorized crate re-builder at the expense of the team for re-certification. If, at the time of testing, the engine has been declared altered, modified **or tampered with or producing more horsepower or torque than allowed**, the offending team(s) will be subject to disqualifications from the event, loss of all points, fines, suspension, confiscation of the engine, an indefinite suspension and/or additional fines and penalties that are deemed appropriate by the Technical Director.
6. **SEALED COMPONENT VIOLATION:**
 - a. Alteration and/or tampering with any required seals deems that part in-eligible for competition and will be confiscated; subjecting team(s) to any or all of the following penalties, fines or suspensions. Penalties for any of these violations are not subject to appeal and decisions are final. Broken seals are subject to inspection. If deemed broken through no fault of the team, the component(s) will be re-inspected and a new seal provided with no penalty to the team. Alteration or modification of any sealed component will cause that component to be illegal and will subject the team(s) to automatic disqualification from that event, confiscation of the component, forfeiture of all monies and/or contingency awards, an indefinite suspension and additional fines and penalties as deemed appropriate by Evergreen Speedway officials.
 - b. Seals deemed tampered with or altered, cause the engine to be ineligible for competition and will be immediately impounded. Impounded engines will be returned to the authorized engine supplier, at the team's expense, for re-certification. At the conclusion of the testing if the engine has been deemed altered or modified, the team(s) will be subject to disqualification from the event, forfeiture of all monies and/or contingency awards, confiscation of the engine, an indefinite suspension and additional fines and penalties as deemed appropriate by Evergreen Speedway officials.
7. **UN-SEALED COMPONENT VIOLATION**
 - a. Speed enhancing alteration or modification of unsealed component(s) is not permitted. Components in violation will be confiscated and subject to automatic disqualification from the event, forfeiture of all money and/or contingency awards, and suspension.
8. **IGNITION VIOLATION**
 - a. Tampering with or modification of the ignition system including the approved GM ignition box and Rev Limiter (with approved chip) will subject the team(s) to an indefinite suspension from further competition at Evergreen Speedway, a loss of event money and contingency awards, and a loss of all season long championship points.

7. DRIVETRAIN

1. Transmission is mandatory. Manual 2-speed, 3-speed or 4-speed with a working reverse gear. Transmissions are subject to Technical Director approval. Quick change transmissions are not permitted. Automatic transmissions are not permitted.
2. Clutches with a minimum diameter of 5-1/2". Multiple clutches allowed. Only magnetic steel discs and pressure plates are allowed. Clutch cover and housing may be aluminum or steel.
3. Drivelines: Steel or aluminum only. No Carbon fiber. Must be painted white or bright silver. Minimum diameter is 2-1/2".

8. REAR END

1. Ford 9" floater or quick change rear end required.
2. No cambered rear end housings
3. Drive plates must be one piece with a single internal spline.
4. Axles must be steel, may be hollow and must be straight cut splines.
5. Steel or aluminum axle tubes are allowed.

9. FRAME

1. Professionally built full steel roll cage required with 1-3/4" .095 tubing minimum around driver. All Contact areas in driver compartment must be covered with high density padding. It is mandatory to have 16 gauge welded between door bars or a minimum of 16 gauge plate 40" in length and 17" high welded between the door bars and the driver's door. Any frame showing poor workmanship will not be allowed to compete.
2. Wheelbase minimum is 101"
3. Stock front clips can be notched and boxed for clearance on either the top or bottom of the cross member but only on one side. No lightening holes permitted. Steering must be within 1" of stock location for front clip used.
4. Added weight must be securely mounted, painted white and marked with car number. Solid block only, no pellets or liquid. Weight shifting devices are not allowed. **No tungsten or other exotic materials allowed.** The Tech Director's decision on what qualifies as exotic is final.
PENALTY OF \$5.00 PER LB WILL BE ASSESSED FOR WEIGHT LOST ON RACING SURFACE.

10. SUSPENSION

1. All coil springs must be heavy duty steel, must be 2-1/2" minimum OD for coil over cars and 5" minimum OD for big spring cars. You do not need to run the same spring front to rear (coil over front, big spring rear is allowed).
2. Front suspension and steering components – drag links, center links, spindles, control arms, etc. must be OEM or fabricated steel.
3. Rack and pinion steering allowed with aluminum sleeves.
4. Independent rear suspension is not allowed
5. Rear suspension can be a two (2) link truck arm style, a three (3) link type suspension or a four (4) link with two (2) upper arms. One piece trailing arms only. No spring loaded or dampened trailing arms allowed.
6. Multiple 3 links allowed. Gas or oil dampened shocks are not allowed.
7. Rear sway bars are not allowed.
8. Hydraulic brakes are mandatory. Brakes must be solid mount (no free floating), in good working order on all four (4) corners. Aluminum multi-piston calipers are permitted. Brake fluid re-circulators are permitted.
9. No shock, spring or suspension adjusting devices are allowed in driver's compartment.
10. 10" steel racing wheels only.
11. Shock absorbers
 - a. Adjustable shocks are allowed. One shock per wheel. No remote reservoir or remote adjustable shocks allowed. Bump stops okay.
 - b. **40 lb weight break.** Any twin tube, non adjustable shock with a maximum \$200 manufacturers retail price may be used. Rebuildable shocks are ok. **Must use all 4 to receive 40 lb weight break.** Manufacturers components must be used, valving optional. **Post Race shock disassembly is the responsibility of the Car Owner/Crew Chief.**

Evergreen Speedway reserves the right to replace shocks with like mfg. part number (new) ***OR*** claim shocks for manufacturer suggested retail price or \$200.00, whichever is less. NO bump stops, compression/rebound limiting or coil binding allowed with 40 lb break.

10. TREAD WIDTH

1. Tread width will be measured at spindle height.
2. Fabricated front end 67" maximum (zero tolerance).
3. Stock Stub 69" maximum.

11. FUEL AND FUEL CELLS

1. Gasoline only. The gasoline must not be blended with Alcohols, ethers, or other oxygenates. It cannot be blended with aniline or derivatives, nitro compounds or nitrogen containing compounds. The only exception is a standard fuel containing up to 10% Alcohol for emission requirements and must be declared before testing. E85 fuel prohibited. Any fuel found not to be within specifications will be subject to disqualification.
2. 22-gallon maximum commercially manufactured fuel cell with rubberized fabric bladder is mandatory. A fuel cell protector bar and minimum 22-gauge steel containers are required. Minimum 10" fuel cell ground clearance. 14 gauge reinforcement plates in front and behind the fuel cell are recommended.

12. TIRES

1. Only approved tires are permitted. Approved tires are Hoosier 3035 & 3045 27.0/10.0/15.0 purchased from Evergreen Speedway are required. At no time will softener, additives, chemicals, enhancers or strengtheners are to be applied to any tire. See addendum for tire requirements.

13. RADIOS

1. Radio communication between driver and spotter is required any time car is on racing surface.
2. During main events, a spotter with driver communication is required in specified spotter section. Spotters must check in with the spotter's official. If a driver does not have spotter in specified spotter section the car will not be allowed on racing surface.
3. Spotters are required to scan the tower during all main events at Evergreen Speedway. Channel 152.15000 165. Channel is subject to change. Check with Tech Director.

14. TRANSPONDERS

1. Transponders are required and **are to be mounted 15" behind the rear axle on the right side of the car.**
2. Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring. Transponders may be rented from Evergreen Speedway. If you enter the racing surface with no transponder you will be Black Flagged. If this happens during a race, you will relinquish your starting position and return to the pits to obtain one.

PERSONAL SAFETY EQUIPMENT

A. GENERAL

1. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
2. Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event.
3. Each competitor is expected to investigate and educate him or herself fully in respect to the availability and effectiveness of personal safety equipment.

B. PROTECTIVE CLOTHING

1. Fire resistant clothing and equipment must protect all parts of a driver.
2. Evergreen Speedway requires that all drivers and wear a minimum two layer fire suit, gloves, and shoes in good condition. It is recommended that all drivers and crew wear a minimum of a four layer fire suit, along with fire resistant underwear, balaclava, socks gloves and shoes in good condition.
3. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area must be protected by fire resistant clothing and/or equipment that effectively cover the body.
4. It is strongly recommended that during race conditions, any crew member 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.
5. 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. FIRE EXTINGUISHER

1. It is mandatory that each car have a fire extinguisher within the driver's reach. It is strongly recommended you have a built in, fully charged Halon 1211 or equivalent fire extinguisher equipment with 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). It is recommended that the restraining pin should be removed while operating on the track.
2. All entrants must have in their pit area as part of their equipment at all times a fully charged minimum 10 pound capacity dry chemical Halon or its equivalent with a visible operating gauge and current inspection certificate.

D. HELMETS

1. 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.
2. Snell 2005 or newer only. Full face helmets required. NO EXCEPTIONS.
3. The driver must wear the helmet in accordance with the directions provided by the helmet manufacturer. Any modifications to the helmet for any purpose should not detract from its effectiveness.
3. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area wear a helmet. No half helmets or M rated motorcycle helmets permitted.
4. It is strongly recommended that at all times any crew member involved in fueling the car wear a full-face helmet and a fire resistant balaclava (head sock)

E. SEAT BELTS AND SHOULDER HARNESS

1. A quick release lap belt of no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than ½" in diameter.
2. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat max 3" below the driver's shoulders or less than 10 degrees. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
3. A center or submarine belt must be mounted to the lower seat frame at the bottom.
4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
5. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
6. Seat belts must be dated by the manufacturer and must not be used beyond five years after the manufacture date. Recommend replacement after two years.
7. It is recommended that HANS specific seat belts be used with HANS device. Head and neck restraint device highly recommended

F. WINDOW NET

1. A nylon window screen is mandatory.
2. The window screen must be rib type made from 1" wide nylon material with a maximum of 1 ¾" square between the ribs.
3. The minimum window screen size shall be 22" wide and 16" high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest driver's door bar on the cage
4. All window net mounts must be welded to the roll cage.

G. HEAD AND NECK RESTRAINT DEVICES

1. It is strongly recommended that at all times during any 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 connect must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. IT IS THE REPSONSIBILITY 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.

H. SEATS

1. Only custom manufactured aluminum seats approved by NASCAR are permitted.
2. All seats should have padded rib protectors and seat leg extensions on the left and right side. Full containment seats are recommended
3. A padded headrest approved by NASCAR is mandatory.

Grace: Any car NOT conforming to the aforementioned rules in any way may be allowed to run with a one week grace period by adding weight and/or other to balance fairness of competition. Allowance of grace period is subject to decision of officials. Decision of officials regarding any car being allowed to compete, or total of concessions/weight additions and/or other shall remain final.

Official request: Any driver not reporting to tech for inspection when asked to so may be disqualified, lose of points and money for the night and subject to additional fines and suspension. Both car and driver may be suspended for a minimum of one race.

GENERAL INFORMATION

All participants are expected 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 the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to race until acceptable. All car construction rules will be decided by NASCAR tech inspectors. Burden of proof on any concern will be the responsibility of the driver. **ALL 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

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. Inform the Speedway office if you need to open a claim.

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

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