



# 2017

## 2015 - 2019 NASCAR Super Late Model Rules

Evergreen Speedway, Monroe, WA

Revised 1/31/2017

### **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 the officials consider exotic or not in the interest or intent of the rules will be considered not legal for competition and subject to confiscation. Originally published for the 2015 racing season, the intention is to use these rules as the basis for technical specifications for five years. However minor adjustments may have to be made in the interest of fairness, safety and 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 Technical 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 conforms 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 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 2015. In event of conflict between rule sets, this rule set overrules those produced by NASCAR. The Technical Director reserves the right to add weight accordingly to non-conforming measurements and components. Decision of officials is final. Evergreen Speedway reserves the right to confiscate any equipment deemed illegal.

## 1. BODIES

1. 2004 through current model year Chevrolet, Ford, Dodge and Toyota ABC bodies are standard. Must be stock appearing and mounted in accordance with 2016 ABC rule book. Professional appearance required.
2. No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. No down force bodies.
3. The ABC "A" measurement shall be 11½" minimum. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to the hood seam is 20". Maximum flare at wheel opening in front of front wheels (Q) is 81" and opening **must** be cut 90° to the ground.
4. Roof height 47" minimum measured 10" back from the top center of the windshield.
5. Rear quarter panel height 34½" maximum.
6. Rear spoiler 6.5" x 60" maximum. Must be clear Lexan.
7. Roof rails are permitted with a maximum of 1" lip. No other vertical rails allowed. No rear window rails.
8. The officials reserve the right to add weight to nonconforming body measurements.
9. Teams must leave the front fenders for use by series sponsors decal stickers. When supplied, teams are required to use NASCAR decal packs in their designated and mandated position. Decals must be run to enter the track. **NO STICKERS, NO PRACTICE.**

## 2. BASE WEIGHT WITH DRIVER. 58% left side max.

2700 GM 604 crate engine Factory GM or Cope seal only. **6400 RPM Rev Chip max**

2750 GM 604 crate engine **with seal** other than **GM or Cope**.  
**Ford M-6007-D347SR crate engine. 6300 RPM Rev Chip max**  
**(subject to weight and/or insert adjustments at any time)**

2850 NW Brodix Spec Head  
Tour Legal 9:1 with Tour Legal 390 Carb  
Cast Iron Head  
Unsealed or non-compliant GM 604 crate.  
CT525 & SEAL Engine (Hamner/McGunegill) Package  
*Must run specified Carb, Ignition and Rev Limiter set at specified limits. See page 4.*

## 3. ENGINES

1. Cast iron blocks only, except CT525. Maximum 360 CID for GM and Ford, 365 CID for Mopar.
2. **Engine setback. GM 2". Ford and Mopar 3" measured from the forward most spark plug to the center line of the upper ball joints.**
3. Centerline of crank must be within 1" of tread width.

4. Crank height is 10" from center of the crank to the ground for dry sump and 11" for wet sump systems. Steel crank only. No titanium.
5. No titanium connecting rods.
6. Distributor type ignition only in stock location allowed. No magnetos allowed.
7. **MUFFLERS ARE MANDATORY** with maximum 5" exhaust. **Maximum 95 Db at 100'**
8. Mechanical fuel pumps only. No electric pumps allowed. CT525 excluded.
9. All cars must have an OBERG Vacuum Style (preferred) or ball valve type fuel shut off placed at the point the fuel exits the cell. This is to stop the flow of fuel to a damaged line or pump.
10. Radiator must be in stock location.
11. NO ETHYLENE-GLYCOL ALLOWED. Water only, Water Wetter type additive is permitted.
12. One single carburetor spacer allowed, 1" thick maximum. Open or four hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side. **All Star Performance #26060 or #26180 adjustable base plate approved. Inserts must be All Star brand and sold specifically to be used with this plate.**
13. Maximum air cleaner size 4"x16" with solid cover. Paper element or K&N style air filter allowed.
14. Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or Crane Cams Ignition PN 6000-6700 (HI-6RC) and Coil PN 730-0192 (PS92N). All components must be located on right side of driver compartment and out of reach of driver.

#### 4. TOUR 9:1 ENGINES

1. No aluminum blocks. Aluminum heads of OEM designs only. Only 23° heads allowed on GM products. No SB2 heads, SM splayed heads or 14° Buick heads allowed.
2. Compression ratio maximum is 9.5:1.
3. Holley Tour Legal 390 CFM only. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.

#### 5. COMPRESSION ENGINES

1. Brodix Spec Head: PN SP-CH/FO/MO. No grinding, blending, polishing, welding or use of any substance to alter flow. Titanium valves are allowed. Valve stem minimum diameter is 11/32".
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 untouched with ID marking intact. No porting, polishing, port matching or acid dipping allowed. All heads must check within 10 cc's of manufacturer volume. Allowance is for valve replacement and casting variance only. Approved valve angle: CH 23°, FO 11°, MO 15°.
3. 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". Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.

#### 6. GM 604 CRATE ENGINES

1. GM Sealed Crate Engine PN 88958604 and 19318604 **with the following modifications allowed.**
2. GM 6¾" harmonic balancer GM PN 12551537
3. **1.6 ratio rocker arms are allowed. No shaft mounted rockers.**
4. **Comp Cams 26975-16 valve springs allowed.**

5. All GM 604 crate engines must be factory sealed or by resealed Cope Bros Machine. All engine seals must be approved by the Technical Director. Any seals, in the judgment of the Technical Director that have been tampered with and/or altered must run at the Evergreen Speedway base weight of 2850 lbs. **To be eligible for the 2700 lb GM 604 crate weight, the engine must be internally inspected and resealed by Cope Bros. at the expense of the team.**
6. When the dyno is used, any crate engine that is found to produce significantly more torque and/or horsepower than GM factory specifications will result in automatic tear down.
7. If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected and a new seal will be provided with no penalty.
8. Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
9. The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.

#### **7. SEAL ENGINE PROGRAM McGUNEGILL, HAMNER, PROGRESSIVE,**

1. Any tampering of seals or established construction of these engines is grounds for immediate disqualification.
  - a. Holley 750 CFM P/N 4779 or 80528 must be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
  - b. Ignition System may only be Crane Cams Ignition part # 6000-6700. Mount on right side of car on a tray as from Crane Cams, with dials facing out the passenger side, well out of reach of the driver. The mag positive & negative shall be a maximum length of 62 inches. Must be remain uncut or spliced and on top of dash in clear view. Maximum 7600 RPM Rev Limiter must be installed and fully functional and securely covered at all times. Absolutely no crank trigger pickups permitted.
2. Engines may be dynoed at any time or inspected during post-race tech to monitor adherence to spec rules.

#### **8. GM CT525 LS3 CIRCLE TRACK CRATE ENGINE**

1. Competitors may purchase the GM LS3 CT525 base engine from any approved GM Performance Parts Dealer. Factory Seals must remain in place. No modifications. GM LS3 CT525 6.2L racing engine P/N 19171821. The base engine is rated at 525 hp and 471 lb ft of torque using aluminum block, high flow LS3 rectangular port head cylinder heads and includes an intake manifold and a 6-quart racing oil pan.

- a. Holley 650 CFM 4bbl carburetor P/N 0-80541-1/-2 or Holley 750 CFM P/N 4779 or 80528 may be used. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
  - b. Ignition controller GM P/N 19171130 or MSD 6012, 7200 RPM max. Must be mounted on right side of car out of the reach of the driver. All wires must remain uncut or spliced and on top of dash in clear view.
  - c. Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with double relay wiring harness with oil pressure safety switch to ensure fuel pump will shut off when engine is not running.
2. Engines may be dynoed at any time or inspected during post-race tech to monitor adherence to spec rules.

## **9. FORD M-6007-D347SR**

1. Factory sealed M-6007-D347SR is the only approved configuration. M-6007-D347SR7 is not approved for competition. (Authorized rebuilder may be added in the future)
2. 6300 RPM rev chip required.
3. No carburetor spacer allowed.
4. 1.5 ratio rocker arms are mandatory. No shaft mount rockers
5. The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
6. Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
7. When the dyno is used, any crate engine that is found to produce significantly more torque and/or horsepower than Ford factory specifications will result in automatic tear down.

## **10. DRIVETRAIN**

8. Transmissions are subject to approval. A minimum two forward gears and one reverse required. Quick change and automatic transmissions are not permitted.
9. Minimum 5½" clutch diameter. Multiple disc clutches allowed. Only magnetic steel discs and pressure plates are allowed. Clutch cover and housing may be aluminum or steel.
10. Drive lines must be steel or aluminum only. No carbon fiber. Must be painted white or silver. 2½" Min. dia.
11. No traction control devices of any kind will be permitted, electronic or otherwise. Use of traction control will be cause for immediate disqualification, fine and suspension.

## **11. REAR END**

1. Ford 9" floater or quick change rear end required. Steel or aluminum axle tubes are allowed.
2. Axles must be steel.

## **12. FRAME**

1. Professionally built full steel roll cage required with 1¾" .095 tubing minimum around driver. All contact areas in driver compartment must be covered with high density padding. 16 steel 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. 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 **\$10.00 PER LB** will be added for weight lost on the racing surface.

## **13. FUEL & 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. Commercially manufactured fuel cell with rubberized fabric bladder is mandatory, 22-gallon max. A fuel cell protector bar and minimum 22-gauge steel containers are required. Minimum 8" fuel cell ground clearance. 14-gauge reinforcement plates in front and behind the fuel cell recommended.

## **14. TREAD WIDTH**

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

## **15. SUSPENSION**

1. All coil springs must be heavy duty steel, must be 2½" minimum OD for coil over cars and 5" minimum OD for big spring cars. Coil over front, big spring rear OK.
2. Steel spindles or approved Coleman spindles only.
3. Independent rear suspension is not allowed.
4. One piece trailing arms only. No spring loaded or dampened trailing arms. Truck arms OK.
5. Multiple 3<sup>rd</sup> links allowed. Torque absorber OK, no shocks.
6. Rear sway bars are not allowed.
7. Brakes must be solid mount, in good working order on all four corners. No floating calipers.
8. No shock, spring or suspension adjusting devices are allowed in driver's compartment.
9. Shock absorbers
  - a. Adjustable shocks are allowed. One shock per wheel.
  - b. 50 lb weight break. Any twin tube, nonadjustable shock with a maximum \$200 manufacturer's retail price may be used. Rebuildable shocks are OK. Must use all 4 to receive 50 lb. weight break. Manufacturers components must be used, valving optional. Post-race shock disassembly is the responsibility of the Car Owner/Crew Chief.



## 16. WHEELS & TIRES

1. 10" steel racing wheels only.
2. Only approved tires are permitted. Approved tires are Hoosier 3035 & 3045 27.0/10.0/15.0 purchased from Evergreen Speedway. At no time are softener, additives, chemicals, enhancers or strengtheners to be applied to any tire. See addendum for tire requirements.

## 17. RADIOS

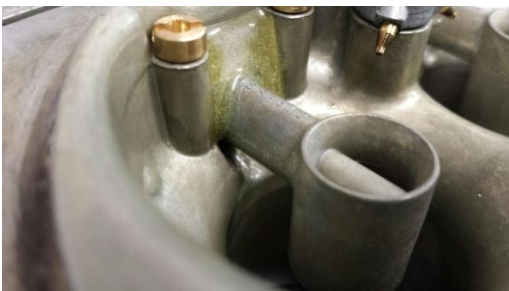
1. Radio communication between driver and spotter is required any time the car is on the racing surface.
2. During main events, a spotter with driver communication is required in the specified spotter section. Spotters must check in with the spotter's official. If a driver does not have a spotter in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

## 18. TRANSPONDERS

1. Transponders are required. Must be mounted 15" behind the rear axle on the right frame rail.
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.

### DIAGRAM 1

Each carburetor booster must be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. Epoxy must not extend beyond the lower radius of the mounting stem (see diagram 1 below). The wire must be installed in such a manner that in case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and throttle plates (butterflies). A minimum size hole, acceptable to track officials may be drilled through the top of the booster barrel inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube for the wire to pass through and secure each booster. Alternatively, wire can pass through the booster barrel top to bottom and attach to the holes in the choke horn or the wire can be tied securely around the mounting stems and snugly to the vent tube (see diagram 2 below). Subject to approval of tech.



1. Epoxy



2. Wire

## **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.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area have all parts of the body protected by fire resistant clothing and/or equipment, including helmet.

### **B. PROTECTIVE CLOTHING**

1. Fire resistant clothing and equipment must protect all parts of a driver.
2. Evergreen Speedway requires that all drivers wear a minimum two-layer fire suit, gloves, and shoes in good condition. It is recommended that all drivers 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 THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.**

### **C. 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 SA2010** 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.

### **D. HEAD AND NECK RESTRAINT DEVICES**

1. At all times during any event (practice, qualifying and competition) drivers must connect their helmet to a NASCAR and SFI approved head and neck restraint device system. The head and neck restraint device must be connected as per the manufacturer's instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. **IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

### **E. 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.



## **F. 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.

## **G. WINDOW NET**

1. A nylon window screen is mandatory.
2. The window screen must 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. Window net must be rib type made from 1" wide nylon material with a maximum of 1 ¾" square between the ribs.
3. All window net mounts must be welded to the roll cage.

## **H. 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 and professionally mounted. It is recommended that the restraining pin should be removed while on the racing surface.
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.

## **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.**

### **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. **Inform the Speedway office if you need to open a claim.**
3. If you have follow-up treatments, please advise your doctor of the following
  - a. Your insurance carrier
  - b. NASCAR insurance claim number
  - c. The date of the accident
  - d. The time and place of your accident
4. Your doctor should then bill NASCAR directly.

**It is the responsibility of the driver to ensure their car confirms 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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