



2012 SEASON
SUPPLEMENTARY AND SPECIAL RULES
FOR MODIFIED, SPORTSMAN,
STREET STOCK, AND
STADIUM STOCK DIVISIONS

2012 changes appear inside in **bold**

Additional copies of these Supplementary Rules may be downloaded at:
www.bowmangrayracing.com

IMPORTANT NOTICE

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conduct of all events; and by participating in these events, all participants are deemed to have represented that they have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 deviations from any of the specifications herein or impose any further restrictions which, in his opinion, do not alter the minimum acceptable requirements.

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

Any interpretation of, or deviation from, these rules is left to the discretion of officials. Their decision is final.

It is the responsibility of the driver of a car to determine that the car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to the promoter and all others that the car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates in a warm-up, practice, or competition.

GENERAL

Stock car racing at the stadium is sanctioned by the National Association for Stock Car Auto Racing, Inc. (NASCAR). An entrant must have a valid NASCAR license for the applicable division of competition. Such license, or information pertaining to licensing requirements, may be obtained from NASCAR officials at the stadium.

Patches for driving suits and decals for race cars, as provided for sponsors of stadium racing, must be properly displayed to qualify for and receive sponsors' awards.

A Bowman Gray Stadium patch must be in the upper-right area of the driving suit to qualify for awards other than base purses. The first patch will be provided to a contestant at no cost; any additional patches must be purchased from track management.

In Sportsman, Street Stock, and Stadium Stock divisions: Car must have a roof flap opening, minimum size 20 x 20 inches, for emergency driver exit. A continuous (piano-type) hinge may be used at the front (windshield) edge of the flap, and a quick-release latch is required at the rear of the flap. Industrial-type Velcro may be used for the rear latch.

All cars in all divisions of stadium competition must have neat and plainly legible numbers, AT LEAST EIGHTEEN (18) INCHES HIGH, on BOTH SIDES and ON TOP. Numbers on top must be displayed with BOTTOM OF NUMBERS on RIGHT SIDE of car. Except in the Modified Division, car number also must be displayed on the left-front headlight cover and the left-rear tail light cover.

IMPORTANT: Car numbers will be ASSIGNED BY NASCAR OFFICIALS. Only numbers of no more than two digits (0-99) will be permitted.

Drive shaft must be painted white and retained in two (2) U-shaped brackets fastened to floor of car in approved manner.

Each car must have two (2) wrecker hooks on the front end and two (2) wrecker hooks on the rear end.

Except in the Stadium Stock Division, the passenger side of the front seat area may be enclosed by the addition of sheet metal. No interior sheet metal may be higher than lower edge of the standard window opening. Added interior sheet metal must be angled upward from the top of the driveshaft tunnel.

In Sportsman, Street Stock and Stadium Stock divisions, radiator and/or catch-can overflows must exit onto the passenger-side front windshield.

ALL entrants must have a ten (10) pound minimum ABC-rated dry chemical fire extinguisher, or equivalent, in their PIT AREAS at all times.

Cars in all divisions must be equipped with approved fire extinguisher mounted in an approved manner and an electric "kill" switch mounted in an approved manner. Driver's-side window safety net is required in all divisions, and must be secured by an approved buckling of the quick-release type.

Steel cable, 5/16-inch or larger in diameter, must secure front spindles to a car's frame in a NASCAR-approved manner.

An approved muffler is required on each exhaust pipe. A maximum of two (2) mufflers will be permitted on a car. (If engine exhaust is through one (1) manifold, system may be divided into two (2) pipes with one (1) muffler on each pipe.) Approved mufflers are the SuperTrapp brand muffler, Model 5AS, manufactured by SuperTrapp Division of Moller Corporation, Davis, Calif., used with a maximum of 24 diffuser discs.

No oil-based coolant will be permitted in radiators.

Any fuel that will mix with water will not be permitted.

These rules issued by track management are intended to SUPPLEMENT and CLARIFY the NASCAR rule book, and to provide contestants with special track rules which may be DIFFERENT FROM THOSE IN THE NASCAR RULE BOOK. You should become familiar with BOTH.

Information regarding assignment of car numbers, answers to questions regarding rules, and other details

should be requested from NASCAR officials at the track during practice or race meets or may be obtained by contacting:

Jonathan Hawkins
336-731-6357 or 336-972-2312

MODIFIED DIVISION

1. **2012** NASCAR Whelen Southern Modified Tour Rules will apply. Track Rules may supercede Tour Rules as determined by NASCAR Officials.

2. Tires: The following tires only will be permitted: Track-approved Hoosier F-15 tires.

4. Weight: Minimum weight for cars, including left-side ratios and total-weight variations for "small block" and "big-block" engines, will be as specified in the **2012** NASCAR rule book. These rules apply to weight of car WITH gasoline, oil and water, and WITH driver.

5. Cooling: Engine oil coolers may be installed in the original location outside the body panels, or may be mounted inside the body panels in front of the firewall. Either location must be in a manner approved by NASCAR officials.

6. Wheels: Only fifteen (15)-inch diameter reinforced magnetic steel wheels, with a maximum width of ten (10) inches and five (5) lug nuts will be permitted.

7. Modified Cars may run the KOOKS Modified Muffler.

SPORTSMAN DIVISION

1. This division is limited to 1963 through **2012** model standard passenger cars. Eligible wheelbases are 112 inches with a tolerance of two (2) inches, and 105 inches with a 3/8-inch tolerance. Eligible models are Ford Thunderbird, Taurus, and Fusion; Mercury Cougar; Buick Regal; Chevrolet Monte Carlo, Lumina, and Impala; Oldsmobile Cutlass Supreme; Pontiac Grand Prix; Dodge Intrepid and Charger; Toyota Camry.

2. Bodies:

A. Car must have complete body, fenders, grills and bumpers, and must be of stock appearance and in good mechanical condition as determined by NASCAR inspector. Synthetic or aluminum body parts will be permitted only as specifically approved.

B. Bumper ends must be fastened to fenders in an approved manner. All chrome trim must be removed from body.

C. All doors must be welded and/or bolted in the closed position, in an approved manner.

D. Complete floorboard is required in the driver compartment.

E. Approved lock pins are required on the hood and on the rear deck lid.

F. Maximum tread width permitted will be 66 inches, from center of left-side tire to center of right-side tire. If tires protrude outside body, they must protrude by equal amounts on both sides of the ORIGINAL car body. No more than half the width of the tire may extend past the car body.

3. Engines:

A. Standard production six-cylinder engines, stock for make and model of car, will be required with the following exceptions: 240-cubic-inch Ford engine may be used in any Ford car with 0.090-inch overbore in each cylinder. 230- or 250-cubic-inch Chevrolet engine may be used in any Chevrolet car. The Chevrolet 230 will be permitted 0.090-inch overbore. The Chevrolet 250 and Ford 250 will be permitted 0.060-inch overbore. Chrysler Corporation "slant six" engine will be permitted in all Plymouths and Dodges with 0.090-inch overbore. In all of these engines: Reasonable tolerance for wear, as determined by NASCAR officials, will be allowed. Stroke and crankshaft must remain stock in all engines.

B. Cylinder heads must be stock in outside appearance. Interior alteration of cylinder heads – such as polishing, porting, relieving, and lightening of valves – will be permitted.

C. Any type of camshaft will be permitted, except that roller tappets may not be used. Roller rocker arms will be permitted.

D. Any type flywheel is permitted. Approved scatter shield must be mounted on top of flywheel housing.

E. Engine mounting: First spark plug must be no farther back than in line with upper ball joint.

F. External oil pump, single-stage only, is permitted. Dry, sump-type systems are not permitted.

G. Crate Motors are permitted but are optional.

a. The only crate motors permitted are the GM Performance Parts 350ci / 355hp "ZZ4" Engine PN 88958603 or the MOPAR Performance (Dodge) 360ci / 390hp Magnum Engine PN 4510851 or PN 5153475. All engine components shall remain as manufactured by General Motors and MOPAR Performance (Dodge). All part numbers must remain on components. Other manufacturers' comparable Crate Motors will be permitted only as specifically approved by track technical director.

b. Engine mounting for Crate Motors: First spark plug must be no further back than in line with upper ball joint.

c. The only carburetor permitted for the Crate Motor will be the Holley 390 cfm 4150 model. No cutting or polishing will be permitted. Manufacturer's identification numbers must be retained. GM Crate Engines will be allowed to use a two (2) inch spacer with the carburetor. MOPAR Performance (Dodge) Crate Engines will NOT be allowed to use a spacer with the carburetor.

d. All Crate Motors must be sealed with a special Bowman Gray Stadium Racing seal. Rebuilding of motors and sealing of motors must be provided by Jay Foley Racing. Phone: (276) 930-1983.

e. Chevrolet Crate Motors must conform to the **2012** GM Performance Parts Circle Track Crate Technical Manual.

4. Carburetion:

A. The only carburetor permitted for six-cylinder cars is the two-barrel Holley 2300 series, 500 cfm. Fuel jets in carburetor may be any size.

B. Intake methods must be of a stock-appearing design, as determined by NASCAR inspector. Aluminum intake manifolds will be permitted. "High-rise" adapters will NOT be permitted and all adapters must be of an approved type, as determined by NASCAR inspector. Polishing, porting and relieving are permitted.

C. Any device (including funneling devices which may control air flow to air cleaner is not permitted).

5. Electrical systems:

A. Any type of electrical ignition distributor is permitted, including dual distributor points. Distributor cap must be removable. Magneto-type ignition system is NOT permitted.

B. On-board electrical engine starter must be in working order.

C. Battery must be located under the hood or in another position approved by NASCAR.

D. Transistorized ignition systems are permitted.

6. Radiator:

A. Any type of radiator may be used, provided that hood fits in original position without alteration.

B. Radiator guards must be no wider than frame horn, and must extend in height no more than eighteen (18) inches above frame horn. Bars may be mounted in front of radiator, but must be located behind grill. An approved "catch can," for catching and retaining radiator overflow, must be installed in an approved manner.

7. Exhaust pipes:

A. Exhaust pipes must be properly installed, as determined by NASCAR inspector. Flexible exhaust

pipe is NOT permitted. Exhaust pipes may be no more than four (4) inches in diameter.

B. Exhaust pipes must extend past driver compartment and must NOT extend past rear wheels.

8. Transmission: Any stock transmission will be permitted, provided that it must have at least two (2) forward gears and one (1) reverse gear in good working order, as determined by NASCAR inspector.

9. Rear axle assembly:

A. Any stock rear-gearing housing will be permitted, and "floating" rear gearing is permitted.

B. A "quick-change" rear gearing assembly OR a "quick-change" transmission will be permitted, but NOT BOTH. Any rear gearing ratio is permitted.

10. Suspension: Front and rear suspension may be reinforced. Chassis may be reinforced. Front and rear tread width for all cars will be limited to a maximum of 66 inches, measured at center of tire at spindle height with zero toe-in and standard (not offset) wheels. Steel spacers will be permitted for the purpose of using wide-lug-pattern wheels and to attain maximum allowable tread width. Such spacers must be bolted or welded to brake drum or hub.

11. Ground clearance: Underside of car, measured at lowest point of body or frame, must have a minimum clearance of four (4) inches.

12. Glass: All glass except windshield, rear window and rear-view mirror must be removed. Holes left by removal of head light and tail light lenses must be covered with flat metal. Full windshield, mounted in standard position, is required; and at least five (5) windshield safety clips, three (3) inches x 1/8-inch, must be installed. Safety clips must be at least twelve (12) inches apart; at least three (3) clips must be bolted to top of car and extend over top of windshield; and at least two (2) clips must be bolted to cowl and extend over bottom edge of windshield. Lexan may replace standard glass windshield. Only Lexan is to be used in the rear window opening. The rear window must be secured with a minimum of two (2) metal straps not less than 1/8-inch thick and two (2) inches wide. Lexan also may be used in quarter-windows. A NASCAR-approved, mesh-type screen, mounted in an approved manner, is required on the driver's-side window.

13. Roll cage:

A. Steel roll cage is required, and must be approved by NASCAR. Front and rear bars of cage must be connected at top and bottom on both sides at seat height, and must be approved by NASCAR. Side bars are required, and must extend into door panels - a minimum of four (4) bars on the left side and four (4) bars on the right side. Bars in driver's-side door must be arched outward. An additional bar must be installed across dashboard, extending from left-front leg of roll cage to right-front leg.

B. Bars in roll cage must be round, seamless steel tubing, not less than 1 and 3/4 inches outside diameter, with walls not less than 0.090-inch thick. All joints must be welded, with welds not less than 0.090-inch thick, and must have steel gusset plates not less than 0.090-inch thick.

C. Bars in driver area must be padded with foam rubber and taped, in an approved manner, from bottom of left window to center of top in all directions.

14. Driver seat:

A. Bucket-type steel seat is required, and must be factory-manufactured and NASCAR-approved. "Homemade" aluminum, plastic or fiberglass seats absolutely will not be permitted. An approved fiberglass seat liner may be used, provided it is mounted in an approved manner on an approved steel frame.

B. Seat must be mounted to roll cage, not to floorboard.

C. NASCAR-approved padded headrest is required.

15. Seat belts:

A. Quick-release belt, at least three (3) inches wide, is required. Shoulder harness and additional V-type belt are required.

B. Both ends must be fastened to roll cage with aircraft-quality bolts at least 3/8-inch in diameter.

C. Steel plate must be welded to roll cage on right side of driver, in a manner that will permit bringing down the belt to prevent the driver from sliding sideways under the belt.

D. Belt must come from behind the driver.

16. Fueling system:

A. Only stock fuel pump will be permitted.

B. NASCAR-approved fuel cell is required, and must be mounted between frame rails and as far forward as possible in center of rear compartment. Filler spout must be recessed in left quarter-panel along fender line. Fuel cell must be mounted in a NASCAR-approved manner.

C. One or more steel bars must be secured firmly behind the fuel cell, to protect the cell, with no bar lower than the fuel cell.

D. A steel fire wall, 20 gauge or thicker, must separate the fuel cell from the driver compartment. Fire wall must be welded securely and sealed at the top, bottom and both sides.

E. Fuel lines may be located underneath car. If located inside car, they must be contained in approved conduit pipe and must be located entirely within the area protected by the roll cage structure.

17. Wheels:

A. Wheels may be reinforced on inside only. Outside general appearance must remain stock. Hub caps must be removed.

B. All four (4) wheels must be the same width and diameter. Only reinforced magnetic steel wheels with a maximum width of ten (10) inches will be permitted.

18. Tires: Only American Racer treaded street tires, Y-3 compound, will be permitted. Recapped tires will NOT be permitted.

19. Fire control:

A. Car must have an approved fire extinguisher, securely mounted in an approved manner, within reach of the driver. (Taping to roll bars is NOT an approved manner of mounting.)

B. FIRE-RESISTANT DRIVING SUIT IS REQUIRED and must cover driver's body, from neck to ankles and wrists. This rule will be strictly enforced at all times, including practice and qualifying.

20. Cars with Crate Motors must have a minimum weight of 3,050 pounds WITH gasoline, oil and water, and WITH driver. Cars with six-cylinder engines must have a minimum weight of 2,850 pounds WITH gasoline, oil and water, and WITH driver. Added weight must be bolted in place securely. Dislodged weight can not be returned to car for weighing after race.

21. Weight distribution: A maximum of 54 percent of the total weight of a car may be on the left-side wheels, with a tolerance of one percent of the car's total weight. Example: For a car with a crate motor with the minimum allowable weight of 3,050 pounds, the allowable maximum on the left-side wheels would be 54 percent of 3,050 or 1,647 pounds, plus a tolerance of one percent of the 3,050 pounds (31 pounds); and weight on the left-side wheels in excess of 1,678 pounds would be disqualifying.

22. All Sportsman Cars may run the NASCAR-approved KOOKS Muffler.

STREET STOCK DIVISION

1. Races will be open only to drivers who have not competed in higher divisions and as approved by track management.

2. This division is limited to 1963 through 2012 model standard passenger cars. Eligible wheelbases are 112 inches with a tolerance of two (2) inches, and 105 inches with a 3/8-inch tolerance. Eligible models are Ford Thunderbird, Taurus, and Fusion; Mercury Cougar; Buick Regal; Chevrolet Monte Carlo, Lumina, and Impala; Oldsmobile Cutlass Supreme; Pontiac Grand Prix; Dodge Intrepid and Charger; Toyota Camry.

3. Engines:

A. Only standard production six-cylinder engines will be permitted, and may have no more than 240 cubic inches of piston displacement. Engine must be stock for make of car, such as: 240-cubic-inch Ford engine in Ford car; or 230- or 235-cubic-inch Chevrolet engine in Chevrolet car; etc. Bore and stroke must be stock except for reasonable wear in cylinders, not to exceed 0.070-inch diameter. Porting, polishing or relieving of engine parts or cylinder heads to enhance performance, as determined by NASCAR officials, will not be permitted. Aluminum connecting rods will not be permitted.

B. Crate Motors are permitted but are optional. The GM Performance Parts Engine PN #88958602 Crate Motor will be permitted. All engine components shall remain as specified by manufacturers in accordance to the 2012 GM Performance Parts Circle Track Crate Technical Manual.

C. Engine position for six-cylinder engines and Crate Motors: First spark plug may be no further back than in line with the upper ball joint.

4. Fuel pump must be stock for make and model of engine used. The only carburetor permitted (for six-cylinder engines and for Crate Motors) is the Holley 350 cfm 2300 model. No cutting or polishing will be permitted. Manufacturer's identification numbers must be retained. For six-cylinder motors: Aluminum intakes will be permitted but must remain stock and manufacturer's identification numbers must be retained. "High-rise" adapters will not be permitted, and all adapters and intakes must be of an approved type as determined by a NASCAR inspector. Any device (including funneling devices) which may control air flow to air cleaner is not permitted. For Crate Motors: Crate Motors are required to install a one (1) inch spacer with a one and one-eighths (1 and 1/8) inch restrictor plate as approved by NASCAR official.

5. Engine parts:

A. Camshaft is optional, excepting that roller-type camshafts or tappets will not be permitted. Valves must be stock for make and model of engine used.

B. Cylinder head must be stock, with stock valves. Porting, polishing, or relieving will not be permitted.

C. Double springs, pin rocker arm studs and roller rocker arms will be permitted. Roller tappets will not be permitted.

D. Pistons must be stock. "Pop-up" dome pistons will not be permitted.

E. Aluminum flywheel will not be permitted.

F. A one (1)-inch hole is required in bottom of bell housing, in center and one (1) inch from flange.

G. An approved scatter shield is required on top of the flywheel housing.

H. Any single-disc clutch will be permitted. Multiple-disc clutches will be permitted if they are no smaller than seven (7) inches in diameter. Flex plates will be permitted.

6. Body of car - including fenders, hood and bumpers - must be stock for make and model of car. Car must remain stock in appearance. Synthetic or aluminum body parts will be permitted only as specifically approved. Bumpers may be reinforced from inside, but appearance of bumpers must remain stock.

A. Maximum tread width permitted will be 66 inches, from center of left-side tire to center of right-side tire. If tires protrude outside body, they must protrude by equal amounts on both sides of the ORIGINAL car body. No more than half the width of the tire may extend past the car body. Steel spacers will be permitted for the purpose of using wide-lug-pattern wheels and to attain maximum allowable tread width. Such spacers must be bolted or welded to brake drum or hub.

7. Running gear and suspension:

A. Changing of caster, camber and toe-in will be permitted. Steering and suspension systems must be stock. Coilover-type springs will be permitted.

Shock absorbers may be heavy-duty type. Only one (1) shock absorber will be permitted for each wheel.

B. Heavy-duty type rear axle housing will be permitted. "Quick-change" rear gearing assembly OR "quick-change" transmission will be permitted, but NOT BOTH.

8. Approved lock pins will be required on hood and rear deck lid. Doors must be bolted or welded in the closed position in an approved manner.

9. Driver seats:

A. Bucket-type steel seat is required, and must be factory-manufactured and NASCAR-approved. "Homemade" aluminum, plastic or fiberglass seat absolutely will not be permitted. An approved fiberglass seat liner may be used, provided it is mounted in an approved manner on an approved steel frame.

B. NASCAR-approved padded headrest is required. Seat must be bolted or welded in position on roll cage.

10. Seat belts:

A. Quick-release belt, at least three (3) inches wide, is required. Shoulder harness and additional V-type seat belt are required.

B. Both ends must be fastened to roll cage with aircraft-quality bolts at least 3/8-inch in diameter.

C. Steel plate must be welded to roll cage on right side of driver, in a manner that will permit bringing down the belt to prevent the driver from sliding sideways under the belt.

D. Belt must come from behind the driver.

11. Roll cages:

A. NASCAR-approved steel roll cage is required. Aluminum and other soft metals are not permitted. Front and rear roll bars must be connected at top (cage-type construction) and bottom on both sides, and at seat height. Side bars are required - a minimum of four (4) bars on the left side and four (4) bars on the right side - and must extend into door panels; and additional support is required on the back at the roll cage. Bars in driver's-side door must be arched outward. An additional bar is required across the bottom of the dashboard, extending from the left-front leg to the right-front leg of the roll cage.

B. Bars in roll cage must be round, seamless steel tubing, not less than 1 and 3/4 inches outside diameter, with walls not less than 0.090-inch thick. All joints must be welded, and must have steel gusset plates no less than 0.090-inch thick. Pipe fittings absolutely will not be permitted.

C. Bars in driver area must be padded with foam rubber and taped, in an approved manner, from bottom of left window to center of top in all directions.

12. All glass must be removed except windshield and rear view mirror. Car must have full windshield. Lexan may replace standard glass windshield. Holes left by removal of head lights and tail lights must be covered with metal.

13. Safety screens and fire-resistance suits:

A. A NASCAR-approved, mesh-type screen, mounted in an approved manner, is required on the driver's-side window.

B. FIRE-RESISTANT DRIVING SUIT IS REQUIRED and must cover driver's body, from neck to ankles and wrists. This rule will be strictly enforced at all times, including practice and qualifying.

14. Fueling system:

A. Only stock fuel pump will be permitted

B. NASCAR-approved fuel cell is required, and must be mounted between frame rails and as far forward as possible in center of rear compartment. Filler spout must be recessed in left quarter-panel along fender line. Fuel cell must be mounted in a NASCAR-approved manner.

C. One or more steel bars must be secured firmly behind the fuel cell, to protect the cell, with no bar lower than the fuel cell.

D. A steel fire wall, 20 gauge or thicker, must separate the fuel cell from the driver compartment. Fire wall must be welded securely and sealed at the top, bottom and both sides.

E. Fuel lines may be located underneath car. If located inside car, they must be contained in approved conduit pipe and must be located entirely within the area protected by the roll cage structure.

15. Exhaust pipes must extend behind driver's seat, and it is recommended that exhaust pipes extend to outer edge of car body. Flexible exhaust pipes are not permitted. "Split" exhaust manifold and headers are permitted.

16. Only American Racer treaded street tires, Y-3 compound, will be permitted. Recapped tires will NOT be permitted. All four (4) tires must be same size. The tire manufacturer's lettering of the tire size must be legible. Offset wheels WILL be permitted. Heavy-duty hub and spindle are REQUIRED for the right-front wheel and WILL be permitted on all four (4) wheels. Maximum wheel width permitted is ten (10) inches.

17. Four-wheel brakes must be in good working order, as determined by NASCAR inspector.

18. Battery must be mounted and secured with approved straps in an approved manner. Battery must be located under the hood or in another position approved by NASCAR. Any type of electrical ignition distributor system is permitted, including dual distributor points. Distributor cap must be removable. Magneto-type ignition system is NOT permitted.

19. Stock-type front springs are required. Heavy-duty springs will be permitted. If lowering block is used, it must be mounted to rear axle housing.

20. Cars with six-cylinder engines must have minimum weight of 3,150 pounds WITH gasoline, oil and water, and WITH driver. Added weight must be bolted securely in place. Dislodged weight can not be returned to car for weighing after race. For cars with Crate Motors: **Cars must have a minimum weight of 3,200 pounds** WITH gasoline, oil, and water, and WITH driver. A maximum of 52 percent of the total weight of a car may be on the left-side wheels.

21. Ground clearance: Underside of car, measured at lowest point of body or frame, must have a minimum clearance of five (5) inches to tube frame, or four (4) inches to stock frame.

22. Cars may run the NASCAR-approved KOOKS Muffler.

STADIUM STOCK DIVISION

1. Drivers will be eligible for this division only if they are not presently active in any other division of NASCAR racing. For this purpose, "Demolition Derby" and other novelty events are not regarded as racing divisions.

2. FIRE-RESISTANT DRIVING SUIT IS REQUIRED and must cover driver's body, from neck to ankles and wrists. This rule will be strictly enforced at all times, including practice and qualifying.

3. Cars, Bodies, and Frames:

A. All cars must have stock steel bodies and complete steel tops of original manufacture, and must be stock in appearance. Cars may be of U.S. manufacture or imported. "Mini-trucks" ("compact" pickup trucks) with regular cabs and short wheelbases will be permitted, and all Stadium Stock Division rules will apply equally to cars and trucks. No station wagons, "suburban" models or Jeep-type vehicles will be permitted. Front-wheel drive cars will be eligible for competition.

B. Stock bumpers only. Reinforcing behind bumpers will be allowed.

C. All doors must be welded or bolted in closed position.

D. Windshield must be retained. Side and rear windows, headlights and tail lights must be removed. Lexan may replace standard glass windshield. NASCAR-approved driver seat is required.

E. Floorboard and firewall must be complete, and no holes will be permitted in floorboard or firewall, front or rear. Cutting of firewall for installation of engine is not permitted. Any modification under hood

will bring disqualification. Steel bars may be secured firmly behind the front grill to protect the radiator.

F. Roll cage must be welded into car to conform with NASCAR rule book. At least four (4) bars must be welded into driver's-side door. Quick-release seat belt at least three (3) inches wide, shoulder harness and additional V-type seat belt, are required.

G. Stock frame sections must be retained. No tubular or aftermarket frames allowed. Original wheelbase for make and model of car must be retained. Horizontal bracing may be added by welding one (1)-inch angle iron or three (3)-inch channel iron inside the frame in a NASCAR-approved manner.

H. NASCAR-approved fuel cell is required and must be mounted in approved manner. Steel bars must be secured firmly behind the fuel cell.

I. Rear spoilers will be permitted with a maximum height of five (5) inches.

J. Battery may be relocated to a position behind the driver's seat, provided that it is enclosed in an approved metal or synthetic housing which is firmly secured in an approved manner.

4. Engine and Drive Train:

A. Stock production four-cylinder engines only. No Cosworth or rotary engines allowed.

B. Engine must be stock for make and model of car and mounted in stock position.

C. All engine parts must retain manufacturer's identification numbers for stock make and model. No grinding, polishing, machining, or other alteration of any engine parts will be permitted. EXCEPTIONS: Headers and adjustable cam gears will be permitted. Solid valve lifters will be permitted in all eligible makes and models.

D. The only carburetor permitted is the Holley 350 cfm. No cutting or polishing will be permitted. Manufacturer's identification numbers must be retained. "High-rise" adapters will not be permitted. An adapter spacer with the maximum height of two (2) inches may be used. All adapters must be of an approved type as determined by a NASCAR inspector.

E. Clutch, transmission and any other gearing in drive train must be stock for make and model. An approved scatter shield is required on top of the flywheel housing. A one (1)-inch hole is required in bottom of bell housing, in center and one (1) inch from flange.

F. No aftermarket high-performance components will be allowed.

5. Suspension, Wheels and Tires:

A. Steering and suspension systems must be stock. Only standard shock absorbers, and only one (1) for each wheel, will be permitted. Special racing shock absorbers or inflatable shock absorbers are not allowed. Camber of all wheels must remain in stock-appearing position.

B. Aftermarket sway bars will not be permitted.

C. Ground clearance: Underside of car, measured at pinch-weld of body at driver's-side front door, must have a minimum clearance of five (5) inches. Clearance at one side of frame may not vary more than three (3) inches from ground clearance at other side of frame.

D. The only tires permitted are Hoosier SUPER TD, Hoosier STREET TD and Hoosier Commanche. Tires must fit in stock wheel housing, and all four (4) tires must be of same size. Wheels must have maximum width of seven and one-half (7 and 1/2) inches and maximum diameter of thirteen (13) inches unless specific variation is approved by NASCAR. Offset wheels will not be permitted. Wheels may be reinforced only with steel material.

6. Weight: Weight of car must be at least 1,800 pounds, WITHOUT driver, and must be at least one (1) pound for each cubic centimeter of piston displacement in engine. Piston displacement in cubic centimeters (cc) must be displayed on hood.

7. Tolerance: Reasonable allowance for ordinary wear and tear, with no enhancement of performance, will be as determined by NASCAR officials.