



2012 COMPETITION RULES GRAND AMERICAN MODIFIED DIVISION

INTRODUCTION

All parts with identification numbers removed or covered will be considered illegal. It is ultimately the obligation of each participant to insure that his or her conduct and equipment comply with all applicable NASCAR and/or The New Stockton 99 Speedway rules and regulations. No expressed or implied warranty of safety shall result from publications of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

Track Officials interpretation shall supersede any and all other interpretations. When there is no specific rule to govern the occasion, the official's ruling shall be final. In order to assure fair competition, any official may require a competitor to change or modify equipment, or may require a competitor to compete in the next higher division. All equipment is subject to the approval of track officials. The rules as set forth on the following pages are intended to be as cost effective as possible. No equipment will be considered as having been approved by reason of having passed through inspection. Any equipment which does not conform to the specifications or tolerances contained in The New Stockton 99 Speedway rulebook will not be eligible for approval during the 2012 season. All cars may be weight factored at anytime to equalize the competition.

Eligibility:

You must be 14 years old. All drivers, owners and mechanics must be registered members of NASCAR and in good standing. The NASCAR Premier or learners permit license is the appropriate license for this division.

Bodies:

1. Traditional Modified bodies as available from manufacturer. Contact The New Stockton 99 Speedway at (209) 466-9999 and ask for Tony Noceti for approval of any body.
2. Firewall and floorboards are mandatory. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum or fiberglass. All cars in competition must have a complete paint job.
Unpainted aluminum bodies are not acceptable.
3. Roofs are optional; cars running with this option must have roll bars with an X in the halo area for safety. Rear Spoiler will be allowed at competitor's option. Spoiler shall be made of CLEAR LEXAN, MAXIMUM OF 8 inches in height. No wider than the rear DECK EDGE, and must be mounted to the rear deck edge. Side bracing cannot extend no farther than 24 inches from base of the spoiler.
(Note: No Wing Spoiler or front air dams will be allowed)

4. Engine compartment will remain open. Bodies should extend no further forward than the back of the engine block. Rear of bodies to be solid panel at least eight-inches high. The car number must be painted on the rear panel.
5. Driver and passenger side windows on both sides of car should have at least 12-inch vertical openings.
6. For complete body specifications, see diagram on last page.
7. 2 mirrors will be allowed. One mirror required and side mirror optional.

Wheelbase:

1. Minimum wheelbase--108-inches on left side of car (no tolerance).

Weight:

1. Weights will be as follows:
GM 602 Crate with four-barrel 2,450 pounds with driver.
GM 604 Crate with four-barrel 2,550 pounds with driver.
"Open" motor with two-barrel 2,550 pounds with driver. Carburetor Legal 4412. (Venturi and butterflies).
2. Maximum left-side weight 58 percent.
3. All weight must be in block form of no less than five-pound blocks.
4. All weight must be securely fastened to frame of car and must be painted white with car number on them.
5. At the discretion of the officials, added weight may be required and must be supplied by owner or driver of the vehicle.

Roll Cages and Frames:

1. Roll cage must be safely built and welded to the frame of the car in no less than six places. Cage cannot be welded to body.
2. Roll cage tubing must be no less than 1.75 diameter by .095. A minimum of three door bars (at 1.75) or four door bars (at 1.50) on driver's side by .095 with six vertical studs equally spaced. A 1/8 Aluminum Door plate on Driver side will be Mandatory.
3. Driver's head must set below roll cage with helmet on. All roll bars within driver's reach must be padded, with High Density foam.
4. All roll cages must have a 3/16-inch inspection hole in one of the main vertical bars and are subject to inspection at any time.
5. All cars must have bars that are designed to protect driver's feet.
6. O.E.M. factory production American made frames 1960 or later will be allowed (must be A-frame-type front suspension). No front clips or tube-type allowed.
7. Frames may not be widened or narrowed at the front (except for notching for radiator clearance) and must be able to support the main vertical bars for the roll cage on both sides.
8. Frames may be cut off in rear where frame starts up to go over the rear end housing or where it starts to narrow in the rear--36-inch maximum from center of axle housing (Chevelle or Ford type).
9. Frames cannot be drilled for the purpose of lightening.
10. No four-wheel drive, pick-up or sports car frames allowed.
11. All lower A-frame brackets and steering box brackets must remain in the stock location.
12. Steering quickeners are allowed.
13. Lower a-frame must be completely stock.
14. Minimum ground clearance is four inches with driver.

Bumpers:

The bumpers must be acceptable to track officials and meet the following requirements: The front bumper must be made of two pieces of one-and-one-half-inches minimum magnetic steel tubing four-inches to six-inches apart, center to center, mounted to the front frame rails, spindle height, with two vertical connectors. The front bumper must be convex in shape with rounded corners, and mounted to the outside edge of the front frame rails, but no wider. The maximum distance from the center of the front spindle to the front of the front bumper can be no more than 34-inches. The rear bumper must not extend beyond the middle of each rear tire. The rear bumper must be constructed of square or rectangular bar material not less than three inches in height. The bumper must be at axle height. Holes that, in the judgment of track officials, have been made with the primary intent of weight reduction will not be permitted. The rear side rail bars must be attached from the rear bumper and extend to the outer edge of the rear tires. Any inappropriate bumper will not be permitted. All cars must be equipped with approved side rail bars and scrub rails constructed of 0.083-inch minimum magnetic steel tubing with an outside diameter of one inch. Only one side rail bar per side will be permitted and it must be full length from front to rear with minimum tire clearance. Side rail bars must be center lined with the front and rear axles. Only two intermediate supports per bar will be permitted. Side rail bars and scrub rails must be fastened to the frame. Side rail bars and scrub rails must extend outside to the outside edge of the rear tires and taper slightly toward the front tires.

Safety:

1. Full face helmets are recommended and are subject to inspection.
2. NASCAR approved helmet with 2000 or newer Snell Memorial Foundation (SA) Certification sticker is mandatory. M not allowed.
3. No D.O.T. or A.S.I. Z90 helmets approved or allowed without an accompanying certified Snell sticker.
4. Any helmet with the inside identification labels defaced, obliterated or removed will not be approved.
5. Helmets showing wear and abuse, such as chipping or cracking, will not be approved.
6. Helmet chinstrap must be Nomex covered. Nomex Hood Sock or helmet skirt mandatory on all cars. Cars are required to have a NASCAR approved ribbed type nylon window net in driver's door at all times when car is on the track. (No mesh window nets.)
7. Six point racing seat belts, and leg & neck supports will be mandatory.
8. Hans or Hucsthens restraint is mandatory
9. A quick release seat belt and shoulder harness no less than three-inches wide and a submarine (crotch) belt are mandatory. Belts to be attached with 3/8-inch grade five bolts and secured with a 1/8-inch safety cable.
10. All crew members and guests are required to have matching team shirts. Knee length shorts or longer allowed. No short shorts. No open toed shoes.
11. Nomex-type double layer uniforms and gloves mandatory. Hood socks, Helmet skirts, and shoes are mandatory for all drivers. Uniforms must be kept clean and in good repair. Soiled, torn, worn or poorly fitting uniforms will not be allowed.
12. An on-board fire extinguishing system (Phoenix or equivalent) is mandatory. System must use Halon 1301 inert gas or equivalent. Valve plunger (actuator) must be mounted within reach of driver and in plain view. Minimum two nozzles--one in engine compartment, one in fuel cell compartment.

13. Each pit area must be equipped with a serviceable ABC-type (dry powder) fire extinguisher. A minimum of seven and one-half pounds capacity must be in each pit, in addition to the extinguisher in the racecar.
14. Transponder must be mounted a minimum of 10" behind the rear axle housing.

Brakes and Suspension:

1. All cars are required to have four-wheel operational brakes (no aluminum calipers or rotors allowed). Brakes must be stock steel, single piston design.
2. Brakes may be of disk or drum type.
3. No center steering allowed. Steering must be on the left side of the drive shaft.
4. After market tie rods, heim joints, and center links will be permitted. Center links made of steel will be allowed.
5. Upper A-frames may be tubular type and the frame mounts may be changed.
6. Lower A-frames must be left stock, of equal length and mounted in stock location.
7. Springs must have a minimum outside diameter of four-and-one-half inches.
8. Leaf or coil spring rear end suspension may be used or, a combination of both. No torsion bars allowed on rear. 4 ½ inch diameter spring coil over optional.
9. No rack and pinion steering allowed. Steering box must remain in original bolt pattern for type of frame used.
10. May use only one shock per wheel. Additional shocks in other locations permissible.
11. No driver adjustable shocks or suspension allowed.
12. No cambered rear ends.
13. Stock one-piece sway bar only.
14. A quick change rear-end will be allowed. It must have steel axle tubes. An must have steel spur gears.
15. Any shock with a nationally advertised price of no more than \$200.00 will be allowed.
Tech procedure for shocks: Shock will be removed and sent directly to manufacture to determine if any modifications other than stock have been made.
16. Shocks must remain as manufactured; no modifications will be allowed.
17. Stock, steel spindles only. No wide-five hubs are allowed.
18. There will be a \$200 claimer rule enforced for each shock.

Engine and Engine Location:

1. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine or on front or rear of camshaft. No aluminum blocks are allowed.
2. No total dry sump systems allowed.
3. Cooling system may be modified. No anti-freeze or coolants allowed.
4. Rear of engine (bell housing flange) must be at least 72-inches from the centerline of the rear end tubes. Right side of body, cowl, firewall, etc. must remain clear for access to rear of engine for measurement.
5. Engine offset must be kept within the perimeter of the frame and the engine crankshaft is to be no more than two-inches from the centerline of the chassis.
6. Engine height minimum will be 11-inches from ground to front center of crankshaft.

Drive Train:

1. Any clutch with a 5.5-inch minimum diameter is allowed. The clutch must be metallic. No stock type clutch is allowed.

2. Any type of transmission is allowed.
3. Internal clutch transmissions will be allowed, but must have two forward gears.
4. Quick change rear ends are allowed.
5. No front quick changes are allowed.

Clutch, Flywheel and Bell Housing:

1. All clutch assemblies must be NASCAR approved and mounted inside of bell housing that is bolted to the rear of the engine block. With motor running and car in still position, driver must be able to engage car in gear and move forward, then backward at time of inspection.
2. Any clutch with a 5.5-inch minimum diameter is allowed. The clutch must be metallic. No stock type clutch is allowed.
3. A Stockton 99 Speedway approved steel bell housing is required at all times.
4. If a production manufactured steel bell housing is not available for the model engine being used, it will be legal to build a steel wrap around blanket—minimum half-inch thick by six-inch wide, 360-degrees.

Transmission:

1. Any type of transmission is allowed.
2. Internal clutch transmissions will be allowed, but must have two forward gears.
3. Transmission must bolt to the bell housing. No adaptors.

Drive shaft and Rear Axles:

1. Steel drive shaft and universal joints that are made of steel and are similar in design to standard production will be allowed.
2. Drive shaft must be painted white.
3. All cars must be equipped with two drive shaft safety hoops made of at least one- quarter by two-inch steel strap six-inch front and rear.

Wheels and Tires:

1. Maximum wheel width--eight-inches. Heavy-duty wheels recommended.
2. Steel wheels only (no aluminum or plastic wheels allowed).
3. No bead locks of any type, including screws, allowed. No inner liners allowed. No locking devices of any type allowed.
4. Wheels may be of any offset; however, no wide five wheel pattern allowed.
5. Wheel bleeders are allowed.
6. No wheel discs or mud caps allowed. No grooving of tires allowed; no re-caps.
7. Maximum overall width of car (front and rear) not to exceed 78-inches from outside of tread width. Maximum one-inch steel spacer between hub and wheel allowed on front of car only so long as overall width does not exceed 78-inch limit.
8. Tire will be Goodyear treaded tire.

Fuel and Fuel Cells:

1. All fuel is optional, but no nitrous of any kind is allowed. Track will have a fuel vendor.
2. Fuel cells with rollover valves are mandatory, Soft Cells recommended. Cells can be placed no lower than ten inches from ground level. Cells must be equipped with a drag loop extending below the bottom of the cell. All cells must be cross-strapped solid (no plumbers tape). No snap-open gas caps allowed. Fuel cell containers must be constructed of not less than 22-gauge steel.

3. Fuel pump must be stock style or belt driven pump permitted mounted in stock location. No electrical fuel pumps allowed; or pressure fuel systems of any kind. No glass fuel filter bowls allowed. All fuel lines in cockpit area must be encased in one-inch rigid steel tubing; or high-pressure fuel line and Fuel shut off valve will be Mandatory must be in drivers reach; mounted on right side driver's cockpit. Oberg valves may be use but must be visible in trunk compartment. No electric or electronic devices on or near Fuel Cell.
4. All cars must be equipped with an approved fuel cell guard that is at least as low as bottom of fuel cell (minimum tubing size one-and-one-half inch).
5. Fuel cell must be mounted behind the driver's compartment and must have an approved firewall between driver and fuel cell. Belt-driven fuel pumps are allowed. A positive G check valve is highly recommended on the vent hose, the hose must be located at the highest point possible.
6. Fuel Cell must have a minimum 7" ground clearance. No Nitrous-Oxide of any kind allowed.
7. Ground strap mandatory fuel cell.

Carburetors, Air Cleaners, Ignition and Exhaust:

1. No fuel injection allowed.
2. Air Cleaners are permitted, (maximum 4" X 17").
3. Round dry or K & N air filters permitted. No treating air filter element.
4. Only round metal air filter housing is permitted.
5. The top and bottom of the air filter housing must be solid and must be the same diameter. No bigger than ½ inch of the air filter size.
6. It is permissible to ENCLOSE the front area of the air filter housing up to a maximum of One-half of the air filter circumference. It can be no higher than the height of the air filter element.
7. Ignition must be of point type or electronic ignition (no crank triggered ignitions allowed). No magnetos or crane distributors.
8. H.E.I./DUI will be allowed, except model ITK127212 that has adjustable timing controls and fingered tipped relate system in them.
9. Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. Mufflers are required with an 85 or less D.B.A reading at 100 feet. Mufflers must be dump down, not out of door, and secured properly to the racecar. Cars that do not meet the D.B.A reading will be sent home. A spec muffler from Flow Master was tested at 85-86 DBA's. (This is strongly recommended) Part # 54033-12 muffler, #350-400 y-pipe, #MB400 90* PIPE. The New Stockton 99 Speedway reserves the right to lower the decibel requirement at any time.
10. Kill switch required within easy reach of driver and officials. Switch must be clearly marked ON-OFF, be painted yellow or red and be located on the left side of the driver on the top of the dash.
11. Toe strapped gas pedal and two return springs facing opposite directions required on throttle.
12. No computer or timing controllable ignition systems will be allowed. No crank trigger.

Identification:

1. To insure the proper scoring, contrasting block numbers with a minimum one and one-quarter inch borders are required.
2. Numbers must be painted on both doors (minimum 16-in.) and top (facing right side/ 24-in.) and must measure five-inches wide. If letters are used, they must measure at least six-inches high. If circles are used, they must measure a minimum of one and one-quarter inches wide (circle thickness) and must circle completely around the number, not through it.
3. Cars must also have a six-inch high number on the left taillight area.
4. All alcohol cars must have a six-inch capital "A" following all car numbers.

Radios:

1. Radios are mandatory in Grand American Modified cars.

Official Policy Statements:

1. Any modifications not covered in these rules will not be allowed unless approved by Speedway officials.
2. Equipment will not be considered legal simply because it went through inspection unobserved, or because a rule has not been written against it.
3. Cars are subject to inspection at any time.
4. Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to the rules.
5. Officials reserve the right to judge, decide and establish what constitutes a legal part or car.
6. The chief steward's decision will be final in all matters. All GRAND AMERICAN MODIFIEDS will be racing on Goodyear treaded tires.
7. When entering tech lane, no lifting, no jacks, no adjusting allowed. Failure to do so could result in losing qualifying or starting position at the discretion of track officials.
8. Cars failing to meet height or weight requirements will be sent to the back of main event, heat races, and/or trophy dashes, all to the discretion of track officials.

GENERAL RULES:

1. Drivers are responsible for tire removal. Tires and/or fluids must be removed from the speedway by the competitors. Purse/Payout may be delayed until disposal issues are resolved.
2. Competitors will come to the scale/pre-grid area in order. Positions will be posted at the pit shack and it the sole responsibility of the driver and or driver's crew to know the proper order for pre-grid. If a competitor is not found to be in his/her correct order, that competitor can be sent to the back of the starting order at the discretion of the chief steward.
3. If a competitor has a mechanical failure and cannot comply with rule #2 of the General Rules section, competitor must notify the official at the pit shack immediately.

POST RACE INSPECTION:

All post race inspection is at the discretion of the official(s) and may include impoundment of the car for further inspection at the discretion of the official(s). Refusal to leave the car in impoundment will result in a disqualification and forfeiture of all points, monetary awards, and trophies. Additionally, there will be no refunds for the evening.

POST RACE PROTEST PROCEDURE:

Any car, or driver, may be protested by a car owner or driver in your class on that evening's event. Protest must be specific in nature of part(s) to be checked with a maximum of 3 visual per protest. Protest shall accompany a written protest, \$750.00 cash only, and a 2012 NASCAR License. Fee may be higher subject to severity of issue(s). To be determined by the Chief Steward, at the sole discretion of the Chief Steward. Car will be impounded by the track chief steward and brought before the approved engine builder (to be determined solely by the Chief Steward) within 72 hours with an outcome to be made public prior to the next scheduled race. Engine claim requirements are as follows: (a) a driver finishing the main event, on the

lead lap, (b) be in the top ten in points, (c) be deemed a legal protest and must be made in writing within 5 minutes of the checkered flag of the prospective division that the protest is a direct result of.

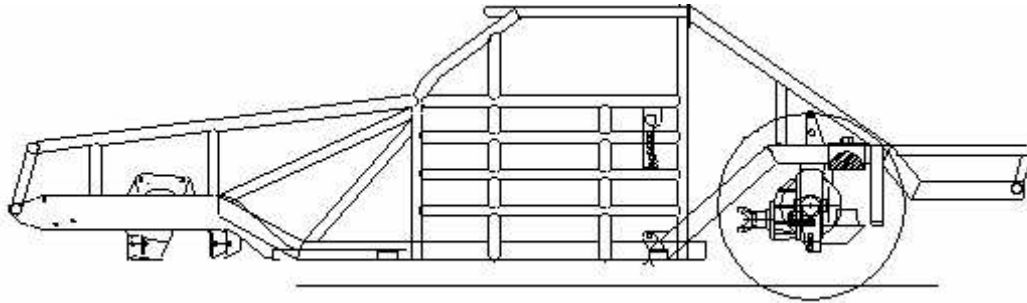


Diagram:

The New Stockton 99 Speedway reserves the right to change these rules at anytime, without notice. These rules are subject to revision and/or amendment as needed in addition to the interpretation of officials.