



2012 COMPETITION RULES Western Late Model 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 license is the appropriate license for the Western Late Model.

POLICY STATEMENTS:

1. Any modifications not covered in these rules will not be allowed unless approved by The New Stockton 99 Speedway officials.
2. Equipment will not be considered legal simply because it went through inspection unobserved.
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 and decide and to establish what constitutes a legal part of a car.
6. If a driver is found not properly wearing his/her Hutchens or HANS during practice they will not be allowed on the track.
7. Drivers found not properly wearing a Hutchens or HANS during qualifying or the main event will be sent to the back after it is put in place properly.
8. Repeat offenders will be subject to loss of points and/or monetary awards, at the Chief Steward's discretion.

9. All cars coming to the scales to check ride height for qualifying/race will have no more than 20psi of air in the left side tires.
10. 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.
11. 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.
12. At the discretion of the officials, added weight may be required and must be supplied by owner or driver of the vehicle.

GENERAL SAFETY:

1. Collapsible steering columns are mandatory.
2. Crew must be able to communicate with the driver at all times by means of radios. Radios are mandatory, and one spotter per car is mandatory to compete in competition and practice. Spotter must be in designated spotters area at all times while the driver and/or car are on the track.
3. A quick-release seat belt, no less than three-inches wide is mandatory. A shoulder harness and additional anti-submarine (crotch) belt is also mandatory. All belts and straps must pass track Techs' visual inspection. Belts cannot exceed three (3) years from date of manufacture. A 6 point belt system recommendation is two (2) years from manufacture date.
4. A NASCAR approved ribbed type nylon screen in the left side drivers' window is mandatory. No mesh screens allowed. Installation must be in such a manner that the screen pivots downward when the latch mechanism at the top of the screen is released. Window screen installation must be inspected and approved by track officials.
5. Battery must be located behind the firewall behind the driver. The battery must be securely mounted with an angle iron frame on top and on bottom in front of the left rear wheel.
6. Mufflers are required with an 85 or less D.B.A reading at 100 feet. Mufflers must be dump down muffler, 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.
7. Two independent throttle return springs required in opposite directions.
8. Transmission oil coolers, if used, must be located outside the drivers' compartment. Fitting ONLY, no hose clamps.
9. No car shall be permitted to compete until it is registered and inspected.
10. Hutchinson or HANS Device is mandatory.
11. Battery disconnects mandatory within reach of driver and safety crew.
12. Transponder mounting: a minimum of 10" behind axle tube.
13. All crew members and guests are required to have matching team shirts. No shorts, capris, or **open toed shoes allowed.**

DRIVER UNIFORM AND FIRE CONTROL:

1. A Nomex-type or equivalent fire resistant uniform is mandatory.
2. Safety goggles required, if helmet without Lexan face shield is used.
3. Uniforms must be kept clean and in good repair. Soiled, worn, patched or poorly fitting uniforms will not be allowed.
4. All cars must have an approved operational fire extinguisher system mounted within reach of the driver. On-board fire system is mandatory.
5. Fire extinguisher system must be mounted in an approved mounting rack.

6. Fire extinguishers: An on board fire system with two nozzles, one in engine and one in fuel cell compartment will be mandatory. If fire system is in the driver's compartment, it must be a HALON approved system with a 10 pound bottle.
7. Racing Shoes and Gloves mandatory.

HELMETS:

1. 2000 Snell Memorial Foundation certification sticker mandatory. **No "M" sticker helmet allowed. SA 95 will not be allowed.**
2. Any helmet with the inside identification labels (sticker) defaced, obliterated or removed will not be approved. Helmets showing wear or abuse such as chipping or cracking will not be allowed.
3. Painted helmets will be closely inspected, as paint can weaken the outer Polycarbonate shell of some helmets.
4. A Nomex helmet skirt is recommended.
5. A full-face type helmet with Lexan face shields is also recommended.

WHEELS AND TIRES:

1. Steel wheels only, at eight-inches wide, max, will be permitted.
2. Only 8-inch Good Year slick tire as sold by race track.
3. You must start the race on the same tires you qualify with.
4. Tires may be changed during the race only if they are flat, when approved by official.
5. Suitable wheel tethers recommended.

CHASSIS:

1. OEM stock or fabricated Camaro replacement front-clips only.
2. Minimum wheelbase of 104 inches.
3. Minimum 4-inch ground clearance with driver.
4. Roll cage must be 1-3/4 inches x 0.095 wall minimum steel tube.
5. Offset chassis will be allowed with 54 percent maximum left side weight.
6. Frame rails must be 3 inches x 2 inches with 0.095-inch wall minimum steel tube.
7. Engine location: Must be within one-inch of centerline of frame. Setback left spark plug centerline to centerline of lower left ball joint.
8. Track width 67.5 inches center to center or 76" to first lip of wheel @ spindle height.
9. Driver side door plate required. Thickness: 1/8" steel, 1/16" aluminum. Must cover door bars on outside from frame rail to top door bar.

SUSPENSION:

1. Any shock with a nationally advertised price of no more than \$220.00 will be allowed.
Tech procedure for shocks: Shock will be removed and sent directly to manufacturer to determine if any modifications other than stock have been made, at the expense of the owner of the shock.
2. Shocks must remain as manufactured; no modifications will be allowed.
3. No double adjustable shocks will be allowed.
4. No coil over springs. Minimum spring diameter is 4.5 inch, outside diameter.
5. Only solid trailing arms will be allowed. No spring rods. This includes top-link.
6. Lower control arm must appear as OEM.
7. Adjustable lower A-frame mounts allowed.
8. Spindle and hub type optional.
9. No aluminum spindles.
10. No driver adjustable suspension components.

11. No staggered rear end springs. Both springs must be either ahead, on, or behind rear axle housing.
12. Anything other than a stock steering box in a stock location will be penalized with a weight penalty of 100 lbs.
13. No bump stops are allowed.
14. All lead and/or lead boxes shall be painted white.
15. There will be a \$220 claimer rule enforced for each shock.
16. Steering center link must be magnetic steel.

BRAKES:

1. Any brake caliper with a nationally advertised price of no more than \$500.00 including mounting hardware will be allowed.
2. No aluminum composite or titanium rotors allowed.

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. Transmission must have reverse.
3. Quick change rear ends are allowed.
4. No front quick changes are allowed.
5. Ford 9-inch floating axles also allowed.
6. Rear end must have floating hubs.
7. Steel drive shaft only. Must have two drive shaft hoops, 360 degrees: one at the front end, and one at the rear end of drive shaft and must be painted white.
8. No aluminum axle tubes.
9. No titanium rear end components will be allowed.
10. No cambered rear axle tubes.

BODIES:

1. No down-force or performance bodies.
2. ABC or template-type bodies ONLY with absolutely no modification. You will be checked. For clarification on anybody rules, visit: www.abcbodies.com
3. Offset bodies are OK.
4. No carbon fiber body parts are permitted.
5. Hood and roof only may be light weight fiberglass.
6. Roof height must be a minimum of 47 inches, measured 10 inches back from the windshield.
7. Rear deck height must be a minimum of 34 inches and maximum of 35 inches.
8. Front overhang must not exceed 46 inches, as described in the Five Star Body Mounting Guidelines, B-Dimension.
9. Rear overhang must not exceed 47 inches, as described in the Five Star Body Mounting Guidelines, G-Dimension.
10. Interior sheet metal MUST be steel, with a minimum 24-ga or 0.024-inch thickness. Crush panels may be aluminum, with a minimum thickness of 0.040 inch, and no more than 9 inches wide. The dash may be aluminum, with 0.040-inch thickness.
11. Spoiler must be a maximum of 6-1/2 inches.
12. No cowl air induction is permitted. Flat hood cars: a cowl air opening at the base of the windshield will be allowed. The maximum size must be 20 inches long x 2- 1/4- inches wide. An air deflector will be allowed, with a maximum size of 2 inches down and 2 inches forward. Raised hood cars: one inch opening around windshield is allowed.

13. No steel bodies.
14. No truck bodies.
15. Center section of cowl must be removable to base of windshield. Minimum 20" wide.

RADIATOR:

1. No antifreeze or coolant.
2. Radiator catch must be mounted in the right front of engine compartment with a hose pointed at the right front of windshield.

IDENTIFICATION:

1. All cars must register numbers with The New Stockton 99 Speedway. Numbers will be first come, first served and 2009 year points will have preference, providing the car ran a minimum of 3 times in the 2009 race season at Stockton 99 Speedway.
2. Door numbers must be a minimum of 18 inches excluding borders and silhouettes with a minimum of 4 inch width, and readable from the passenger side.
3. Roof numbers must be a minimum of 24 inches excluding borders and silhouettes with a minimum 4 inch width and readable from the passenger side.
4. Numbers must also be placed on the right side in both the tail light and head light area, 4 inch minimum.
5. A one-inch contrasting border or outline recommended on all roof and door numbers.
6. Foil or reflective numbers are not allowed. Car numbers must be kept in neat appearing condition.

FUEL:

1. **MUST RUN TRACK FUEL ONLY.** No exceptions. No additives allowed. Fuel will be tested.
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. No Nitrous-Oxide of any kind.
4. Stock piston driven or belt driven fuel pumps or piggy-back driven pumps optional. 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 and must be within drivers reach; mounted on right side of driver's cockpit. Oberg valves may be used but must be visible in trunk compartment.
5. No electric or electronic devices on or near Fuel Cell.
6. Ground strap on fuel cell mandatory.

AIR CLEANER:

1. Air Cleaners are required, (maximum 4" X 17") and cannot be removed during practice or competition.
2. Round dry or K & N air filters permitted.
3. All air shall be filtered through the element. Only round metal air filter housing is permitted.
4. 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.
5. 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.

6. NOTHING IS TO BE ATTACHED TO THE AIR CLEANER OR HOOD.
7. Absolutely no enclosed Cold Air Cowl Induction pressure boxes of any kind.

ENGINES:

Option 1 (Crate)

ZZ4 fast burn 400 hp. GM part number 88958604. Crate motor, 2900 lbs, 58% left with driver. must be sealed by; G.M. original factory seals, Stockton 99 Speedway authorized rebuilder, or Stockton 99 Speedway officials only. Un-sealed engines will not be allowed to compete. All rebuilding must be performed to adhere to the specifications in G.M. Performance Parts publication P/N 88958668; commonly known as "the Yellow Book" unless specifically covered.

EXCEPTIONS TO YELLOW BOOK SPECIFICATIONS:

1. A .030" overbore allowed. Piston# 027520-030 (Mahle) , piston ring #CR6264(total seal).
2. Crankshaft journals may be .010" undersized. Must use O.E.M. comparable Cleveite bearing. NO coated or ceramic bearings allowed.
3. Valve spring retainers and keepers may be changed. Must retain stock installed height.
4. Valve covers may be changed.
5. Each rebuilder will have a cup seal unique to each rebuilder. Seal must be specific to: who built engine and seal number. Numbers must not be duplicated. Each rebuilder must keep a log book of seals used. Log must contain: Owner name, engine serial number, and seal number. Log must be made available to Stockton 99 Speedway upon request. Seal must be installed on left front intake manifold bolt. Seal must remain untouched. Engine seals found to be damaged or suspect will require the engine in question to go through the sealing process at the expense of the engine owner.
6. Engines not conforming to yellow book specifications will be confiscated. It will not be returned to competitor until it is brought back to specifications by an authorized rebuilder.
7. Any rebuilder found using unauthorized parts or performing unauthorized machining of components will be fined and/or banned from competition. This not only includes the engine found to be illegal, but all engines rebuilt by said rebuilder.
8. Any four barrel carburetor, maximum 1" spacer.

Option 2 (Crate)

Dodge crate engine part #5007958. 2900 lbs, 58% left with driver. Must be sealed and remain untouched internally. Any four-barrel carburetor, 1-inch maximum, open spacer and a restrictor plate, size TBA.

Option 3 (Crate)

Ford crate engine, part #M-6007-D347NST. 2900 lbs, 58% left with driver. Must be factory or The New Stockton 99 Speedway sealed and remain untouched internally. Any four-barrel carburetor, 1-inch maximum spacer allowed.

Option 4

Cast Iron Head Motor. 2950 lbs, 58% left with driver. Gage legal 4412 two-barrel carburetor. 360 CID. Maximum. 10:1 maximum compression ratio, maximum 1" carburetor spacer, 2bbl manifold, flat tappet cam shaft and lifters only.

Option 5 continued on page 6

Option 5

Brodix Spec Head engine. Head must remain untouched. 2950 lbs, 58% left with driver. Gage legal 4412 two-barrel carburetor. 360 CID. Maximum. 10:1 Maximum compression ratio, maximum 1" carburetor spacer, brodix 2bbl spec manifold, flat tappet cam shaft and lifters only.

Option 6

Open Style Motor. Gage legal 4412 two-barrel carburetor. 3100 lbs, 58% left with driver, No more than 360 CID, 10:1 Maximum compression ratio, maximum 1" carburetor spacer.

Note: Weight and or restricted spacer, size TBA, may be added to equalize the competition.

Note: Straight-rail will run at 54% left-side weight.

SPECIFIC ENGINE RULES:

1. No computer or timing controllable ignition systems will be allowed. No crank-trigger allowed.
2. No dry sumps.
3. All engine rebuilding will be done by an authorized engine rebuilder. You can call The New Stockton 99 Speedway at (209) 466-9999 or visit our website at www.stockton99.com for a list of approved builders (TBA).
4. No traction control devices.
5. 11 inch min. crank height.
6. No external vacuum pump systems.
7. No exhaust vacuum systems.
8. No external oil pump systems.
9. No aluminum blocks. This is an overall track rule.
10. No crane distributors.
11. Yellow book or Stockton 99 engine builder approved seals only, failure to have these seals will result in your motor to be a spec. motor (see engine rules) i.e. wire and lead seals not approved.

HEADERS:

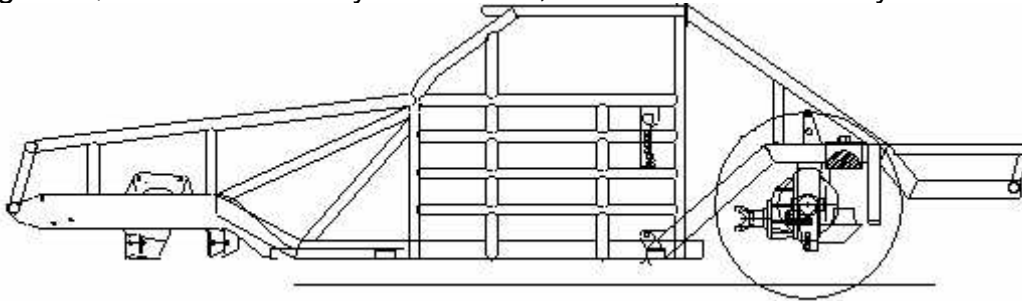
1. No 4 to 1 merge collectors. Howe iron lung header is allowed. Any header \$650 nationally advertised price excluding cost of coating is allowed.

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. Any engine protest must be put in writing with \$2500.00 cash only and license, driver or car owner only.



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. Any entire engine subject to protest will accompany \$2500.00 cash only, and a 2012 NASCAR License. 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.

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.

Rules revised 2/28/12