

TO: ALL NASCAR WHELEN ALL-AMERICAN SERIES LATE MODEL STOCK CAR OWNERS, CREW CHIEFS, AND DRIVERS:

Effective January 1, 2010 – the following are amendments to the 2009 Whelen All-American Series Rule Book and will be incorporated into the 2010 NASCAR Whelen All-American Series Rule Book.

20F – 1.3 Approved Competition Models

The following are the only approved steel body models eligible for competition in 2010:
Steel body models remain the same as 2009.

The following are the only approved composite body models eligible for competition in 2010:

| <u>YEAR</u> | <u>MAKE</u> | <u>MODEL</u> |
|-------------|-------------|----------------|
| 2007 - 2008 | Chevrolet | Monte Carlo SS |
| 2008 - 2010 | Chevrolet | Impala SS |
| 2007 - 2010 | Dodge | Charger |
| 2007 - 2010 | Ford | Fusion |
| 2009 - 2010 | Toyota | Camry |

20F - 2.1 Car Bodies

B. The interior and exterior of all floors, firewalls, roll cage and frame assemblies and the interior of all steel body panels should be painted using only light/bright colors. The type of paint used, whether it be flat, satin or high gloss finish, must provide a smooth surface. The paint or vinyl must not be textured. Vinyl may only be used on the exterior of the body panels. Thermal barrier coatings applied to the immediate driver's area may be used. The location of thermal coatings must be acceptable to Track Officials.

20F - 2.2 Overall Car Weight

B. All cars competing with General Motors' engines must maintain a minimum weight of 3,100 pounds with a minimum right side weight of 1375 pounds (maximum 56 %) left side weight).

C. All cars competing with Ford and Dodge engines must maintain a minimum weight of 3,100 pounds with a minimum right side weight of 1400 pounds (maximum 55% left side weight).

20F - 2.3 Added Car Weight

Added weight, inside an approved weight container, may be bolted or welded to the front sub-frame lower suspension mounting crossmember but must be behind the front spindles.

20F - 3.2.1 Windshield / Windshield Braces

Additional windshield tint or tape may be added for adverse sunlight conditions. Unless otherwise authorized by Track Officials, the addition of tint or tape must be confined to the driver's side of the windshield. Additional tint to the right side of the center windshield bar (#4A) will not be permitted.

20F - 3.2.2 Rear Window

A. The rear window must be securely fastened in place with bolts or rivets. Track Officials MAY require the outside of the rear window to be secured with a minimum of two (2) metal straps on the outside, not less than 1/8 inch thick by one (1) inch wide, evenly spaced, and bolted to the roof at the top and the deck support panel at the bottom acceptable to Track Officials.

20F - 3.2.3 Side Window Glass / Window Screen

A. The window screen must be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs. All window screen mounts must be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 inch thick flat magnetic steel with mounts welded to the roll cage.

20F - 3.5 Doors

A. The maximum outside width of the doors from left side to right side must not exceed 77-1/2 inches. Door size and configuration must match from left side to right side.

20F - 3.6 Fenders / Quarter Panels / Rocker Panels

The maximum outside width of the front fenders, quarter panels and rocker panels from left side to right side must not exceed 77-1/2 inches with the following exception. The maximum width across the front fenders from left side to right side at the location where the front fenders attach to the front bumper cover must not exceed 78 inches. Front fenders, quarter panels and rocker panels configuration must match from left side to right side.

20F - 3.8 Hoods / Roof

F. The roof must be securely mounted to the roll cage at each corner according to the manufacturer's specification.

20F - 5.5.1 Eligibility

D. Only cast iron engine blocks will be permitted. Aluminum or compacted graphite engine blocks will not be permitted.

20F - 5.5.3 Pistons / Rods

G. Connecting rods must be machined to normal machining schedule utilized for standard production parts. Piston guided rods will not be permitted. Spacers or shims will not be permitted between the piston boss and the connecting rod.

20F - 6.1.1 Interrupt Switch

A. An optional auxiliary on/off button that will shut off the ignition system should be mounted on the steering wheel within reach of the driver's thumb when the hands are in the normal driving position. The auxiliary switch must shut off the engine immediately when depressed and the engine must not restart until the button is depressed again.

B. A NASCAR-approved ignition interrupt system which contains a manifold vacuum switch and a brake line pressure switch (and may include a brake pedal position switch) may be used at the driver's option, in conjunction with or to replace the auxiliary on/off button on the steering wheel.

C. The button/interrupter should be mounted inline of the red 16-18 gage power between the main ignition switch and the primary/backup switch. When the button/interrupter is engaged, the ignition amplifier box must automatically shut off. If the ignition amplifier box is originally equipped with a single, white points trigger wire, this wire may be used with an interrupt switch/system.

D. The button/interrupter must use a connector of the Packard Electric type (MSD part #8173), or NASCAR-approved equivalent, to facilitate testing of the ignition system during inspection.

E. Unless otherwise authorized by Track Officials or NASCAR, switches and/or any device other than those described above that are designed to interrupt the operation of the engine will not be permitted.

20F - 6.3 Alternator

A single alternator system with an internal voltage regulator and one (1) output wire must be used.

20F - 6.7 Accessories

H. Water bottles must not be in the car during qualifying. Hydration systems, when used, must be installed in the same location for qualifying and the Race. The containers must be securely mounted to the chassis in a manner acceptable to Track Officials.

20F-6.8 In-Car Radio Communications

A. Only one (1), two-way radio and one (1), radio push to talk button will be permitted in the car for audio communications only. The in-car radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the in-car radio will not be permitted. All transmissions to and from the in-car radio should be in the 450.000MHz-470.000MHz range. The in-car radio is not permitted to transmit or receive any type of

telemetry signal or information other than audio communications and must remain independent from any electronic system in the car. Teams will not be permitted to rebroadcast transmissions to or from the in-car radio at anytime during an Event. It is strongly recommended that all in car radio frequencies be licensed for use by the Federal Communications Commission (FCC) and meet all applicable regulations and guidelines.

B. Other than for broadcasting and media related purposes only, a single radio antenna, should be mounted on the exterior of the body.

20F - 9.2 Exhaust Pipes

A. Any exhaust pipe exiting through the inside of the car, under the raised floor-pan, must exit the car through the right side door or quarter panel and be completely sealed and not extend more than 1/2 inch outside the body or be installed in a recessed or flat panel in the right side door or quarter panel in front of the right rear tire and be acceptable to Track Officials.

20F - 10 DRIVE TRAIN

All drive train fasteners and mounting hardware must be made of solid magnetic steel.

20F - 10.4 Transmission

A. Track Officials may use a transmission provided by the respective manufacturer as a guide in determining whether a Competitor's transmission conforms to the specification of the Rule Book.

C. The rear housing of the transmission may be changed but must be cast iron, aluminum, or magnesium and similar in design to the standard production OEM transmission. The side cover (shifter plate) must be the same design and operation as the standard production OEM transmission. Billet or special production side covers will not be permitted. Synchronizers must be the standard production type.

20F - 10.7 Wheels / Lug Bolts / Lug Nuts

C. Design modifications to the lug bolt or lug nut will not be permitted.

J. Any device, modification or procedure to the tire, wheel, or valve stem hardware that, in the judgment of Track Officials, is used to release pressure (beyond normal pressure adjustments) from the tire, will not be permitted.

20F - 11.2 Frame Requirements

B. Front Sub-Frame

(1) The connecting rails must be constructed using minimum two (2) inches or three (3) inches wide by maximum four (4) inches high rectangular box tubing with a wall thickness of 1/8 inch meeting ASTM A-500 specification. The mounting location of the connecting rails must match on the left and right side. The measurement from the front of the front connecting rails to the rear of the rear connecting rails must be the same on the left side and the right side and be in the same location from side to side and front to rear.

Optional right and left side front frame extensions may be welded or bolted to the front sub-frame forward side rails.

If bolted, the frame extensions must be attached using a minimum of 3/8 inch diameter bolts in a manner acceptable to Track Officials.

C. Rear Sub-Frame

The rear sub-frame side rails must be minimum two (2) inches in width by three (3) inches in height with a wall thickness of 0.083 inch meeting the ASTM A-500 specification. The rear sub-frame rail forward ends must be welded to left and right side connecting rails. The measurement from the front of the front connecting rails to the rear of the rear connecting rails must be the same on the left side and the right side and be in the same location from side to side and front to rear.

20F - 12 SUSPENSION

A. All suspension fasteners and mounting hardware must be made of magnetic steel.

(2) Any spacers used between the rear axle housing and the truck trailing arms must be made of a magnetic steel or aluminum solid block.

(7) The rear axle housing must be held in the center of the car side to side by a single one-piece tubular panhard bar, with adjustable heim-joints (spherical rod ends) on each end, behind the rear axle connected to the frame on the right side and the rear axle housing on the left side.

20F - 12.1 COIL SPRINGS / SPRING MOUNTS / JACKING BOLTS

COIL BINDING WILL NOT BE PERMITTED ON ANY SPRING/COIL-OVER SPRING. ALL COILS OF THE SPRING/COIL-OVER SPRING MUST BE ACTIVE AND MUST NOT CONTACT THE ADJOINING COILS. ALL COMPETITORS MUST COMPETE WITH BODY MASKING OR CLOTH DUCT TAPE APPLIED BETWEEN EACH COIL OF THE SPRING/COIL-OVER SPRING.

A. Coil-Over Springs

(1) Thrust -type bearing plates will be permitted on the spring seats.

B. Front Coil Springs

Thrust -type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat.

The front jacking bolts must be mounted on the vertical centerline of the lower spring bucket.

C. Rear Coil Springs

The rear jacking bolts must be mounted on the vertical centerline of the lower spring mount. Thrust type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat

20F - 12.2 Sway Bars (Anti-Roll Bars)

PRE-LOADING OF THE SWAY BAR BEYOND THE LIMITS OF THE DRIVER'S WEIGHT IN THE DRIVER'S SEAT OR ON THE LEFT DOOR TOP WILL NOT BE PERMITTED.

20F - 12.3 Shock Absorbers

The approved shock absorbers and components are as follows:

Penske 7500 Series with only the approved Penske Linear and High-Flow Pistons

Ohlins NCJ Series with only the approved Ohlins Standard and MX2 Pistons

Bilstein ASN or SN Series with only the approved Bilstein Linear U37T Series Pistons #423171 and #403556

C2P NAEX Series with only the approved Linear #62070 and Hi-Flow #040011 Pistons

Advanced Racing Suspensions 4000 Series with only the approved #40097 Piston

PRO PG Series with only the approved Linear/Linear #63 Piston

JRI ST/08 Series with only the approved #3803-15 piston

K. After being charged, at any time, the front and rear shock absorbers must compress or extend a distance of six (6) inches in a time span of 1-1/2 minutes or less with a 50 pound weigh attached to the NASCAR or Track shock absorber measuring device.

20F - 12.4 A-Frames

H. The spring bucket must not be flared at the top or bottom.

20F - 12.8.2 Ground Clearance Requirements

A. The frame rail, sheet metal, front air dam extensions and rocker panel extensions ground clearance must be a minimum of four (4) inches.

F. Ground clearance requirements will be with the driver in the car.

20F - 16.3 Fuel Cell / Fuel Cell Container Installation

H. A reinforcement bar, minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch magnetic steel tubing, must extend below the rear frame section behind the fuel cell. This reinforcement bar must be attached to the rear frame rails on both the left and right side with magnetic steel tubing, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch. This reinforcement bar must be as wide as the rear frame rails and extend as low as the bottom of the fuel cell with two (2) vertical uprights. The vertical uprights must be magnetic steel tubing, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch, evenly spaced between the frame rails and attached to the rear crossmember. Two (2), magnetic steel support bars, a minimum 1-1/2 inches in diameter and with a minimum wall thickness of 0.083 inch, one (1) located on each corner, must angle upwards and be welded to the rear frame rails. The reinforcement bar may be installed in the position of the angled support bars but must still have vertical upright bars at each corner and two (2) evenly spaced between the frame rails.

20F - 18 Roll Bars

A. A maximum of one (1), maximum 1/8 inch diameter hole may be drilled at each welded roll cage joint for the purpose of purging the tubes when welding. Modifications or alterations which detract from or compromise the integrity or effectiveness of any roll cage component will not be permitted.

B. Basic NASCAR Roll Cage Structure

(16) The front sub-frame bars (#16 A & B) must extend forward through the firewall, in a similar design as the diagram in the rear pages of the Rule Book, turn down, and must be welded to the front sub-frame rails forward of the spring buckets or shock mounts near the radiator mount.

Lynn Carroll
NASCAR Director of Weekly Racing