



SUPER STOCK SHOWDOWN RULES:

Competition Rules and Specifications (These rules are specific for the Friday, February 2nd, "Super Stock Showdown")

NOTE: These rules are not necessarily the Kern County Raceway Super Stocks rules for 2018.

Competition: To find a formula that attempts to limit expensive parts. This formula should also allow the majority of participants to field a competitive car.

Safety: To encourage the highest degree of safety for all participants and spectators that is commensurate with the normal danger and risk inherent in auto racing.

Notice: All equipment is subject to the approval of KCRP officials. No equipment will be considered as having been approved by reason of having passed through inspection. All competitors are required to be familiar with all NASCAR and Kern County Raceway Park rules, regulations and policies.

1. COMPETING MODELS

- a. The following 2004 through newer year models approved by ABC (Approved Body Configurations), cars are the only eligible models approved for competition: All models older than 2004 will have to meet 5-Star or manufactured measurements. All older cars will have to pass through KCRP tech.

2. GENERAL CAR AND BODY REQUIREMENTS

- a. General Car: The current ABC Body Rulebook is the standard guideline. (www.abcodies.com). Five Star Car Bodies® or Aluminum Racing Products, Inc. (ARP). Cars must be neat appearing. All panels must fit properly and be free of sharp edges. All panels must be painted. No spoiler or rear window.
- b. Floorboards:
 - i. 24 Gauge magnetic steel floor board – refer to NASCAR Whelen All-American current rulebook Section 20F-3.4.
- c. Overall Car Weight:
 - i. Minimum car weight including driver is 3,050lbs.
 - ii. Maximum left side weight is 54% including driver with both hands on steering wheel.
 - iii. All cars with aftermarket sub frame, car weight will be ~~3,100lbs.~~ **3080lbs.** with ~~50lbs. mounted securely on the frame in line with the length the bell housing~~ **50lbs. mounted on the right and 25lbs. mounted on the left.**
- d. Added Car Weight:
 - i. Added weight must be painted white and car number noted, in block form of no less than 10 pounds, securely bolted in place, and not allowed in the driver's compartment.
 - ii. Any lead mounted behind the rear axle must be a minimum of two (2) inches forward of the rear of the fuel cell.
 - iii. Lead enclosed in a weight tray must be immobile and must have two 3/8 inch, grade 5 bolts as a secure stop at each end of the weight tray.
- e. Window Net:

- i. Refer to NASCAR Whelen All-American current rulebook Safety Section 6.4.1
- f. Rear View Mirror:
 - i. All cars must have a rear view mirror placed at the top and center of the windshield. An additional rear view spot mirror may be added; however it must be acceptable to Tech Officials and must not extend outside of the car at any time.
- g. Dash Panel:
 - i. All cars must have a complete dash with no offset, and be the width of dash bar.
 - ii. Dash panel may be fabricated from aluminum.
- h. Firewalls:
 - i. Refer to NASCAR Whelen All-American current rulebook Section 20F-3.4
- i. Identification and Marking:
 - i. Refer to NASCAR Whelen All-American current rulebook Section 20F-3.11

3. GENERAL ENGINE REQUIREMENTS

- a. G.M. crate engine P/N 19258602 is the only engine approved for competition.
- b. Stock untouched G.M. factory sealed engines with from the factory installed breakaway bolts.
- c. Reassembly and resealing of any spec engine disassembled must be performed to Yellow book specifications: The Loe Pit Stop, Attn: Bill Loe, 19425 Santa Fe Way, Shafter, CA, 93263. Cell phone: 818-427-0434, Office: 661-829-2140, Fax: 661-829-2141, email: bilosion@aol.com.
 - i. All replacement parts must be direct OEM GM replacement same as original G.M. crate engine P/N 19258602. Any stock type HEI distributor only, no MSD modules and no Billet distributors.
 - ii. Shorter oil pan permitted – does not have to be GM. 1-inch inspection hole recommended.
 - iii. Drill back two intake bolts for seal.
- d. Other engines for visiting cars may be approved on a case by case basis.
- e. Carburetor required: **Gauge Legal Holley 650 CFM PN# 0-80541-1, with only Holley parts.**
 - i. Allowed to change main jets and power valves only.
 - ii. 2 carburetor return springs required.
 - iii. Must use 1-inch thick solid carburetor spacer that matches base of carburetor with 4 squared cut, round holes, or an open spacer which is square cut and completely open. Tapers, bevels or any modifications not allowed on either type of spacer. Spacers must be approved by officials.

4. OTHER ENGINE REQUIREMENTS

- a. Engine Location:
 - i. Crankshaft centerline must be centered within the frame rail
 - ii. All Engines must be located so the center of the forward most spark plug hole is a maximum of one and one-half (1-1/2) inches behind the centerline of the upper ball joints.
- b. Engine Ground Clearance:
 - i. Crankshaft centerline must retain a minimum of 10-1/2 inches to ground.
- c. Air Intake: (air filter)
 - i. Only a round dry type air filter element maintaining a minimum of 12 inches and a maximum of 16 inches in diameter will be permitted. The element must maintain a minimum of 1-1/2 inches and maximum of 4 inches in height. All air shall be filtered through the filter element. The element filter assembly or the area around these items may not be sprayed or soaked with any type of chemical, liquid, powder, or gel.
 - ii. Shields or air deflectors of any type near the air cleaner are not permitted except, it is permissible to attach a shield to the front area of the cleaner housing up to a maximum of half the air cleaner circumference; the shield must not be higher than the height of the air cleaner filter.

5. ENGINE/CAR ELECTRICAL SYSTEM

- a. Ignition System:
 - i. Stock OEM type distributors or, MSD Distributor w/stock type module, no circuit board modules. Lock out permitted.
- b. Alternator:
 - i. Any approved alternator may be used.
- c. Starter:
 - i. The self-starter must be in stock location and located in the bell housing. All cars must start under their own power.
- d. Battery:
 - i. The approved battery must be located in a steel battery box and be acceptable to KCRP officials. (safety inspection procedure)
 - ii. If a battery must be installed during a race, the battery must be installed securely within the battery box.
 - iii. Maximum 12-volt systems only – no voltage converters.
- e. Electrical Switches and Locations:
 - i. All approved switches must be located within easy reach of the driver.
 - ii. A labeled (minimum 1/2 inch letters) on/off master switch that cuts off all electrical power is required and must be located in the driver's compartment so that it is accessible from both sides of the car.
- f. Accessories:
 - i. On-board computers, traction control devices, automated electronics, telemetry devices, automatic lap scoring/timing devices are not permitted; including any sensor, electrical or not, on exhaust system.
- g. Radios:
 - i. Two-way radio communication between driver and crew will be mandatory. All radio frequencies must be cleared.
 - ii. During the race event, each competitor must have a spotter in the designated location and that spotter must monitor race control.
 - iii. During practice, each competitor must have a spotter.
 - iv. One car radio, one wiring harness, and one antenna only.

6. ENGINE COOLING SYSTEM

- a. General Cooling System:
 - i. Engine cooling system without anti-freeze and must be acceptable to Tech Officials.
 - ii. No icing, Freon type chemical, liquid spraying systems, or refrigerants may be used in, near, or around the engine compartment.
- b. Water Pump:
 - i. Any standard type mechanical (no electric) water pumps with V-type or serpentine belts and pulleys are permitted located in stock location. The impellers may be altered.
 - ii. Fan:
Electric fans are permitted
- c. Fan Shroud and Ducts:
 - i. A fan guard must be installed. The guard may not extend more than 1 inch past the fan blades. No other type of baffles or ducting permitted.
 - ii. If ducting is used to direct air into the radiator, it must be concealed behind nose panel and not affect overall appearance of car. No wider than radiator.
- d. Radiator:
 - i. Standard aluminum radiator must be stock appearing and remain in stock location and may not exceed two (2) inches from vertical, a minimum dimension of 19"x26"x2 1/4".
 - ii. No lightweight radiators. Maximum retail price \$300.

- iii. A radiator protection bar may be used but must not be lower than four (4) inches from the top of the radiator and no farther forward than four (4) inches from the radiator.
- e. Overflow:
 - i. An approved overflow system is mandatory. Inlet and outlet must be sealed. The reservoir outlet hose must exit outside the body at the right (passenger side) lower corner of windshield area.

7. ENGINE LUBRICATION

- a. Oil:
 - i. Any oil may be used; however, no combustion enhancing additives may be added to the oil.
 - ii. Factory oiling systems, no external pumps or dry sumps permitted.
- b. Oil Filter:
 - i. Any single production type oil filter may be used.

8. ENGINE EXHAUST SYSTEM

- a. Exhaust Manifold:
 - i. Under slung headers (no step tubes) with a maximum 1-5/8 inch outside diameter tubes from entire length from flange to collector. No header spacers.
 - ii. No stainless steel, 180 degree, or merged headers permitted.
 - iii. Crossover headers permitted if chase requires. Must meet under slung header dimensions.
 - iv. All headers must be unmodified from manufacturer with a retail price of \$300 or less, and must be readily available to anyone.
- b. Exhaust Pipes:
 - i. Exhaust pipes from header to the muffler (or 2 into 1 collector) shall be no larger than three (3) inches in diameter. Must maintain same diameter throughout.
 - ii. The exhaust pipe exiting the muffler (or 2 into 1 collector) shall be no larger than five (5) inches.
 - iii. Pipes must be securely fastened to manifold or headers and attached to frame in a minimum of two (2) bolts to frame – 2 points with 2 bolts.
 - iv. Exhaust pipes must extend past driver and either turn down or to outside of car.
 - v. Exhaust pipes that have the tailpipe outlet exiting through the car body must be equipped with a flash shield and no exhaust parts protrude outside the body.
- c. Heat Shields:
 - i. Heat shield for the exhaust header may be used but it must be no wider than four (4) inches and no longer than the cylinder head.
 - ii. A heat shield for the distributor may be no larger than eight (8) inches by ten (10) inches.
 - iii. Heat shields for exhaust may be placed over the cylinder head location only.
 - iv. A heat resistant floor mat, that is properly secured, may be used in the driver's compartment.
 - v. No thermal wrapping of headers.
 - vi. Heat shields for master and clutch cylinders permitted 6-inch x 10-inch maximum.

9. MUFFLERS

- a. Any approved muffler or mufflers may be used with the following requirements:
 - i. Mufflers must be in place during events and capable of maintaining a maximum of 95 decibels at 100 feet.
 - ii. If a car should exceed the maximum decibel level at any time, track officials will work with crew to obtain the acceptable levels.

10. DRIVE TRAIN

- a. Clutch
 - i. Clutch Assembly must weigh no less than 23lbs. (Flywheel, pressure plates and disks)
 - ii. Steel – pads and disk excluded. Subject to approval.
 - iii. No lightening of drive train parts.
 - iv. Clutch will be stock appearing. Steel 10 ½ inch clutch ONLY
 - v. No aluminum flywheels.
 - vi. Automatic transmissions must run standard flexplate and full working torque convertor, No smaller than 10 ½.
- b. Flexplate
 - i. OEM flexplate.
- c. Bell Housing:
 - i. Steel bell housing/scatter shield only.
- d. Transmission:
 - i. Transmission must be located in stock location and be a standard production design, no lightening of any kind. Quick change is not allowed.

High gear must be 1.00:1. Standard Richmond is the only aftermarket transmission allowed. Must race in high gear. Third gear minimum ratio 1.23:1 maximum 1.46:1. \$1600 claim on Transmission.
 - ii. All transmissions must have the input shaft and its main drive gear constantly engaged with the counter shaft and its cluster and reverse gears.
 - iii. Transmissions may have gears removed, but must contain two (2) forward gears and one (1) reverse gear operational from driver's compartment. No three (3) or four (4) speed aftermarket transmissions allowed unless KCRP approved.
 - iv. The complete transmission assembly must weigh a minimum of 50 pounds without shifter.
 - v. All transmissions must have external shifting rods.
 - vi. No cutting or polishing allowed – must be as produced by manufacturer.
- e. Drive Shaft:
 - i. Only one-piece magnetic painted white, with car number, steel drive shafts with a minimum diameter of 2.750 inches and a maximum of 3.50 inches. Minimum drive shaft thickness of 0.060 inches.
 - ii. Heavy duty, OEM type, universal joints are mandatory.
 - iii. It is mandatory that two (2) 1/8-inch x 1 1/2-inch steel drive shaft guards (hoops) front and rear be installed in a safe manner.
- f. Rear Axle:
 - i. The rear axle housing must remain in stock location, but may be interchanged for make and model.
 - ii. A magnetic steel, full floating 9-inch Ford rear axle housing is recommended.
 - iii. The centerline of the rear end pinion must be within one-half (1/2) inch of the rear hub, measured from left to right hubs where the wheels bolt on.
 - iv. Third member, including bearing retainer and yoke, must be made of magnetic steel. No low friction bearings.
 - v. Magnetic steel axles only will be permitted. No gun drilled or lightened axles.
 - vi. Rear gear 4:30-4:33. Standard gear only – cannot be lightened in anyway.
 - vii. Steel mini spool and steel lockers only.
 - viii. All rear hubs must be made of steel no lightning of hubs from manufacturer
 - ix. No cambered, tapered, or crowned axles permitted.
 - x. Drive plates may be made of steel only.
 - xi. Rear axle pump or coolers not permitted.
- g. Wheels and Lug Bolts:
 - i. Only approved 15-inch diameter steel wheels, 19-pound minimum weight, with a maximum 8-inch rim width and a reinforced center with same width and offset on all four wheels.

- ii. Solid heavy-duty 5/8-inch steel studs and nuts must be used on all four wheels. Wheel studs must protrude past lug nuts.
- iii. One valve stem per wheel. No bleeder valves.
- iv. One (1) 1/2-inch wheel spacer per wheel.

11. FRAME REQUIREMENTS (CHASSIS)

- a. Tubular front sub-frames must comply with the stock '71 Camaro lower pick up point locations.
- b. Approved front replacement clips:
 - i. Port City Racing, late model tubular clip, P/N 100-2-205.
 - ii. Victory Circle, front clip, P/N VCC-02-8055.
 - iii. Race Car Factory, front clip, P/N 5506.
- c. All chassis are to be perimeter frames only. No offset chassis
- d. [General roll cage, front clip position and frame construction; refer to current NASCAR Whelen All-American Series Rule Book section 20F.](#)
- e. Frames may add weight box to outer left side. Maximum width of weight box four inches.
- f. [Wheelbase minimum 105 inches, with 1/2 inch variance left and right.](#)

12. SUSPENSION

- a. General Suspension:
 - i. Leaf Spring Rear Suspension only. Adjustable on one end only
 - ii. Leaf springs must be multi-leaf configuration and made of magnetic steel
 - iii. Chrysler and Camano type leaf springs only
 - iv. Front Suspensions:
 - v. Front suspension must be reinforced and meet the following requirements:
- b. Front Coil Springs:
 - i. Front springs must be OEM type.
 - ii. Front springs must remain in stock location.
 - iii. All front coil springs must maintain a minimum outside diameter of 5-1/4 inches and a maximum outside diameter of 5-3/4 inches. Spring must be magnetic steel with maximum retail price of \$100.
 - iv. Solid Shock mounts. No adjustable mounts permitted. Will be at the discretion of KCRP officials to decide if there are any discrepancies.
 - v. Track width of 78" sidewall to sidewall (i.e. Left to right) to be checked by track measuring device.
- c. Shock Absorbers:
 - i. Steel nonadjustable, re-buildable, non-nitrogen charged shocks.
 - ii. Maximum retail price of \$150.
 - iii. No external reservoir type shocks allowed.
 - iv. All shocks must be available to all competitors through a catalog number and available from shock manufacturer at a retail cost of no more than \$150 each, no modification may be made to the shock to increase its cost. Shock absorbers and components must be used as supplied by the manufacturer and all components must be used in only their respective manufacturer's shock absorber. Modifications or changes to the shock absorber and internal components will not be permitted.
 - v. No adjustable shock mounts permitted.
 - vi. All shocks are subject to approval of the KCRP Tech Officials.
 - vii. No bump stops of any kind internally or externally of the shock.
 - viii. NO SUSPENSION TRAVEL LIMITING DEVICES ALLOWED (Examples include, but are not limited to: bump stops, bump springs, coil binding, chains, straps, bolts, shock mounting locations, short shock shafts, etc.).
(Cars may be inspected using one and one half inch (1 1/2") ramps and nose of body or cross member travel sufficiently passed ground level when pushed down by three

crewmembers or may be considered illegal). *Bumper must be mounted SOLID. No hinges or slides – must comply with nose height rule at all times.*

- ix. The intent of this rule does just one thing it eliminates “bumping” the cars that compete in Kern County Raceway events.
 - x. One shock/spring per wheel. One (1) conventional (single coil) spring rubber per spring allowed.
 - xi. No shock covers.
 - xii. All shock absorbers will have min of 2” inches of travel (compression and rebound) in mounted position at all times. All suspensions must compress 2” from ride height and drop 2” when jacked up at anytime.
 - xiii. Kern County Raceway reserves the right to claim any competitors’ shock for \$150 at anytime.
- d. A-Frames:
- i. All upper A-arms must be made of magnetic steel. Cross-shafts may be magnetic steel or aluminum.
 - ii. Upper A-arm frame mounts can be repositioned.
 - iii. Upper A-arms must be adjusted with washers or shims for caster and camber.
 - iv. Any upper magnetic steel A-arm (tubular arms) permitted.
 - v. Heim-joints on upper A-arm components not permitted.
 - vi. Lower A-arm ball joint may be adjustable, rebuildable, but no mono ball joints.
 - vii. Lower A-arms must be stock or OEM type and mounted in stock location.
 - viii. Lower A-arms must be same length. If the ball joint is remounted, it must be within ¼ inch of stock location.
 - ix. Offset bushings or slotted adjustments will not be permitted in lower A-frame.
 - x. No fabricated lower A-arms.
- e. Sway Bars (Anti-Roll Bar):
- i. Sway bar components must be one piece, steel only. Sway bar heim-joint may connect to lower A-Arm. Howe type sway bar adjusters are permitted. Sway bar may not be adjustable from inside.
 - ii. Sway bar for rear axle not permitted.
- f. Spindles, Wheel Bearings and Hubs:
- i. One-piece, non-adjustable stock spindles must be used. Holes and/or other modifications that, in the judgment of Track Official, are made or used with the intent of weight reduction will not be permitted.
 - ii. All spindles 10 degrees only must be GM style.
 - iii. Wheel bearings must be magnetic steel, tapered roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs. Oil bath hubs will not be permitted. No low friction bearings.
 - iv. Front and rear hubs must have the same dimensions on the left and right side. Offset hubs will not be permitted. All hubs will be made of steel. The only aluminum hub allowed is Speedway Engineering manufactured hubs for #2 GM Spindle.
 - v. No aluminum hubs after 2017.
 - vi. The following after market spindle part numbers have been approved for the 2017 Kern County Raceway Super Stocks Series:
- | | |
|----------------------|--|
| Sweet Manufacturing: | 701-121-213 (L)
701-121-212 (R) |
| Port City: | 100-25121-213 (L)
100-25121-212 (R) |
| Victory Circle: | VSP 01-2221 (L)
VSP 01-2222 (R) |
- g. Rear Suspensions:
- i. Rear leaf spring cars may move front mount or rear mount, but not both.

- ii. Leaf shackles with multiple holes permitted.
- iii. Rear leaf spring adjustable type mount permitted.
- iv. Rear leaf spring shackle sliders permitted.
- v. The rear springs must mount on the rear axle with one inch difference, left to right.
- vi. One (1) adjustable lowering block on one side of the rear axle permitted.
- vii. Composite leaf springs not permitted, magnetic steel only.
- h. Ground Clearance Requirements:
 - i. No part of the chassis or body shall be lower than minimum 4 inches.
 - ii. Belly pans not permitted.
- i. Car Height Adjusting Devices:
 - i. Front and rear suspension weight jacking bolts permitted.

13. STEERING

- a. All steering components including tie rod sleeves must be steel.
- b. Tie rods, tie rod ends, sleeves and steering boxes, must be steel parts. Modifying or lightening steering parts not permitted. Idler arm and pitman arm minimum length is five (5) inches.
- c. Center link Howe part #23396 has been approved for competition. PCR 100-19900 has also been approved for competition.
- d. Steering box must remain in original location. No lightweight steering boxes. Stock type only.
- e. No rack and pinion steering permitted.
 - i. Heim-joints not allowed on steering components except magnetic steel Heim-joints will be allowed ONLY at outer tie rod ends to spindles.
- f. An approved all metal quick-release steering wheel coupler must be used.
- g. Center of steering wheel must be padded with 2-inch of resilient material.
- h. All steering columns are required to have a collapsible section or have two (2) unsupported universal joints.
- i. Recommended 3/4-inch solid steering shaft or 0.120-inch wall tubing.

14. BRAKES AND COOLING COMPONENTS

- a. Brake Components:
 - i. Four wheel hydraulic brakes are mandatory.
 - ii. Four wheel disc brakes recommended.
 - iii. No aluminum brake drums permitted.
 - iv. Drilling, coating, or scalloping of any drum or rotor is not permitted.
 - v. Stock OEM type magnetic steel brake calipers only, single piston type.
 - vi. No lightening of the caliper of any kind permitted.
 - vii. One (1) adjustable proportioning valve in the driver's compartment.
 - viii. Master cylinders and reservoirs should be mounted in the engine compartment.
 - ix. When master cylinders are mounted in driver's compartment, they must be covered.
 - x. Electric brake actuators are not permitted.
 - xi. Any brake pedal and master cylinder assembly permitted.
 - xii. No carbon fiber components.
- b. Rotors:
 - i. Round Steel rotors only. All brake rotors will be standard type only, (i.e. round on inside and outside diameters.) No lightweight rotors permitted
 - ii. Minimum rotor size: Front: 0.810 inch x 11.500 inch.
 - iii. Minimum rotor size: Rear: 0.810 inch x 11.750 inch.
- c. Brake Cooling:
 - i. A maximum of two (2) hoses per wheel may be used for brake cooling and the duct inlet can only come through the front of the air dam/nose piece. No brake fans mounted in ducting.
 - ii. Ultra Cool Brake Fans permitted.

15. FUEL

- a. APPROVED FUEL: 91 Octane Unleaded standard pure consumer pump gas, from a consumer gas station. No special fuels, even if from a pump. No additional additives.
- b. APPROVED FUEL: **SUNOCO 110 may be used, but it must be pure SUNOCO 110 from Kern County Raceway, not blended with any other fuel or additive.**
- c. Fuel shall comply with ASTM D4814 entitled, "Standard specification for automotive spark- ignition engine fuel", except limited to liquid hydrocarbons only, Class A, B, C, D or E, but without regard to geographical location or seasonal limitation.
- d. No cooling or icing of any fuel or component.
- e. Nitrous oxide prohibited.
- f. **Once a driver wins a main event, he or she must use pure SUNOCO 110 for the next race.**

16. FUEL SYSTEM

- a. Fuel Cell:
 - i. All cars must be equipped with an approved fuel cell.
 - ii. Capacity shall be a maximum of 22 gallons and a minimum of 12 gallons.
 - iii. It is mandatory that all fuel cell bladders used be manufactured within the last five years.
 - iv. A fuel cell check valve is mandatory.
 - v. Kevlar fuel cell bladder allowed.
- b. Fuel Cell Container:
 - i. The fuel cell must be completely enclosed in a steel container (box), minimum 22-gauge.
- c. Fuel Cell and Fuel Container Installation:
 - i. Fuel cell must maintain a minimum of ten (10) inches off the ground at all times.
 - ii. Fuel cells must be mounted within one inch of center of rear frame rails as far forward in truck area as possible.
 - iii. Straps must also be bolted or welded to the steel framework. A minimum of Two (2) straps lengthwise and two (2) straps crosswise must completely encircle the fuel cell. The material for this strap is 1-inch x .065-inch square tube.
 - iv. Fuel cells must be bolted to steel framework in a minimum of eight (8) places.
 - v. Fuel cell may not be within one (1) inch of rear frame cross member.
 - vi. The fuel cell container support frame must be magnetic steel meeting the ASTM A-500 specifications.
 - vii. A fuel cell protector bar made from a minimum of one and one-half (1-1/2) inch by a minimum of .065 steel tubing is required. Recommend 1 3/4 by .090 or heavier. The length must be greater than the width of the fuel cell, and must extend lower than the fuel cell.
- d. Fuel Filler and Vent Requirements:
 - i. A fuel vent check valve is mandatory.
 - ii. Filler spout must remain in the trunk area sealed off from driver.
 - iii. Fuel cell vent hose maximum 1-inch, and hose must extend to outside at left rear tail light area.
- e. Fuel Lines:
 - i. Only one (1) fuel line from fuel cell to fuel pump is permitted. Maximum diameter 5/8-inch ID.
 - ii. If line runs in driver's compartment, it must be enclosed in a steel tube and must go the most direct route and subject to KCRP Tech Official approval.
- f. Fuel Pump:
 - i. No electric fuel pumps permitted.
 - ii. Only OEM type mechanically driven fuel pump allowed.
 - iii. Fuel pump must be mounted in stock location.
- g. Fuel Filter:

- i. Any approved gas filter may be used. Maximum capacity of one (1) quart (US) is allowed.
 - ii. Single pass filters only.
 - iii. Glass fuel filters not permitted.
- h. Fuel Filler Cans:
 - i. It is required that fuel be stored in an approved container.

17. PERSONAL SAFETY EQUIPMENT AND ROLL BARS

- a. Personal Safety Equipment:
 - i. Refer to NASCAR Whelen All-American current rule book, section 6, in its entirety covering protective clothing, fire control, helmets, head and restraints, seat belts, and seats.
- b. Roll Bars:
 - i. Refer to NASCAR Whelen All-American current rule book, section 20F.

18. TIRES

- a. All Hoosier (970) race tires must be purchased and scanned at Kern County Raceway, on race day and must be officially recorded to a specific car.
- b. Must qualify and race on same four tires.
- c. Teams may not alter or shave tires in any way.
- d. No chemicals or cleaners of any kind may be applied to the tire.
- e. It is the team's responsibility that an Official scans their tires at time of purchase.

As of 1/11/18