

## FORWARD

Our series was created in February 2007 and was registered under the name of the National Stock Car Association (NSCA) and is run as an organization with an elected executive (Ontario Non-profit Corporation number 1759503).

In January 2009 Lucas Oil came on board as the title sponsor and the series was renamed "The Lucas Oil Sportsman Cup".

Series Director Brandon Huras (905) 749-1495 [brandon@basementstore.ca](mailto:brandon@basementstore.ca)  
 Race Director Dave Alexander (519) 659-8369, (519) 281-8538 [dalexand@sympatico.ca](mailto:dalexand@sympatico.ca)  
 Technical Director Brian Thomas (519) 494-3529 [pbrianthomas@aol.com](mailto:pbrianthomas@aol.com)

This current NSCA Rule Book constitutes the regulations and procedures governing the conduct of NSCA organized/sanctioned events. These rules shall become effective as of date of publication and shall remain in effect (unless indicated otherwise) until superseded by amendments contained in the next rule book issued by the NSCA. The rules are intended as a guide for the uniform conduct of the sport and no express or implied warranty of safety shall result from the publication of, or compliance with these rules. The NSCA rulebook has been carefully compiled with due consideration of the best interests of Stock Car racing for the present and future.

You are urged to carefully study the current NSCA Rule Book to become familiar with all aspects of NSCA Racing. By their participation in NSCA Racing, competitors will be deemed to have agreed to comply with these NSCA rules and subsequent amendments. The NSCA is dedicated to working cooperatively in the best interests of stock car racing. Your support as NSCA competitors will contribute much to the realization of those goals.

N.S.C.A. mailing address  
 75 Loggers Grove, London, Ontario N5W 6G5

## RULEBOOK DISCLAIMER

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 condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They 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 or official.

The Technical Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviations of these rules is left to the discretion of the Technical Director.

## GENERAL REGULATIONS

1. No intoxicating or controlled substances are to be consumed before or during a race event by anyone entering the pit area.
2. Before entering the pit area, a release, registration and/or entry form must be signed by every driver, owner and all crew members.
3. All drivers and crew shall appear at the track in a clean driver's suit and clean clothes. Car body, number and decals must be clean before going out for practice. Both crew and car shall be judged by their appearance.
4. The driver, owner and/or crew chief assume responsibility for actions of his crew. Driver is responsible for and may be penalized for comments posted on social media by himself and crew that may be considered negative to the series.
5. Drivers/Owners and/or mechanics shall have no claims against or cause of action for damage, expenses or otherwise against NSCA or its officials or directors by reason of disqualification or damage to car, driver, owner, crew or hauler and equipment.
6. All cars must pass tech inspection before going onto the track at each event.
7. Any car may be mechanically inspected by NSCA officials at any time.
8. Abuse of any NSCA or track official and improper language at any time is strictly prohibited.
9. NSCA officials reserve the right to reject or allow the entry of any car or driver.
10. No owners, mechanics or crew members are allowed on the racing surface.
11. No riders, in or on car, or riding on trailers and trucks.
12. Entry blank waivers and/or entry fees are non-refundable and non-transferable.
13. Memberships are not transferable.
14. All drivers and/or participants may be subject to a random drug test.

## LICENSING FEES

NSCA Membership	\$300.00	(Points go to the driver)
Multi-team Membership	\$400.00	(For teams using 2 or more drivers – See page 18 for details)
NSCA Race Entry Fee	\$50.00	( <u>Non-members \$100.</u> )

A driver must be registered and approved by NSCA before taking part in any NSCA sanctioned event. Drivers under the age of consent must have parental consent, some previous racing experience and be approved by NSCA officials. All drivers are required to submit to a physical examination whenever requested by NSCA officials. Any relief or substitute drivers must be approved by NSCA officials. NSCA officials may prevent any driver from participating in a race if it is deemed unsafe for the driver or car to participate, in their sole discretion.

## TIME TRIALS

1. Order of time trial may be by draw, the reverse order of the previous event's finish (for members in good standing) or any other method deemed appropriate by NSCA officials.
2. Each car shall have two timed laps with the fastest lap recorded as the qualifying lap. In the event of an identical fast time set by two or more competitors, the car with the fastest 2<sup>nd</sup> lap will get precedence.
3. All cars qualifying through time trials must do so in the designated time allowed. In the event a car is not able to take their scheduled position to qualify, they will have one lap only, to be taken at the end of qualifying, or as directed by the Race Director.
4. Any car starting the first timed lap may not enter the pit area for adjustments prior to the 2<sup>nd</sup> lap.
5. A driver must start the feature with the last car he qualifies. If a qualified car is unable to start the feature, the qualified driver may arrange the use of another pre-entered, pre teched and pre qualified car and start at the rear of the qualified field.
6. No major changes allowed to cars after time trials without permission of the NSCA officials.

7. Provisional starting positions may be allowed (determined by previous attendance) and are at the discretion of the NSCA officials. A full field will consist of 24 cars but more may be added at some (or all) tracks at the discretion of the promoter and NSCA officials.
8. The starting fields may or may not have an inversion. These inversions or draws may change to suit the number of cars and/or the particular race track. Non-members are not necessarily allowed the same privileges as members as far as starting positions the feature race. You must have a Lucas Oil patch on your driver's uniform to be eligible for any draw for starting position.

### RACE PROCEDURE

1. All drivers must be ready to compete in the event for which they are scheduled. Any driver not ready to compete when called will be sent to the rear of the field or not allowed to start the race at the discretion of NSCA officials.
2. Racing may be started at the starter's discretion, once drivers have been signaled to be ready. Cars not in position will be placed at the starters or NSCA official's discretion.
3. Any driver missing the initial green flag of any race may or may not be allowed to enter the race.
4. Any car that does not fire, pulls off the track or stops on the track for any reason while on the pace lap will be put to the rear of the field. The field will adjust by moving that line into the vacant spot.
5. Pace laps are set at the discretion of the starter.
6. Restarts are normally double file but may be changed at the discretion of NSCA officials. Lap cars will go the rear of the field. The highest running lapped car will be awarded a "Free Pass" and must pass the pace vehicle in a timely manner and start at the rear of the field behind the lapped cars.
7. When a race is stopped after the completion of a lap, cars shall line up in the order in which they were running at the completion of the last full lap, except those involved in the incident and those that pit, which will start at the rear behind any lapped cars.
8. All races shall be considered finished at the discretion of the officials in charge.
9. Caution flags do not count as completed laps as designated unless time restrictions make it unpractical.
10. Races will be ended on a green flag unless conditions make it impractical.
11. In the event of a caution, no car is allowed to pass the pace car.
12. On tracks that have recessed pit areas, the finish line shall be considered to extend from the outside of the track retaining wall to the inside pit wall, and any car rolling through the pits under its own power may legally receive the white flag, the yellow flag or the checkered flag.
13. Cars returning to the track from the pit area while the yellow flag is out must wait for the rear of the field in line behind the pace car or as directed by N.S.C.A. or track official.
14. N.S.C.A. depends on the tracks personnel to help with our race events, so some procedures will be different from track to track.
15. Pit road speed is 35 M.P.H. or less.
16. Smoking is not allowed in the hot pit area or in the designated tech area.
17. The location for the transponder is on the left rear frame rail 18" from the center of the rear end housing rearward to the center of the transponder mounting bracket.
18. For rough driving you will be warned for two laps. For a second offence in the same event you will be put to the rear. After a third offence you will no longer be scored.

### NUMBERS

1. All cars must have a number assigned by NSCA.
2. Numbers **MUST** be neatly decaled or painted on the center of both doors, on the center of the roof with the foot of the number facing the right side and a number close to the left side head lamp cap.
3. Numbers must contrast to body paint.
4. Numbers must be clear, legible and contrasting. Metallic numbers are not permitted.
5. One (1) or two (2) digit numbers only. No letters, characteristics or symbols.
6. All numbers must be 20 inches high and have a minimum width of 3 inches.

7. A race car is not allowed on the racing surface for practice or race without a number.
8. For Sale signs are not allowed on race cars at any time. Failure to comply will result in penalties.
9. Failure to comply with rules 1-8 will (subject to head scorer decision) result in disqualification of car until the number is corrected. Numbers must be readable day or night from the scorer's tower at any part of the racing surface.
10. Series decals are mandatory as is the Lucas Oil patch on driver's suits. Clean decals must be on the car before going out for practice. Failure to comply may result in penalties and/or fines.
11. NSCA has the right to reassign numbers if necessary. The decision will be final and NO appeals will be granted.
12. Headlight decals are mandatory; taillight and grill decals are highly recommended and may be mandated in the future.

#### POINTS

1. TIME TRIALS: 1<sup>st</sup> – 10, 2<sup>nd</sup> - 9, 3<sup>rd</sup> – 8, 4<sup>th</sup> – 7, 5<sup>th</sup> – 6, 6<sup>th</sup> – 5, 7<sup>th</sup> – 4, 8<sup>th</sup> – 3, 9<sup>th</sup> 2, 10<sup>th</sup> - 1. Time trial points are separate from and not counted towards championship points.
2. FEATURE (100 laps): Winner receives 100 points, second, third, and fourth will earn 98, 96, 94 points respectively. From 92 points for fifth position, the scores will decrease one point per position with sixth worth 91, seventh worth 90 points and so on down through each feature finish.
3. In the event twin fifty lap features are run, points will be awarded on an overall average finish. In the event of a tie, the car with the fastest time trial will be give preference.
4. Lap leader bonus points will not be awarded starting with the 2011 season opener and beyond.
5. A minimum of 25 points will be awarded when a race car passes tech and is unable to take a green.
6. In the case of multi driver teams rookie points are awarded to the driver only, unless all drivers on the team are rookies.

In case of a tie for 1<sup>st</sup> place in the Lucas Oil Sportsman Cup point standings, the tie will be broken by using the greatest number of firsts in feature events counting toward that championship, and if a tie still exists, seconds, thirds, etc. will be considered, until the tie is broken.

#### NSCA SANCTIONED EVENTS

1. A competitor must be approved NSCA and its Directors and sign a release.
2. Acceptance of an entry is at the discretion of NSCA and may be refused.
3. When a competitor declares an intent to compete and is approved by NSCA, the competitor becomes obligated to attempt to compete in the event. Failure by a competitor to meet this obligation may subject him/her to a penalty.
4. Registration of a competitor entitles NSCA and its award and contingency sponsors permission to use competitor, owner and all crew members name(s) and car for promoting, advertising, recording and/or reporting NSCA events before during/during and after such events, including but not limited to print, pictures, television and radio broadcasts, film production, video tape reproductions and the like.
5. Memberships and/or entry fees are non-refundable and non-transferable.
6. Feature finishing order will be posted after the race. Protest period will end 15 minutes after posting.

#### RULE REVISIONS

Amendments, revisions and/or clarifications may be made to rules and procedures as dictated by unforeseen circumstances which may arise. Reasonable notification shall be given of such changes by officials. Each car must be prepared to pass a rigid safety and technical inspection before it will be permitted to compete. Anything not covered by the rule book must be submitted to NSCA prior to its intended use for interpretation and/or approval. All rules and regulations in the NSCA rule book are subject to interpretation by NSCA officials in charge.

## LUCAS OIL SPORTSMAN CUP RULES

### CHASSIS, BODY AND DRIVELINE SPECIFICATIONS

Performance Fiberglass Products or Ultimate Custom Fiberglass bodies are the only body manufactures allowed at this time. The Ultimate Custom Fiberglass molds are now owned by Delaware Speedway and the panels are produced by Performance Fiberglass Products.

Engine need not correspond with body used. For example a Ford engine may be used with a Dodge body.

Monte Carlo 95 - 08, Impala 09 - 17, Dodge Challenger 09 - 17, Dodge Charger 05 – 12, Dodge Avenger 95 – 10, Ford Taurus 98 – 07, Ford Fusion 07 – 12, Ford Fusion 13 – 17, Pontiac Grand Prix 97 – 08, Camaro 10 – 18, Challenger 08 – 17, Mustang 05 – 14. Minimum wheelbase – 107.5" Other makes or models may be approved in the future.

- Ultimate Custom Fiberglass bodied cars optional rear spoiler maximum size rule is 48" wide x 7" high. Spoiler material is to be clear polycarbonate.

- Performance Fiberglass bodied cars may add a piece of clear polycarbonate to the front of the existing molded spoiler to bring to bring the maximum size of that spoiler to 48" wide x 7" high.

The series reserves the right to reject any spoilers that are not professional in looks or quality.

Front valance wear strips mounted across the nose bottom are allowed (Five Star, AR or similar). Any that are not professional in looks or quality will be rejected.

### SPECIFICATIONS

#### AIR CLEANER

With O.E.M. carburetor only NSCA approved round air cleaner element, minimum 12 inches, maximum 17 inches diameter by a maximum 4½ inches high will be permitted. With Holley 500 c.f.m. part #0-4412 an air box is mandatory. Filter element dia. 14", height max. 4½". All air shall be filtered through element. Top of air cleaner must be solid, no holes. Cowl induction will be acceptable, the front of the cowl must seal to the back of the hood when the hood closes. A rectangular opening maximum 20 inches long by 3 inches wide may be removed from the sheet metal at the center of the cowl. No forward mounted air ducting allowed. Air cleaner base must mount directly to carb, a thin gasket will be allowed. NO high velocity or stack type air cleaner assembly. Air cleaner assembly is not to be wider than 21 inches. Air cleaner must fit under the hood without raising or distorting hood contour. No high performance air flow enhancing air cleaners allowed.

#### APPEARANCE

Race cars participating in racing events must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by tech committee at any event.

#### BATTERY

Battery must be anchored securely outside of the driver cockpit, motor or trunk areas. Top of battery must be covered unless it is a dry cell.

## BELL HOUSING

Must be steel (no aluminum) NSCA approved clutch housing. If the bottom of the bellhousing is not open, a hole must be drilled and be large enough to permit inspection of flywheel and pressure plate.

## BODY

A minimum of 49" roof height will be permitted. Car height will be determined by measuring overall height of car from a distance of 10" behind the top of the windshield on the roof centerline. All body panels must remain stock in dimensions and contour. The top of the fender and hood line cannot be altered on front or rear. Bodies may not be moved forward, backward or sideways in coordination with the wheels other than those specified by NSCA. Body to ground clearance is 4 inches including the front spoiler. Any and all body parts will be subject to template dimensions. Absolutely no flaring of any kind will be permitted. No exterior mounted air intake allowed. There is minimal removal of body material allowed. (e.g.: lower spoiler and fender opening)

Templates may be used with minimal tolerance accepted.

- A) **BODY MATERIAL:** Ultimate Custom Fiberglass and Performance Fiberglass bodies only. Manufacturer's label must remain visible. Other manufacturers are being researched for 2015.
- B) **DOORS:** Must be bolted or riveted securely front and back. Exhaust is NOT permitted to exit through front doors. NO jacking posts to protrude door or rocker sill.
- C) **GRILLE:** All grille and frontal area MUST remain standard in appearance as produced by the manufacturer. Grill opening for air intake to the radiator is the lower area of the front bumper cover (maximum size 28" x 6 3/4 "). This is the only air intake allowed to the radiator. Approved air ducts for brakes etc. may also be added.
- D) **FENDERS:** Tires must stay inside fenders. No add on flares fins or skirts are permitted.
- E) **FRONT SPOILER:** An NSCA approved spoiler only. No altering or adding of materials allowed. Spoilers must have a minimum ground clearance of 4 inches.
- F) **HOOD AND REAR DECK:** Full stock appearing hood must be retained. Air scoops are not allowed. Hood must be hinged at rear and minimum of 3 (three) evenly spaced pins across the front with attaching cables must be used for front hold down. Rear deck lids must have NSCA approved hinges and must be fastened with no less than 2 (two) pins – one on each side. Edges of hood and deck may not be taped.
- G) **RUB RAILS:** Five Star 000-2100 rub rails or similar are allowed. Others (eq. steel or aluminum) may be submitted for approval.
- H) **REAR WINDOW:** Rear window must be original size dimension and angle. Minimum of two rear window straps of 1/8" x 1 inch (no plastic) must secure window in place. Straps must be fastened to roof and rear deck panel. No un-approved markings allowed on rear window. Only 3 jacking bolt holes allowed. All holes not to exceed 2 inches in diameter. Rear windows must be clear of tint.
- I) **SIDE WINDOWS (Opera and rear door where applicable)** are mandatory. Minimum 1/16" thickness lexan must be clear of tint and unapproved markings. One NACA duct allowed per window. **SIDE WINDOWS (Front Door)** No window allowed and only NSCA approved side air inlets allowed. **ROCKER PANELS:** Rocker panels must follow original contour of body. No Flaring or skirting to extend lower than rocker panel (included in 4" body clearance).
- J) **WINDSHIELD:** Windshield must be of polycarbonate and a minimum 1/8" thick. Windshield angle, contour and size must correspond to stock dimension. Windshield safety clips on exterior of front windshield are recommended. Minimum of two (2) interior support beams (NO PLASTIC) no more than 1 inch wide and 1 inch deep to follow contour of inside windshield are mandatory. All windshields will be measured with protractor plus or minus one degree from stock. No unapproved markings allowed on windshield (this includes driver's name, manufacture identification etc.). Must be clear of tint. No holes allowed in windshield.

## BRAKES

Original North American automotive factory four wheel hydraulic brakes are required in working order. Disc brakes may be used on rear. Brake calipers must be of original North American factory parts or Howe Racing Enterprises part # 337 or part # 33658 (NO aluminum). Rotors must be of original North American factory parts or NSCA approved. Aftermarket NSCA approved dual master cylinders or one master cylinder with single push rod is allowed. Adjustable balance bar that is adjustable from the driver's seat is permitted. Brake pedal and caliper must be mounted in a welded position. Aftermarket rear disc brake hats and rotors allowed (rotor width .810 min.). No holes allowed in brake pad surface. Rear brake valve (1 only) allowed.

## CHASSIS AND SUSPENSION

A) A North American factory production front stub or an NSCA approved fabricated front frame which incorporates lower and upper control arms in its design must be used. Body style does not have to match front stub section. Upper control arm brackets may be re-positioned and reinforced. Chassis from firewall rearward may be fabricated from no less 3" x 2" x .095 wall box tubing. Perimeter chassis only. Maximum fabricated chassis width is 56". Chassis rails must be equal distance from the centerline of the car. No offset will be permitted in the chassis or roll cage. Front cross member may be modified in the immediate oil pan area. Upper control arms and brackets may be exchanged from one clip to another. Load bolts may be incorporated in the chassis, minimum ground clearance is 4" at the lowest position of the frame and 3½" at the center cross member. All component parts chassis rearward of the rear axle housing (e.g. frame, weight box, fuel cell container, and rear fuel cell guard) shall be no lower than 10" measured from the ground with the chassis ride height at 4". Excluded are the shock mount brackets and pan hard bar brackets. Bumper bars to be fabricated from steel only.

B) SUSPENSION (Front Upper Control Arm): After market tubular steel symmetrical (no offset) control arms allowed. Length of control arms should be 8 inches to 10½ inches measured from center of cross shaft to center of ball joint (some variance is allowed). Left and right upper control arms may be unequal lengths. Cross shaft may be steel or aluminum.

(Lower front control arms): Lower control arms may be modified allowed to accept larger ball joints. Left lower control arms may be shortened to achieve desired camber. Inner bushings may be replaced with solid steel bushings or with steel spherical joints. All control arms and mounting hardware must be steel.

(Rear Control Arms): Can be steel or aluminum. Must be a maximum of 30 inches from mounting hole center to mounting hole center. Steel solid rod ends, rubber bushing style or steel heim ends allowed. All hardware used must be steel. HOWE Racing Enterprises #318927R/L rear trailing arm mounts allowed. Damper device and mounting of damper will be allowed on NSCA approval only.

(Upper rear end link): STEEL ONLY. No coil or spring device allowed. Damper device and mounting of damper will be allowed on NSCA approval only. Steel heim ends allowed. Maximum length 30 inches mounting hole center to mounting hole center.

- C) SUSPENSION (Springs): Coil spring front suspension only. Front coils may not measure less than 5 inches and rear coil springs may not measure less than 4 1/2 inches in diameter. Aftermarket coils permitted front and rear. Non-metallic spring spacers are allowed between coil windings. Rear suspension may be leaf or coil. Plastic or fiber leaf not permitted.
- D) SUSPENSION (Sway Bars/Panhard Bars): Sway bars and panhard bars front and rear are optional and may be equipped with steel heim-ends at the connecting points. (STEEL ONLY)
- E) SUSPENSION (Shocks): Shocks may be relocated in chassis. Only one shock per corner permitted. No air shocks allowed. NSCA approved steel body non rebuildable shocks only. Monroe SSC and SSG numbers, AFCA series 10, 12 or 14; PRO Shocks "WB" series, QA1 series 59 and Integra series 42 shocks are allowed. For cars utilizing OEM type mounting positions – call for details.
- F) SUSPENSION (Steering and Hubs): Steering components, steering box and spindles (NO ALUMINUM SPINDLES ALLOWED) must be O.E.M. type. HOWE Racing Enterprises #344GN and #344GNL allowed. Center link can be O.E.M. or NSCA approved HOWE Racing Enterprises Part # 23396, Linken Manufacturing Part #LM105, MRE, BRP or Leavitt. Tie rod sleeves may be steel or aluminum. No modification to spindles with exception of steering arm may be altered to achieve better steering alignment. Steel steering arms only. Outer tie rods end can be steel heim joints or HOWE Racing Enterprises # 23285 or 23286. Inner tie rods must remain stock type. Front hubs may be drilled or for larger studs. Bolt circle 5" x 5". ONLY steel hubs are allowed providing the part conforms to identical design of original cast hub or NSCA approved. No rack and pinion steering allowed. Wheel stud threads must protrude through wheel nut.
- G) TOWING LOOPS: Each rear frame rail must have a 3" inside diameter tow loop (strong enough to lift the car) securely fastened as far rearward as possible extending above the trunk floor.

#### CLUTCH AND FLYWHEEL (see page 13 for crate motors)

Stock O.E.M. type friction disc steel clutch units utilizing dampening springs only. Springs that are coated to retain spring failure particles are acceptable. Clutch cover must be steel. Pressure plate may be aluminum with a riveted steel face. Clutch discs must be 360 degrees. Friction material is optional and may be in segments. Button style clutches are not allowed.

Centerforce units are acceptable. NO triple disc, NO double disc. NO extensively modified stock units allowed. NO aluminum flywheel. Flywheels may not weigh less than 13 lbs. Clutch pressure plate and disc assembly may not weight less than 17 lbs. NO altering allowed to original manufacturer specifications.

GM equipped cars must use O.E.M. flywheel. Dodge flywheel – Quarter Master part # 501201 (6 bolt) or O.E.M. Ford flywheel – Quarter Master part # 501300 or O.E.M.

New for 2017 – Built motors may use the same clutch as the crate motors (a 5½ or a 7¼ triple disc clutch).

#### COOLING SYSTEM

Radiator must remain stock in appearance and remain in standard position. Radiator dust screens permitted. Rad must include liquid over flow can (minimum capacity 1 liter) mounted ahead of engine firewall. Fan shroud cannot extend more than 1" behind blades. NO anti freeze allowed in the cooling system.

#### DRIVE LINE

Drive shaft and universals must be similar to standard production type. Steel, 360-degree retainer loops, ¼ inch thick by 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U-Joint. Aluminum or fiber drive shafts are prohibited. Front retainer loop must be circular and no more than 6 inches in diameter. All drive shafts to be painted white.



## ENGINE LOCATION

Engine location will be 87.0" measured from the center line of the rear axle assembly to the back of the engine block. Wheelbase to be 107.5" minimum.

Engine height minimum 11.5" measured from the ground to the centerline of crankshaft with frame set at 4". The center of the crankshaft must be within ½" of the centerline of the chassis.

## EXHAUST SYSTEM

- A) Headers optional. Under chassis or cross over headers allowed. 180 degree type headers are disallowed. (Primary tubes crossing over to opposite collector). Maximum primary tube size of 1 ¾": and maximum 3" collector allowed. A 3" balance tube between the right and left exhaust system is allowed as is a 3" X pipe. The 3" collector tubes must run separately into each muffler used. There must be 2 separate 3" pipes exiting the muffler system. Exhaust system must exit behind driver straight back or exit out one side of car in front of rear wheels. Exhaust pipe exiting out the side of race car may not be more than 8" to the top of pipe measured from the ground with the frame height set at 4" and flush with body. Exhaust may not exit body further forward than 28" from center of rear axle.
- B) MUFFLERS: Mufflers are mandatory at all times and are subject to approval by NSCA. Mufflers must be removable for inspection. Mufflers must remain unaltered. A decibel reading of 92 or less at a 100 foot distance will be enforced (Schoenfeld 12030 is the recommended muffler).

## FUEL

NSCA approved unleaded fuel only. No additives allowed. NSCA reserves the right to specify and/or supply fuel for competition.

## FUEL CELL

Mandatory! 22 U.S. gallons maximum size and 12 U.S. gallons minimum size allowed. Fuel cell is to be mounted in the trunk area behind firewall area between the frame rails and no lower than 10" from the ground. Fuel cell must be complete with safety flap foam and check vent assembly vented to the outside of the car. A minimum of 20 gauge steel is to be used for fuel cell case. Dry break filler system is allowed but unnecessary. If used filler system to be located on the left side rear quarter panel behind the rear wheel, FIRMLY supported from within. Filler and vent system tubing (max. 1¼" I.D.) to be the shortest distance between the filler cap and the cell. Filler cap assemblies must be grounded to the chassis for the prevention of static build-up. Max 11 gal NSCA approved refueling container allowed.

## FUEL LINE

All fuel lines must meet NSCA approval. No fuel lines allowed underneath the chassis. NO copper lines NO plastic filters. If line runs through cockpit area it must run through a steel tube which must be painted bright red or yellow in contrast to your car interior and lettered – FUEL LINE.

## IGNITION SWITCH

Race car must be self starting. Ignition "OFF" switch must be mounted near the centerline of the car clearly marked "ignition OFF" in such a manner that the engine can be turned off from either side of the car by the safety crew in the event of an emergency.

## IGNITION MODULES

Ignition control module boxes (see engine specs.) and associated wiring must be mounted to the right side of the driver clearly visible for inspection. Wires must be neatly and securely tie-wrapped but not taped or enclosed in any loom materials.

## INTERIOR

Interior of car can be only constructed of min 20 gauge steel. .029"-.035" thickness. Interior to be stitched welded other than dash and miscellaneous covers. i.e. Transmission cover.

- A) CLUTCH AND BRAKE PEDALS: Must be within 10" of front firewall.
- B) DASH: Car must have a fabricated full dash from left to right. All gauges must be installed directly in front of driver and on a vertical plane. No part of dash shall continue to floor panel
- C) FIREWALL: Firewall must be of no less than 20 gauge steel and extend completely from left to right with a minimum of 5" high. A floor box may be fabricated on left side with right side firewall extending to floor pan on an approximate 30 degree angle.
- D) FLOOR: Drivers area floor which extends from drive shaft tunnel to left side roll cage and from behind drivers seat in line with rear roll cage main hoop continuing into drivers floor box may be positioned below 2" from top of frame rail. Drive shaft tunnel may not exceed 10" wide measured directly across from drivers seat. Right side floor may not exceed 7" from top of frame rail and must extend past roll cage into door panel unless a vertical door panel is used to cover roll cage and proceeds to top of window opening in which case floor may stop at inner panel. Floor area behind driver and main roll cage hoop must run in line with rear frame kick ups and continue into rear wheel tubs and into rear package area completely sealing trunk compartment from driver. Panels may not run on a vertical plane up the rear roll cage hoop. Trunk floors are optional.
- E) STEERING WHEEL: Removable racing steering wheel with quick release metal hub is mandatory. Steering wheel pad mandatory. Collapsible steering wheel column is highly recommended.
- F) SHIFTER: Conventional type shifter or multi lever such as All Star 54110 are allowed. Shifter must have boot or cover at all times.
- G) SEAT: An approved aluminum seat is mandatory. Kirkey seats are highly recommended. Seat must be bolted or secured solid, so that seat will not shift or loosen on impact. All seat bolts min. 3/8 inch or larger. Seat must be completely to the left of the centerline of the car and inside frame rail. Distance between L.F. load bolt and rear of seat backrest measured at top of door height shall not exceed 83".
- H) HEAD REST: NSCA approved padded headrest is mandatory and must be securely supported.
- I) ROLL BARS: Include main roll cage surrounding driver and all bars extending forward and rearward from main roll cage. Steel roll cage must be constructed of no less than 1-3/4" O.D. by .095" wall tubing.
- J) Front and rear roll bars must be connected at top and bottom at both sides at seat height. Main roll cage loop may not exceed 3" inward from interior sheet metal door panels, side windows and upper windshield contour. Angle of rear hoop bar 15 (degrees) Max from vertical. If over then 1/4" by 8" solid steel plate (NO holes) must be welded front to back over drivers head. Front window bars may not exceed 3" inward from windshield post. Roof hoop must follow sheet metal of car as close as possible. Minimum of 4 bars on left side (must extend into door panels) and 3 bars on right side, extended into door area same as left side, gussets optional. Roll cages having door bars longer than 49" must have an "X" above the driver's compartment of 1-3/4 O.D. x .095 wall tubing. The maximum window opening measured from top door bar to roof hoop may not exceed 20". Vent bar to rear roll cage upright 35" max. (Mandatory on both sides) Roll bars in drivers area must be protected with roll bar padding. No square tubing, channel or angle iron will be permitted in the construction of the roll cage bracing. No exterior bars permitted. Roll bar installation and workmanship must be NSCA approved. It is highly recommended that 1/8" steel plate be welded to the space between left side driver door bars.
- K) MIRROR: One NSCA approved rear view mirror is mandatory. A side mirror is optional and may not exceed or to be located outside car.

## PAINTING AND LETTERING

- A) A detailed, professional quality paint job is mandatory on all cars. Car base colour and number should be of high contrast for maximum number visibility. All body components must be painted/wrapped with no "patch" panel or unered plastic/fiberglass material visible.
- B) A minimum 20" high 3" stroke number is required on center of both front doors of car. A 30" (minimum) high 3" stroke (minimum) number is required on the roof and must be read from the right side. Car number must be placed below the left headlight decal. Metallic numbers are not allowed. NSCA reserves the right to approve or disapprove commercial or editorial messages appearing on competing cars.  
Note: Both front fenders, doors ahead of the assigned number, sides of nose and windshield shall be completely free of lettering, numbers and/or decals. These areas are reserved for NSCA sponsors. Decals will be handed out with a location map.

## RADIOS

Use of radios is mandatory in all events. Cars must have a spotter in an area designated by the Series Directors with radio contact with the car driver for all races. Radios are mandatory for practice as well but the spotter may use an area of their own choosing for practice.

## REAR AXLE

Rear axle ring and pinion may be any gear ratio. Differentials of O.E.M. style are mandatory. Only O.E.M. carriers permitted. Full floating rear axle assemblies are mandatory. Maximum bolt circle is 5 x 5. Only all steel rear end assemblies permitted. (Including hub and drive plate assembly). Rear differential housing must be centered in car. Steel aftermarket spools are permitted. No cambered rear axel assemblies allowed. Steel aftermarket housings permitted. Gold tracks or any type of ratchet or limited slip rear ends are not allowed on ovals.

## SAFETY

- A) **SAFETY HELMET & APPAREL:** Drivers are required to wear full coverage, one or two piece Nomex suits which are S.F.I. rated. Fire retardant gloves and socks are mandatory. Fire retardant undergarments are strongly recommended. Driver's helmets must conform to a minimum Snell SA2010 or SAH2010 standard and have a certification sticker visible inside helmet. Helmets must be without visible damage. Full face helmets are highly recommended. Use of a head and neck restraint device such as a HANS or similar device is mandatory. Drivers without full faced helmets must wear eye protection designed for auto racing. Driver's apparel must be clean at all times. NO nylon shoes allowed. Safety is the responsibility of the Driver and Car Owner. Driver's helmet & apparel are subject to NSCA inspection.
- B) **Crew Safety:** Helmets for crew for races with a hot pit road – highly recommended and may be mandated in the future.
- C) **BELTS AND HARNESS:** A quick release 5 point belt of no less than 3" in width, shoulder harness in good condition are mandatory. Shoulder belts must be supported from behind the seat at the height that they pass through the seat, either level with the driver's shoulders or no more than 1/2" below the shoulder height so that they do not rely on the seat to maintain their position. "Support bar to be no less than 1-1/4" o.d.x.095" wall thickness round steel tube if within 6" ahead or behind main roll cage cross bar. If more than 6" bar material must be 1-3/4"o.d. x .095 wall thickness. Belts must be securely fastened to the frame, cross-member or roll cage by means of a suitable reinforced mounting. In such a manner that all fittings are in direct line with the direction of pull. Under no circumstances are bolts inserted through belt webbing accepted for mounting. Crotch V-belt is mandatory. Belts may not be any older than 3 years. (Manufacturers date) All belts and mounting will be subject to NSCA inspection.
- D) **FIRE CONTROL:** Race cars must have an approved fire extinguisher, with a recharge slip dated back no later than 9 months, mounted within reach of the driver when belts are fastened. This extinguisher must be mounted on an approved mounting bracket (preferably to the right of the driver). Onboard fire extinguisher system highly recommended.

- E) WINDOW NET: NSCA approved nylon mesh net must be installed in driver's side window opening. Net sizing must be at least 16" x 19" Net must be installed so it is tight. Window net anchors must be attached to roll bars, not body. Window net must be quick-release type. Net must be permanently anchored at the bottom and release at the top. N.S.C.A. highly recommends wide mesh nets.

#### TIRES

Tires are to be purchased from Grisdale Racing Products 400 Brock Road, Dundas, ON (905) 627-4686 Toll Free: 1-800-561-1791 Only N.S.C.A. approved and identified tires are permitted. Tires and mounting service are available at Grisdale's and may or may not be available at the track during our race events. American Racer Spec. #'s 70102, 70103 & 70104 compound EC31 is the approved tire for 2018. See page 18 for team tire inventory details.

#### TRACTION CONTROL

No electronic or otherwise traction control devices allowed.

#### TRANSMISSIONS (Manual)

Transmission must be stock appearing O.E.M. 3 speed or 4 speed with all forward gears (working) as originally produced. Must have working reverse gear. Must retain brass synchronizer ring. NO Automatic transmissions allowed.

#### WEIGHT

Cars must weight a minimum of 3000 lbs. Chev 602 crates to be a 2850 lb. minimum. NSCA reserves the right to increase or decrease the weight of the race car to equal competition if necessary.

Car will be weighed with driver. Left side weight may not exceed 56%. Rear weight may not exceed 50%. Cars that do not meet the weight rules after qualifying will start the feature at the rear of the field. A spent fuel allowance of 1% of total weight (i.e. 1% of minimum specified pre-race weight) will be allowed after races of 100 scheduled laps or more.

#### WEIGHT LOCATION

Weight must be bolted in no lower than frame rails in block form, no less than 10 lb. pieces. No weight to be added forward of front firewall or rearward of fuel cell. All ballast weight must be either fastened to or encased within the frame rail. All added weight must be double bolted (min. bolt size 7/16") and painted white, with car number clearly marked on each piece. Tungsten not allowed. Loss of add on weight will result in a severe penalty.

#### WHEELS

15" diameter steel racing wheel with a maximum width of 8" measured from bead seat to bead seat will be allowed. The same offset wheels must be used from left side to right side (not necessarily from front to back). Max bolt cir 5x5. Spacers will be considered as part of the wheel and measured as such. Spacers may be steel or aluminum. Wheel Stud threads must protrude through nuts.

NO LIGHT WEIGHT WHEELS allowed (Minimum wheel shell thickness .125"). Minimum weight is 19 lbs. A total combined wheel and tire weight may be enforced.

#### WHEELBASE-TRACK WIDTH

Wheelbase specification is 107½ inches. Wheelbase must not exceed ½" from one side to the other. Track width (front) 76" maximum, measured from outside to outside of sidewall measured at spindle height at 30 lbs. of air pressure. Rear track width is not to exceed front track width.

ENGINES: V-8

Built engines are to use a Holley 500 c.f.m. two barrel carburetor part #0-4412 and a Canton Racing Products part # 85-060 phenolic adapter. Similar adapters of metal are also allowed (eq. BRP375 or Wilson 041111). A Holley 390 c.f.m. four barrel carburetor is also allowed. No tapered bore adaptors allowed. No modifications to carburetor. Jets and power valve may be changed. Accelerator pump discharge nozzles may be changed utilizing straight type only. Removal of choke parts allowed. Two throttle return springs are mandatory. Dry sump engines are allowed. The NASCAR Pinty's Series spec engines are not allowed. The use of an air box is mandatory.

Engine need not correspond with body used. For example a Chev engine may be used with a Dodge body.

GM crate engine 88958604 is allowed with a Holley 0-80541-1 carburetor and a 5½" or a 7¼" triple disc clutch. The OEM type clutch specified for the built engines on page 8 is also allowed. Other crate engines are allowed including the GM 19258602 & 88958603 and may use the above carburetors and clutch. A one inch open carb spacer (Allstar 25981 or similar) may be used on the 602 crate. Sealed crates are not exempt from teardown.

Note: Some engines rules may vary as designated by the NSCA. Call or email Tech Director for details.

Engines (built) are stock as defined by the following clarifications: NO stroker cranks, pistons and rods must conform to O.E.M specifications to achieve listed displacement. All parts must retain manufacturer's part #, casting # logo identification etc.

STOCK DEFINITION

Parts available from your local dealer through ordinary parts catalogue will be accepted as stock. Parts ordered through dealer performance catalogue will not necessarily be considered legal.

MAXIMUM ENGINE	MAXIMUM OVERBORE	DISPLACEMENT
Chev. 327, 350	.060	358 cu. in.
Dodge 340, 360	.060	372 cu. in.
Ford 302, 351	.060	362 cu. in.

- A) **BLOCK ASSEMBLY:** Must be production with standard external measurements in all respects with the exception of the permissible overbore. No Aluminum blocks permitted. Stock production lifter bore must be maintained. Lifter bores may be sleeved, but lifters must be of stock size. Deburring of blocks and parts permitted. Balancing optional. Pistons must be O.E.M. or cross reference to O.E.M. (e.g. T.R.W. part # cross reference to GM parts #) or NSCA approved. Only NSCA approved aftermarket Manley, Eagle and Carrillo rods will be accepted. See following engine makes for part numbers. No GM 6" rod allowed. Deburring of stock rods is permissible. Crankshaft and harmonic balancer must be stock O.E.M. production or the following:

Dodge Engines ATI part # 918281, 918446E or BHJ part # MP-IBS-7 & # MPIBWCS-7"; Ford Engines ATI part # 917515, # 917511 or BHJ # FO-IBW S-7 & # FO-IBSFO-7; GM Engines ATI part # 917781 or BHJ # CH-IBS-7  
 Aftermarket parts must be approved by NSCA.

- B) CAMSHAFT: Camshaft must be driven the same as approved production engine. Gear drive not allowed. Solid or hydraulic valve lifters allowed. Rollers tappets, mushroom valve lifters and any type of mechanical assistance exerting a force to assist in closing the valve and/or push rod, commonly known as "Rev Kits" will not be permitted. Only flat tappet straight barrel lifters permitted. Rocker arms and push rods must be stock O.E.M. production type and must be of the same manufacturer as the engine i.e. CHEV rockers on CHEV engines. Direct part # cross-over after market rocker arms are acceptable. Roller rocker arms allowed. Ratios maximum 1.6. Ford 351 W engines may be fitted with stock (or direct cross reference after market) stamped steel American Pontiac V-8 rocker arms.
- C) CARBURATION:  
 Two throttle- return springs are mandatory (1 forward and 1 rear). Removal of choke parts and changing carb jets are allowed. No alterations or modifications to carb, only one stock gasket between carb and intake. Carb must retain serial number.  
 Holley 500 c.f.m. part # 0-4412 carburetor allowed. No modifications. Jets and power valve may be changed. Accelerator pump discharge nozzles may be changed utilizing straight type only. Removal of choke parts allowed. Two throttle return springs are mandatory (1 forward and 1 rear). The carburetor adapter to be used is Canton Racing Products Part # 85-060 unaltered as produced. Similar adapters of metal are also allowed (eq. BRP375 or Wilson 041111). No tapered bore adaptors allowed. Use of an air box is mandatory. No modifications to the air box area inward of the air cleaner element except lowering to attain hood clearance.  
 Note: Carburetors may be identified and sealed by NSCA. Spacer allowed under O.E.M. carb. Spacer or adapter thickness to be no thicker than 1-1/4" and to include gaskets. (i.e. Distance from bottom of carburetor to top of intake manifold where carb sits no taller than 1-1/4" including gaskets.
- D) CYLINDER HEADS: Only stock O.E.M. cast iron heads allowed. No titanium valves permitted. Three (3) angle valve jobs are permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered from the center of the valve guide. Upon completion of the valve job, the bowl area above the valve seat up to the bottom of the valve guide should still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head except gasket and port aligning allowed 1/2 inch maximum on intake port. Stock production style retainers only. No aluminum or titanium allowed. Pinning or screw in studs permitted. Stock location of rocker studs must be retained. Locking rocker arm adjusters allowed. No acid porting or re-contouring (adding material) of ports permitted. Intake gasket maximum .135" thickness per side. Stock casting number must be retained
- E) CYLINDER HEADS: See engine specifications. Part # P5007140 cylinder head may be used in 340 c.i.d. or 360 c.i.d. Must retain minimum combustion chamber volume 60 c.c. valve sizes must be intake max. 2.02" exhaust 1.94" max.
- F) DISTRIBUTOR: Only stock O.E.M. distributor and stock type coil allowed. No dual points. Stock O.E.M. electronic ignition may be used. MSD single pickup distributor allowed, but must be used on the make of engine that it was designed for (no interchanging). Any MSD Series 6 control modules are allowed.
- G) FUEL PUMP: Stock mechanical pump only. Absolutely no electric fuel pumps.  
 No plastic or glass fuel filters allowed.

## H) INTAKE MANIFOLD:

Option A: Only cast iron stock production 2 BBL intakes allowed. Intake must be readily available through New Car Dealer network. Eg. (G.M. intake manifold with casting # 14088675 is not readily available therefore it is not allowed).

Option B: Chevrolet engines may use Edelbrock part # 7101 or #7116.

Dodge Engines may use Edelbrock part # 7176 or Mopar #P4876335 or # P5007381.

Ford engines may use Edelbrock part # 7181.

Note: The carburetor adapter to be used with the intake manifolds listed in Option B is a Canton Racing Products Part # 85-060 unaltered as produced. Similar adapters of metal are also allowed (eq. BRP375).

No grinding or coating on any type permitted internally or externally. Gasket and port aligning allowed within 1/2" of openings. Two (2) adjacent intake bolts on each side of manifold may be drilled for sealing.

I) PULLEYS: Must be OEM or aftermarket steel or aluminum. V BELT configuration recommended. Ford engine oil drive belts and pulleys can be used in either cog or serrated form.

J) WATER PUMP: Water pump impellers may be altered. Only O.E.M. type water pumps permitted. Only standard production fan belts permitted. Electric fan O/K. Water pump may be modified to except centre port cooling to heads. NSCA approved only.

K) OIL PAN AND LUBRICATOR: Any oil is permissible. Oil pressure may be regulated at discretion of owner or driver. Modifying of oil pan for greater volume of oil permitted. Oil pan must not be lower than cross member of frame rails of race car.

Aftermarket pans of aluminum or steel permitted. No plastic or carbon fiber pans allowed. Any NSCA approved oil filters and breather caps may be used. Remote oil filter(s) permitted. Oil coolers must be forward of firewall.

## CHEV 350 SPORTSMAN ENGINE:

Block – Stock O.E.M. block as used in production vehicle. Maximum .0" piston to block deck height clearance.

Crankshaft – Stock O.E.M. or GM part # 3941184 or EAGLE part # 435034805700 steel crankshaft permitted only. Heat treating is permissible. Crankshaft must weigh within 5% of factory weight. Crankshaft may be removed for inspection. (Stock weight 51 lbs.)

Cylinder Head - Minimum cylinder head chamber volume is 64 c.c. A composition gasket of no less than .039" compressed thickness must be retained. Maximum valve spring diameter 1.460". Maximum intake valve size 1.94. Maximum exhaust valve size 1.50 Guide plates allowed. Maximum intake runner volume 176 c.c.

Oiling System – Internal oil pump only.

Pistons – Only O.E.M. or NSCA approved flat top pistons allowed. Parts that cross reference must be duplicate to original part (e.g. weight of piston, piston ring land, distance of piston skirt, position of pin). Floating or press pin optional. Minimum standard bore piston weight no pin and rings 425 grams.

Rods – Standard production, or GM pink rod or GM bow-tie rods of 5.70 length permitted. Polishing of rod beams is acceptable. Rod bolts optional. Manley rod part # 14101C, EAGLE part #CRS5700B3D or Carrillo part # C-350-65700H. Length to be 5.70. Manley rods must retain identification on rod side beam and may not be altered in any way.

**DODGE SPORTSMAN ENGINE:**

Block (360 cu. in.) O.E.M. block only as used in production vehicle. Piston deck height with minimum 58 c.c. head volume may not be less than .20 from the top of block. Piston deck height with minimum 64 c.c. head volume may not be less than .0 from top of block. Minimum head gasket thickness for any application is .039".

Block (340 cu. in.) O.E.M. type block only as used in production vehicle. Piston deck height with minimum 58 c.c. head volume may not be more than .020" above top of block. Minimum head gasket thickness may not be less .052" for this application.

Crankshaft – Stock O.E.M. production. Heat treating is permissible. Crankshaft must weigh within 5% of factory weight (Stock weight 56 lbs.).

Cylinder Heads – W – 2 heads not allowed. Minimum 58 c.c. combustion chamber volume. Maximum 177 c.c. intake runner volume. Maximum valve size – 2.02". Maximum valve size exhaust – 1.94". Part # 5007140 cylinder head may be used in 340 c.i.d. 03 360 c.i.d. application. Must retain minimum combustion chamber volume 60 c.c. Valve size must be intake max. 2.02" Exhaust 1.94" Intake port 180 cc max fastener holes for intake manifold must be relocated to accept cast iron 2bbl. carburetor.

Oiling System – Internal oil pump only.

Pistons (360 cu. in.) – O.E.M. or cross reference to original equipment. Pistons must duplicate original equipment, position of ring land, distance of skirt, position of pin. Press or floating pin is optional. Flat top only part # 4007042 is acceptable or NSCA approved 4.c.c. min valve relief.

Pistons (340 cu. in.) – O.E.M. or cross reference to original equipment. Pistons must duplicate original equipment, position of ring land, distance of skirt, position of pin. Press or floating pin is optional. Flat top only part # 3690825 is acceptable or N.S.C.A. approved 4.c.c. min valve relief.

Rods – O.E.M. standard production rods are permitted, and must retain stock identification. Polishing of rod beams acceptable. Rod bolts optional. Manley rod part # 14139C or EAGLE part #CRS6123C3D are approved. Manley rods must retain identification on rod side beam and must not be altered in any way.



**FORD SPORTSMAN ENGINE:**

Block – O.E.M. block only as used in production vehicles or SVO part #M-6010-351-9.5 deck (production style block) Maximum .0" deck height to piston.

Crankshaft – Stock O.E.M. production or SVO crank part #M6303-D351 when used with Federal-Mogul bearing spacer kit part # 145M and bearing set 144M. Heat treating permitted. Crankshaft must weigh with 5% of factory weight (stock weight 58 lbs.).

Cylinder Heads – World Products Windsor Jr. part # 053030 heads accepted. Intake runner volume 180 c.c. max.

All other specifications as follows: Maximum intake valve size 2.02 maximum exhaust valve size 1.94. Combustion chamber volume 60 c.c. min. Intake runner volume 175 c.c. max. Minimum .039" head gaskets thickness.

Oiling System – Wet sump internal oil pump or single stage external oil pump permitted.

Pistons – O.E.M. or cross reference to original equipment. Piston must duplicate original equipment in piston of ring land, distance of piston skirt, position of pin. Press or floating pin is optional. Flat top or reverse dome pistons only. Press or floating pin is optional. TRW #L2442 with dome removed is accepted.

Rods – O.E.M. standard production rods are permitted, and must retain stock identification. Polishing of rod beams acceptable. Rod bolts optional. Manley rod part # 14138C or EAGLE part #CRS5956F3D are approved. Manley rods must retain identification on rod side beam and must not be altered in any way.

**NSCA RESERVES THE RIGHT TO IMPOUND ANY CAR FOR INSPECTION. REFUSAL TO COMPLY WITH REQUEST MAY RESULT IN EXPULSION OF DRIVER AND/OR OWNER, FINE OR PENALTY AND/OR SUSPENSION.**

**ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICIAN INSPECTOR OR NSCA DIRECTORS WILL BE FINAL. ALL RULES ARE SUBJECT TO INTERPRETATION BY NSCA OFFICIALS. A COPY OF THE RULES WILL BE ISSUED TO MEMBERS UPON REQUEST.**

**ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO NSCA, PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UN-OBSERVED.**

**RULES APPLY TO ALL RACE EVENTS.**

**Approved crate engine rebuilders**

- Leitch Performance Engines (519) 988-0037 4080 North Service Rd., Unit 21, Windsor leitchperformanceengines.com
- CarQuest 4300 Wellington Road South, London, ON. Terry Huff (machine shop foreman) 519-679-9032.

Other rebuilders are under consideration in other parts of the province. Call for details.

Addendum to L.O.S.C. rulebook (Nov. 21, 2014)

*Multi driver teams will be allowed in 2015 and beyond.*

*A principal driver is to be named when registering. The others driver(s) need not necessarily be named at this time. It is also possible to switch to a multi driver team at any time under certain circumstances at the discretion of N.S.C.A. directors.*

*Points will go to the car number when you are registered as a multi driver team.*

*Just because you register as a multi drive team does not mean more than one driver is necessarily required to compete. If the team's principal team driver is able to attend the races they need not use another driver at all. If one of these multi diver teams wins the Championship it will be determined if we have a single Champion, Co-Champions or a Team Championship.*

*All divers must be approved by N.S.C.A. directors.*

*Rookie points go to the driver rather the car in regards to multi-driver teams unless all drivers on the team are rookies.*

If you are not registered as a *multi driver team* and want to put someone else in the car for a race, the points will go to that driver as it was in the past. In this case you will not have to pay the extra membership fee.

#### NSCA LICENSING FEES

Single Driver Team Membership	\$300.00	(Points go to the driver)
Multi Driver Team Membership	\$400.00	(For teams using 2 or more drivers – points go to car #)
Race Entry Fee	\$50.00	( <u>Non-members \$100.</u> )

#### Tires

##### General rules

- American Racer Spec. #'s 70102, 70103 & 70104 compound EC31 is the approved tire for 2018.
- New tires must be purchased from NSCA appointed distributor.
- Altering of tires by treatment (softeners etc.) is illegal.
- A durometer and/or other devices may be used to inspect tires.

##### Inventory (new for 2017)

Tire inventory will apply as follows:

- All teams will be allowed a starting inventory of six tires on their first event of the season.
- Teams will be allowed to add two tires to their inventory for each event that they compete in after their first event.
- All qualifying and racing must use inventory tires submitted for that event.
- Once the race program has begun all tires not inventory listed for that event must be stored inside / on the hauler not in the pit / pit road area.
- Any tire damaged in competition with a tread depth of 3/32" or more may be replaced at the discretion of the technical official in charge.
- Damage claims are to be made immediately after the incident. Failure to comply will result in claim denial.
- Inventory sheets must be submitted to the technical official prior to the qualifying of the racing program.

*Call or email for clarification if needed.*

Updated Oct. 18, 2017