

NAAPWS22 – 4 – 12/05/22

**TO: ALL NASCAR ADVANCE AUTO PARTS WEEKLY SERIES LATE MODEL STOCK CAR OWNERS, CREW CHIEFS AND DRIVERS:**

**Effective January 1, 2023** – The following are amendments to the 2022 NASCAR Advance Auto Parts Weekly Series Rule Book that will be incorporated into the 2023 NASCAR Advance Auto Parts Weekly Series Rule Book:

**NOTICE:** All NASCAR Rule Books and Technical Bulletins may be accessed by any licensed NASCAR Member by visiting [www.NASCARmembers.com](http://www.NASCARmembers.com).

**SECTION 20F  
LATE MODEL STOCK CAR DIVISION**

**NOTICE**

ALL MODEL, ENGINE OR EQUIPMENT CHANGES OR MODIFICATIONS NOT SPECIFICALLY ADDRESSED IN THIS RULE BOOK BY NASCAR MUST BE SUBMITTED TO NASCAR, IN A COMPLETED FORM/ASSEMBLY FOR CONSIDERATION OF APPROVAL, ON OR PRIOR TO **SEPTEMBER 1, 2023**, UNLESS OTHERWISE AUTHORIZED BY NASCAR TO BE CONSIDERED FOR COMPETITION FOR THE **2024** SEASON. ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF TRACK OFFICIALS. TRACK OFFICIALS MAY ASSESS WEIGHT PENALTIES FOR RACE EQUIPMENT DEEMED AS NOT IN COMPLIANCE WITH THESE RULES. RACE EQUIPMENT WILL NOT BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION AT ANY TIME OR ANY NUMBER OF TIMES UNOBSERVED OR UNDETECTED. ANY RACE EQUIPMENT WHICH DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE **2023** NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN COMPETITION IN **2023**.

PRIOR TO PRODUCTION, ANY NEW RACE EQUIPMENT TO BE CONSIDERED FOR APPROVAL FOR COMPETITION MUST BE SUBMITTED TO NASCAR FOR APPROVAL. AT THE MANUFACTURERS EXPENSE, THE MANUFACTURER MUST PROVIDE ALL INFORMATION, MATERIALS, ELECTRONIC FILES, RACE EQUIPMENT AND FULL SCALE RACE VERSION VEHICLE(S) AS REQUESTED BY NASCAR. MANUFACTURER MUST ALSO PROVIDE TO NASCAR ANY RACE EQUIPMENT TO BE USED AS COMPARISON ITEMS FOR INSPECTION PURPOSES ALONG WITH ANY REQUIRED MANUFACTURER TEMPLATES.

**20F - 1.3 Approved Competition Models**

The following are the only approved composite body models eligible for competition in **2023**:

<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>
2007 - 2008	Chevrolet	Monte Carlo SS
2008 - 2018	Chevrolet	Impala SS
2007 - 2019	Dodge	Charger
2007 - 2018	Ford	Fusion
2009 - 2019	Toyota	Camry

FIVE STAR RACE CAR BODIES:

<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>
2020	Chevrolet	Camaro
2020	Ford	Mustang
2020	Toyota	Camry

**All Steel bodied models are no longer be eligible for competition.**

**20F - 4.1 General Engine Eligibility**

The eligible engines must be production engines as determined, selected, and approved by NASCAR. All major components (engine blocks, heads, etc.) must be produced by the manufacturer for sale to the public in a regular product offering. Prior to being used in competition, all major engine and component parts must be submitted, in a completed form/assembly to the office of the NASCAR Technical Coordinator, Touring Series on or prior to September 1, 2023 for consideration of approval and approved by NASCAR. Each such part may thereafter be used until it is determined that such part is no longer eligible.

A. and C. remains the same.

**20F - 5.9 Intake Manifold**

A. through C. remains the same.

D. Only one (1) paper-type intake manifold gasket per side, a maximum compressed thickness of 0.075 inch, may be used between the cylinder head and the intake manifold. Metal shim type or metal impregnated intake manifold gaskets will not be permitted.

E. remains the same.

**20F-5.10.1 Eligibility**

A. All engines in the Late Model Stock Car Division:

1. remains the same.

2. When the Ford D347SR, General Motors (part #'s #88958604 or #19318604) crate and the "Harrington Enforcer" engines are used the carburetors listed below are the only carburetors permitted.

- Holley 650 CFM four (4) barrel, Part # 80541-1
- Holley 650 CFM four (4) barrel, Part # 80541-2
- Holley 650 CFM four (4) barrel, Part # 80541-3

See D. below for Holley carburetor rework guidelines.

(Language removed here)

B. through D. remains the same.

**20F - 10.2 Flywheel / Flexplate**

A. and B. remains the same.

C. The minimum starter ring gear outside diameter permitted will be 12-7/8 inches for General Motors and 13-1/4 inches for Ford models except as specified below.

D. As an option, the following flywheels will be permitted. When used they must remain as manufactured with no modifications.

<u>MANUFACTURER</u>	<u>PART NUMBER</u>	<u>TYPE</u>
<u>Tilton Engineering</u>	<u>51-052-5 (104T)</u>	<u>Early General Motors</u>
<u>Tilton Engineering</u>	<u>51-053-5 (104T)</u>	<u>Late General Motors (Neutral)</u>
<u>Tilton Engineering</u>	<u>51-054-5 (104T)</u>	<u>Late General Motors (Ext. Balance)</u>
<u>Tilton Engineering</u>	<u>51-055-5 (104T)</u>	<u>Ford (Small Block)</u>

**20F - 12.1 Coil Springs / Spring Mounts / Jacking Bolts**

(Language removed here)

Only coil spring suspension will be permitted. All coil springs must be constructed using round magnetic steel wire, wound in a clockwise direction. Ovate and flat wire will not be permitted. The coil spring wire diameter must be the same size from the top to the bottom of the springs. All of the coils in a spring must be active. The coil springs in all four (4) wheels must be active in any and all suspension movement.

Coil spring suspension will be limited to either conventional type coil springs or coil over springs. The use of either type of spring on both the front and rear suspension, such as coil springs on the front and coil over springs on the rear, will be permitted. The use of a combination of spring types on both the front and rear suspension, such as a conventional coil spring on one side and a coil over spring on the opposite side, will not be permitted.

A. through C. remains the same.

**20F – 12.1.1 Travel Limiting Devices**

A. Track approved, external travel limiting devices (bump stops) will be permitted on the front suspension only, one (1) on the left side and one (1) on the right side. Travel limiting devices (bump stops) on the rear suspension will not be permitted. Any travel limiting device or procedure that, in the judgment of Track Officials attempts to detract from or compromise the above, will not be permitted.

B. Any device(s) such as chains, cables, etc. that limit the travel of the suspension either up or down will not be permitted. When jacking the vehicle, a minimum of two (2) inches of chassis movement is required before movement of the axle/tire assembly.

**20F - 17.1 Recommendations for Helmets / Head & Neck Restraint Devices / Systems - Refer to sub-section 6-3-1 of the Rule Book.**

A. Helmets

1. Drivers should wear a full-face helmet, carrying at least one (1) of the following certifications:

FIA 8860-2010 (with a date of manufacture after January 1, 2016)

FIA 8859-2015 (with a date of manufacture after January 1, 2020)

FIA 8860-2018

Snell SA 2015

Snell SA 2020

(Language removed here)

Helmet certification (label) should be affixed to the helmet at all times.

Helmets should be fitted with the following system:

Eject™ Helmet Removal System

2. through 5. remains the same.

**B. Recommendations for Head and Neck Restraint Devices / Systems**

1. and 2. remains the same.

3. The following are the SFI-approved Head and Neck Restraint Devices/Systems that are currently acceptable:

<b><u>MANUFACTURER</u></b>	<b><u>MODEL</u></b>	<b><u>OPTION</u></b>
HANS	Professional Series	Fixed or Sliding Tethers
HANS	Extra/Economy Series	Fixed or Sliding Tethers
HANS	Pro Ultra	Sliding Tethers

HANS	Sport Series	Fixed or Sliding Tethers
HANS	Sport II Series	Sliding Tethers
HANS	Stilo HANS Zero	Sliding Tethers
<a href="#"><u>Safety Solutions</u></a>	<a href="#"><u>Hybrid</u></a>	<a href="#"><u>Fixed Tethers</u></a>
<a href="#"><u>Safety Solutions</u></a>	<a href="#"><u>Hybrid pro</u></a>	<a href="#"><u>Fixed Tethers</u></a>
Simpson (formerly Hutchens)	Hybrid	Fixed Tethers
<a href="#"><u>Simpson</u></a>	<a href="#"><u>Hybrid Pro</u></a>	<a href="#"><u>Sliding Tethers</u></a>
Simpson	Hybrid Pro, carbon	Fixed Tethers
<a href="#"><u>Stand21</u></a>	<a href="#"><u>Featherlite</u></a>	<a href="#"><u>Sliding Tethers</u></a>

**20F - 18 Roll Bars**

A. through G. remains the same.

H. At the discretion of Track Officials, additional material and/or tubing may be required to be welded to any vehicle that does not conform to the [January 1, 2023](#) roll cage or roll bar specifications as described in sub-section 20F-18.