

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

Effective January 1, 2022 – The following are amendments to the 2021 NASCAR Advance Auto Parts Weekly Series Rule Book that will be incorporated into the 2022 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.

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 2, 2022**, UNLESS OTHERWISE AUTHORIZED BY NASCAR TO BE CONSIDERED FOR COMPETITION FOR THE **2023** 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 **2022** NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN COMPETITION IN **2022**.

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 2022:

<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

NOTE: All Steel bodied models will 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 2, 2022 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. through C. remains the same.

20F - 10.2 Flywheel

A. Only a magnetic steel flywheel/flexplate, bolted to the crankshaft, will be permitted.

B. Holes and/or other modifications that, in the judgment of Track Officials, have been made with the intent of weight reduction will not be permitted.

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.

20F - 12.3 Shock Absorbers

Shock absorbers and components must be from an approved manufacturer. The approved shock absorbers will be of the revalvable, rebuildable, gas pressurized, mono-tube, deflective disc valve type with an integral gas reservoir. Shock absorbers must provide a resultant force dependent upon piston velocity and must be acceptable to Track Officials. Shock absorbers and components must be used as supplied by the manufacturer and all components must be used in only their respective manufacturers shock absorber. Modifications or changes to the shock absorber and internal components will not be permitted. Shock absorbers and components must be available to all Competitors and must meet the following requirements.

As per local Track Rules, oil type shock absorbers will be permitted. Specifications and rules for these oil type shock absorbers will be developed, implemented, governed and enforced by the individual Track Rules.

The approved shock absorbers and components are as follows:

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

Bilstein ASN, SN or AS2 Series with only the approved Bilstein Linear U37T Series Pistons #423171 and #403556

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

Advanced Racing Suspensions 4000 Series with only the approved #40094 Piston

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

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

Blackmajc Shocks (Shadow Racing Products) BML Series with only the approved BML linear Piston

A. through G. remains the same.

H. One-piece open style jets that bleed equally in both compression and rebound will be permitted. One-piece jets that control flow in compression only or rebound only will be permitted. Solid plugs in place of open jets will be permitted. Plugs with fixed bleed holes will be permitted. Check ball jets that control flow in compression or rebound only will be permitted.

I. through Y. remains the same.

20F - 14.1 Brake Components

A. Single piston disc brakes with stock (OEM) type calipers will be permitted front and rear. As an option the following brake calipers will be permitted:

<u>MANUFACTURER</u>	<u>PART NUMBER</u>	<u>TYPE</u>
<u>Wilwood</u>	<u>120-15611</u>	<u>GM D52-R Single Piston (Aluminum)</u>
<u>Wilwood</u>	<u>120-15612</u>	<u>GM D52-R Single Piston (Aluminum)</u>
<u>Wilwood</u>	<u>120-10936</u>	<u>GM D52 Dual Piston (Aluminum)</u>
<u>Wilwood</u>	<u>120-10937</u>	<u>Gm D52 Dual Piston (Aluminum)</u>

Brakes must be operational on all four (4) wheels. Floating brake calipers will not be permitted.

B. through K. remains the same.

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 8860-2004~~ (No longer approved)

FIA 8860-2010

FIA 8860-2018

~~Snell SA 2010~~ (No longer approved)

Snell SA 2015

Snell SA 2020

SFI 31.1/2005

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. remains the same.

20F - 17.2 Recommendations for Seat Belts - Refer to sub-section 6-3-2 of the Rule Book.

A. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, OR THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS SHOULD BE SFI 16.5-APPROVED OR 16.6-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.

B. Each vehicle should be equipped with an SFI 16.5-approved, minimum 6-point seat belt restraint system and display a valid SFI 16.5 label. It is recommended that a SFI 16.6-**approved** seat belt restraint system that displays a valid SFI 16.6 label be used. When the 16.6-approved seat belt system is used it must be either a 7 point or 9 point system only. The shoulder harness and lap belt assembly should not be more than three (3) inches (nominal) in width. The shoulder harness should not be less than two (2) inches wide (nominal) as it passes over the head and neck restraint device. The shoulder harness and lap belt assembly must not be more than three (3) inches (nominal) in width. Seat belt restraint systems should have a latching mechanism attached to the lap belt or, if a cam lock latching mechanism with a 5-point belt configuration is used, it should be attached to the lap belt or the shoulder harness. If the cam lock latching mechanism is used with a 6-point belt configuration then it may be attached to the anti-submarine belt(s). This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belts, and should be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It should have one (1) of the two (2) following release designs:

1. **Latch/Lever Release:** Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release.

2. **Cam Lock Release:** A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used, provided that its length does not extend more than 1/2 inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.

C. through E. remains the same.

F. The SFI 16.5-approved and 16.6-approved seat belt restraint systems will remain acceptable until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands should not be mixed.

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, 2022 roll cage or roll bar specifications as described in sub-section 20F-18.