

AUTO CITY SUPER STOCK (ACSS)

***Raceceiver's are required to be in-car with drivers for the 2012 season.**

ELIGIBLE CAR MAKE AND MODEL: 1999 THROUGH 2012 OR APPROVED BY AUTO CITY SPEEDWAY Chevrolet Monte Carlo or Impala, Pontiac Grand Prix, Ford Taurus or Fusion, Dodge Intrepid or Charger. A-B-C Body Rules apply unless otherwise specified. Refer to A-B-C Rulebook and guidelines for details.

Each team will need to provide a paid receipt for their current engine or a rebuild certificate from an approved engine builder in the 2012 season.

GENERAL RULING

All participants are subject to inspection at ANYTIME during an event. Auto City reserves the right to change, alter, modify, or remove any rule to level the field of competition.

AIR BOX

May not enclose entire bottom of carburetor, 2/3 of carburetor must be visible at all times. Nothing is to be inside the air box area but a filter element, a hold down cover, and fastener. NO EXCEPTIONS!

BATTERY

Battery must be securely mounted to a mainframe rail member outside the driver compartment, separated from the fuel cell. All cars must have battery ON/OFF switch. Switch must be mounted in clear view for safety worker.

BODIES

ALL DIMENSIONS TO BE TAKEN FROM FIVESTAR AND ARP's GUIDELINE CHART WITH DRIVER OUT OF CAR! The new common template bodies (ABC) by Fivestar and ARP will be MANDATORY!

All bodies must be either Five Star or ARP and must fit template. No mixing of manufacturers or makes. The fenders must be full contoured fiberglass or plastic. No aluminum or steel fenders will be accepted. A stock appearing, professionally prepared race car is the primary objective of this series. Aftermarket parts such as long quarter panels, carbon fiber roofs, hoods or other manufacturer's noses are NOT LEGAL. No square corners or flat sides. Rear bumper cover must not be altered or have the lower edge cut off. Stock dimension windshield and rear window are required, both braced internally to prevent bowing in at speed. All window openings (windshield, side quarter windows, side vent & rear window) must be covered with clear Lexan or plastic only. Tinted or smoked OK, except for windshield. Hood must be stock shape and fit template (carburetor air must enter from the base of the windshield and cutout at rear of hood not larger than three inches by twenty inches). All cars must have a tow hook, chain or eye welded to the front of the car and rear deck must open to allow quick and easy pick-up by tow truck. Body dimensions are to be in accordance with the manufacturers drawings (47 in. roof ht. 4 in. nose to ground ht. 4 in. rocker panel ht. And 102 in. min. wheel base, etc). Spoiler is to be constructed with the upper 5 in. of clear lexan material. The width of the race car shall never exceed a maximum of 80" at any given point. No steel or metal rub-rails allowed.

Race cars that enter the Tech Garage and are placed on the scales for official weighing, "WILL NOT" be allowed to be touched by their driver or crew members during car inspection. After car rolls off the scales, the driver will remove himself from car and all non weight influenced measurements will be done at that time.

In addition to the car number on the doors, a small car number (approx. 5 in) shall be located on the right front air dam and on the right rear bumper area. This will help scorers, flag man, and the spotters. Roof numbers should be facing passenger door. Body and engine make must match - Ford to Ford, Dodge to Dodge, GM to Chevrolet and Pontiac.

Summary of Above:

1. Template from body manufacturer must fit all specifications.
2. Rear Bumper MUST Remain Stock
3. 102" Wheel Base Minimum Both Sides
4. Rocker Panel and Nose Height 4" Minimum to Ground.
ZERO Tolerance for 2012.
5. Frame Height 3" Minimum
6. Spoiler 6 1/2" High, 60" Wide, Clear Lexan
7. No steel or metal Rub-rails, Plastic or Lexan only
8. Width of Race Car cannot exceed 80" at any given point

BRAKES

Only ferrous material rotors will be allowed. (NO titanium) No recirculators or shut off devices allowed in brake system. All four brakes must work. Front to back valves OK – no right to left valves allowed. Any four (4) piston brake calipers allowed from any manufacturer.

***CAR RADIOS/MIRRORS**

Raceceiver's are mandatory in 2012 by all drivers...All car radios must be approved by promoter...if a Approved.... Any car using an in car radio must place a 1"x 3" letter R, in contrasting color, on rear of car - right of car #.

MIRRORS: Mirrors mounted "inside the race car" are allowed. All mirrors must be mounted in a safe location inside the race vehicle.

CARBURETOR

The carburetor will be a 650 cfm Holley 4150 HP P/N 80541-1 or 80541-2 and MUST REMAIN "BOX STOCK". ACSS officials reserve the right to exchange any competitor's carburetor at any time. No carburetor spacers or drop in spacers allowed. Carburetor must be securely fastened to the intake manifold with only one singular .0625 (1/16") or smaller flange gasket allowed between the carburetor and intake manifold. A one inch, (1") tall spacer with 4 non-tapered holes will be permitted for use on the GM crate engine.

CHASSIS

Offset chassis from all manufacturers will be allowed. Perimeter chassis will also be allowed. The main frame rails must be steel, ten inches in circumference, such as 2x3x.125 thick tubing or greater. Drilling holes to lighten any part of the car will not be permitted.

Side rails must be located within the normal tread width of the car. Frame must have drive shaft containment hoop front and rear. Wheelbase is 102 in. min. (both sides) and tread width is 65 in. + or – 1 inch measured from centerline of both front tires. Frame to ground clearance is 3” minimum. Drilling holes in frame or body to lighten weight is prohibited. Rub rails must be clear & flat, made of plastic or lexan only – no steel or metal allowed.

ENGINE

The following engines will be used in the series:

G.M. 410 HP crate engine, part number 88958604

FORD crate engine, part number M-6007-D347SR

DODGE crate engine, part number P5007958

STANTON DODGE crate engine, part number ASALMS75360

McGunegill Ford 425LM

All engines will be sealed by the manufacturer and or by a certified Auto City Speedway official or approved engine builder for the 2012 season. **CRA Race Series (JEGS All Star) seals will be honored.** Race cars with NO cup seals on oil pan will start main event at BACK of the field, regardless of Q, time.

Any team found to have tampered with engine seals will be subject to suspension from competition. A.C.S. officials reserve the right to impound and or replace any competitor's crate motor at any time. Any engine found altered and deemed illegal will be confiscated.

Engine must be mounted ten (10) inches min. center of crankshaft to ground. 10" Crank center rule will be measured at the FRONT of the crank.

ALL engines will be mounted in car with #1 spark plug three and one half inches, plus or minus .5 inches behind left front upper ball joint. After market engine damper allowed – must have SFI approved sticker. Oil coolers are ALLOWED. The GM crate motors are allowed a 1.6 rocker arm ratio with valve spring and keeper upgrade. The Ford crate motors can run either the 1.5 rocker arm ratio or the original Ford supplied 1.6 rocker arm ratio.

EXHAUST

All cars must have working mufflers and must pass the speedway's noise rule. Cars that do not meet this requirement will not be allowed to compete in the event. Exhaust must exit under car, behind driver. **Exhaust that exits out the side of the car will be allowed for 2012.** No holes or vent holes allowed in any body panel except for brake cooling only - no exceptions!

FUEL

All fuel must pass all appropriate fuel tests required by ACS. No electric fuel pumps will be allowed. No fuel lines routed through driver's compartment. No oxygenizing agents allowed. We reserve the right to take fuel samples for analysis. Fuel cells are required to have two, one-inch wide minimum, steel straps, top and bottom. **Fuel cells must be mounted eight inches minimum from the ground (race ready), all (4) four SIDES MEASURED.** Fuel cell must be securely fastened to the framework, NO MOVING PARTS. Post race (after event) inspection tolerance will be 1/4 (.250) to 1/2 (.500) inches.

Maximum capacity of fuel cell is 22 U.S. gallons, minimum is 15 U.S. gallons, no pressure type fuel systems or refueling systems are permitted. Fuel cells are mandatory, complete with min. 18 gauge steel enclosing container (no aluminum permitted) and integral foam filled bladder. Dry break systems will be allowed. If dry break system is not used, fuel cell must have a secure, screw type cap accessible only by opening rear deck lid. Deck lid must open on all cars.

IGNITION

MSD IGNITIONS WILL BE MOUNTED AWAY FROM DRIVER'S REACH. ALL MSD BOXES MUST BE MSD 6AL, MSD 6A1-2, MSD 6ALN, 6HVC or 6HVC-L with 6300 RPM REV. CHIP (Chip provided by A.C.S.). No other ignition box will be allowed. A.C.S. reserves the right to exchange any competitor's ignition box with other competitors at any time. Only one ignition box allowed in system.

The Ignition system wire harness that plugs into the MSD Ignition Box must use the STOCK MSD wire harness, and MUST be removable from the car without cutting/splicing/breaking of the STOCK MSD Ignition Box. For 2012 Auto City Tech Officials will, at random intervals, and random races supply a Auto City MSD Box to the random driver/car.

ONBOARD COMPUTER AND ANALYSIS EQUIPMENT

These are not allowed anytime, and if found you will be subject to penalties.

SHOCKS

Shocks will be allowed from any manufacturer as long as they are not equipped with reservoirs and are available for purchase by any competitor for a maximum of \$400.00 (racer listed price.) A.C.S. OFFICIALS MAY PURCHASE SHOCKS FROM ANY COMPETITOR FOR \$400.00. Auto City Tech Officials will, at random, remove racer shocks for inspection, and price verification.

TRANSMISSION AND DRIVE TRAIN

Transmissions will be allowed from any manufacturer and must be available for purchase by any competitor for a maximum of \$2000.00 (Racer listed price). Transmission must be automotive type unit and working reverse gear is mandatory. All cars must have a working onboard starter. No independent rear suspension permitted, and no open tube rear ends allowed.

Clutch discs may not be smaller than 5.5 inches. (With the exception of internal clutch style transmission). No carbon fiber clutches, brakes or drive shafts. Bell housing must have minimum 2 1/2 inch hole at bottom (to allow clear view of clutch).

Quick-change rear ends allowed. Ford 9 inch rear ends are allowed. Rear end tubes may be cambered 1.5 degrees maximum. No titanium or magnesium parts of any kind are allowed. Aluminum axle tubes will be allowed. Rear end center sections will be the only exception to the no magnesium rule.

If a driver is found to be shifting, that driver will be subject to a one (1) lap penalty. No automatic transmissions will be allowed. Transmission coolers are ALLOWED.

WEIGHT

All cars to weigh 2700 lbs minimum and race ready. Full of fuel, driver in the car, sitting in upright position, with helmet in lap or on head. Maximum left side weight allowed is 59% of total vehicle weight, before and after the race. **NO EXCEPTIONS! All engines must have seals from Auto City or CRA Jegs All-Stars Tour approved re-builder, or add 50lbs.**

WHEELS AND TIRES

All wheels must be steel and designed for racing. 15-inch diameter and 10 inch width maximum. The approved series tire is the Hoosier 27.0/10.0/15, Left 3035 and Right 3045. Tire relief (bleeders) will not be allowed. All cars must start ALL races with the same tires they qualified on and are to be used on the day of the race. Tire soaking is **PROHIBITED!** Any competitor suspected of soaking tires will have their tires impounded and sent for testing by the manufacturer. If impounded tires are found to be non-compliance with the manufacturer's specification for that type of tire, you will be fined the total cost of testing. Any violations of above rules will consist of but not limited to loss of ALL points and monies earned for that racing event and possible suspension for the following two (2) events.

SAFETY REGULATIONS

All competing cars must have a four point roll cage structure constructed of 1 3/4 in. min outside diameter D.O.M. steel tubing with the entire structure integrally welded to the primary frame structure. Roll cage shall have a min. of four horizontal driver's side door bars. Roll cage structure shall be braced to front frame stub with a hoop section surrounding the engine compartment, and rearward with diagonal members connecting to rear frame section. Bottom bay of car in cockpit section must have "X" member or equivalent spanning laterally between main frame members. The driver's seat shall attach via aircraft quality hardware to a sub structure attached to the roll cage and primary frame members.

Foot well area of driver's compartment shall be protected from side impact by a sub structure running from the left front main roll cage upright to left side frame integral with frame and roll cage members. A designed for racing, five point restraint system for driver is mandatory, including minimum three inch wide lap belt, shoulder harness and crotch straps with a central release, and metal to metal fastener. All seat belts must be no older than three years old. Two vertical bars to protect driver's feet are mandatory. Drivers are required to wear Nomex underwear and fire retardant driving shoes are strongly recommended. Driver must have a helmet conforming to Snell Foundation SA-2000-SFI 31 standards or exceeding. Eye protection is required at all times. All cars must carry on-board only one (1) fully charged mounted fire extinguisher of B or C dry chemical type, 2 1/2 pounds minimum capacity. Automatic on-board fire extinguisher systems are strongly recommended. Driver's side window net with a quick release mechanism is mandatory. Main side window openings (driver and passenger) may have vent windows between the windshield pillar and the door no wider than twelve (12) inches measured from the base of the windshield pillar backwards along the top of the door. (ABC book) Passenger window opening must maintain at least 15 inch by 23 inch opening. All crews must have a 2 1/2 lb or larger fire extinguisher in their pit area at all times, a can of oil dry is also

recommended. All lead on the car must be painted white and have the car numbers painted on it. All lead must be solid block type. No BB's or liquid type weight allowed. All lead must be securely bolted to or enclosed inside the frame (NO HOSE CLAMPS). If you lose a piece of lead on the racetrack you will be black flagged and will replace the lead to the satisfaction of an official before returning to the track. All roll bars near the driver's head and the steering shaft must be covered with the roll bar padding (not pipe insulation). Quick release steering wheel hubs are required, but they must be of steel construction (no plastic). A head and neck restraint system is MANDATORY.

SUMMARY OF SAFETY:

1. Helmet Snell 2005 SFI31
2. Belts no more than 3 years old.
3. Fire Extinguisher 2 1/2 lb. B or C Classification
4. Fire Suit Gloves, Shoes and Socks all fire retardant.
5. Eye protection
6. Side window net
7. Roll bar padding
8. HEAD AND NECK RESTRAINT SYSTEM IS MANDATORY.

SPECIFICALLY NOT ALLOWED

No operator controlled, radio controlled, computer controlled or automatic traction control devices, ignition retarders, weight transfer, weight shifting, weight jacking, or weight altering devices. No aluminum fuel cell containers, engine blocks, wheels, or plastic wheels. No Kevlar or carbon fiber period. No titanium, ceramics, or magnesium. No nitrous oxide equipment, fuel injection, super- charging or turbo charging. No ledges, shelves, horizontal deflectors, straight sides, square corners, coffin style interiors, tub interiors, multi plane spoilers, side boards, wings, skirts, scoop noses, fins, vertical ramps, interior wings, aerodynamic tunnels, or flat roofs. No Ram Air or Hood Scoops allowed. No lead shot or liquid type ballast allowed. Brake bias control is the only "in car" adjustment permitted.

Infractions found in pre-race inspection or after a race will be subject to appropriate penalties, which can include: loss of points, cash fines and/or suspension.

The following infractions will not be tolerated, and may result in dismissal from the series.

1. Refusal to exchange ignition box or carburetor
2. Use of traction control devices
3. **Tampering with seals on Crate Engine**
4. Tire soaking
5. Action during competition deemed unsafe by series officials. i.e. intentionally spinning or crashing another competitor.

Auto City Speedway - 2012 Official Rule Book

AUTO CITY SUPER STOCK

Promotor/Owner-Joe DeWitte-248-505-7001

Head Tech Dave Duprey 810-459-1806

TRACK PROCEDURES

A.C.S. reserves the right to confiscate any non- conforming parts or parts in question.

ROOKIE ELIGIBILITY

To be eligible for rookie status including bonuses and awards for Rookie of the Year you must have not competed in over 10 Super Late Model events. You must turn in a current driving experience resume to A.C.S. officials before entering your 1st race. Officials will have the final say in rookie eligibility.