



2019 SUPER STOCK DIVISION RULES:

GENERAL: The word stock shall be defined as any part for that particular make, model, and year as found in the manufacturer's catalogue. Unless specifically noted all stock parts shall be mounted in both the stock location and stock position as engineered by the manufacture. In addition to the location and mounting, only parts identified in the manufacturer's catalogue for that particular make, model, and year shall be eligible. Any deviation to the above mentioned rule shall be superseded by written updates and duly noted in the specific subsection of the rules and in accordance with the rules.

AIR CLEANERS:

1. Maximum air cleaner size 14" x 4-1/2". Must have solid air cleaner top.
2. All air boxes, and or extensions from the air cleaner as described above shall maintain a minimum of five (5) inches between any part of the fire wall and any part of the air cleaner and/or air box assembly.
3. There shall be no sealing devices anywhere on the air cleaner and/or air box with the exception of the gasket between the carburetor and air cleaner.
4. The height of the add-on devices (air box, cowl, and deflectors) shall not exceed the height of the air cleaner installed on the vehicle when measured with reference to the carburetor center line.

1. BATTERY:

1. Minimum two 5/16" mounting bolts must secure the battery. Both the battery and spill-proof container must be independently fastened. If the battery is mounted outside of the vehicle interior, it must be anchored securely and separated from driver by a firewall.
2. 12 VOLT electrical system only.

3. BODY & APPEARANCE:

1. Open to any make of North American built car inclusive with a minimum wheelbase of 108" as factory listed for that year model.
2. Race cars participating in racing events must be presentable in appearance at all times. Cars that are considered improperly prepared may be rejected by the tech committee at any event. No battered cars,

aluminum side skirts of no more than 5" (five) will be allowed. Original body must remain in place if skirts are installed.

3. Interior panel materials must be made of minimum 22-gauge magnetic steel.
4. **Approved fibreglass bodies:** Ford Mustang, Chevrolet Camaro and Dodge Challenger fiberglass bodies manufactured by Delaware Custom Fiberglass are ONLY approved Super Stock bodies permitted. No mixing of steel and fiberglass body panels.
5. Alterations or customization to gain any advantage is prohibited.
6. **Rear Spoiler:** Maximum spoiler size 42" Wide X 5" high. Total Measurement will include approved side skirts. Approved side skirts are triangle in shape, 5" at spoiler reducing to 1". Maximum length of side skirts is 14"
7. **Windshield:**
 - a. Front windshield used must be lexan, minimum 3/16", and must cover full area.
 - b. Lexan rear windows optional
 - c. All windows must have sufficient bracing to prevent the window from deflecting.
 - d. A Minimum of two interior support beams (NO PLASTIC) no more than 1" wide to follow contour of inside windshield are mandatory
 - e. You may paint the upper 7" (seven inches) of the windshield or rear window black.
 - f. Sponsor of the class reserves the right to use the upper portion of the front windshield for advertising.

8. Paint & Lettering:

All cars must be neatly and brightly painted. Numbers, assigned by the track, must be painted or decaled on both sides of car and roof (readable from right side) in a colour offering distinct contrast to colour of the car. Numbers must be a minimum of 20" high and 3" wide. Numbers must be legible (subject to approval of Head scorer.) **Front fenders must be kept clear of markings or lettering from the door number to the headlight area.**

8. **Floor:**
 - a. All holes must be covered with 22-gauge magnetic steel.
 - b. Floor can be raised on right-hand side no higher than driveshaft tunnel to provide clearance for exhaust.
 - c. Must retain stock driveshaft tunnel.

4. Brakes:

1. Four wheel hydraulic brakes are mandatory.

2. Any stock-type master cylinder mounted in stock location may be used. Brake biased is allowed as long as the biased switch is located at the master cylinder and cannot be controlled or adjusted from the driver's seat or while the vehicle is in motion. Only one master cylinder is allowed.

3. Single piston calipers only. No Aluminum calipers.

4. Stock OEM or stock type slotted, grooved or drilled aftermarket rotors will be allowed.

1. Howe Hubs Part# 205346 are permitted with Allstar Rotors Part# 42004/42005
2. Rear disc brakes will be allowed on any vehicle however only in cases where they are installed on a full floating 9" rear end assembly. The rotors must be a minimum .810" when installed on this assembly.

5. Bumpers:

1. Support bars may be installed between the bumper and upper portion of the front hoop. All support bars must measure less than 1.0" O.D., and are subject to the approval of the tech committee.

6. Chassis and steering/suspension:

1. Control Arms: Stock upper control arms or approved tubular upper control arm not of equal length (no needle bearing or mono-ball cross-shaft) or equivalent. Stock lower control arms
2. Screw in ball joints allowed. No Howe or Mono-ball ball joints allowed.
3. Stock lower control arms & stock mounting locations.
4. Coil, torque bars and sway bars may be interchanged provided they fit original mounting and are not altered from stock appearance and position. Mono ball allowed on sway bar mounts. Hollow sway bars not allowed.
5. Spindles may be interchanged from the older model cars to newer model car or vice versa as long as they are the same make and model car. Left and right side spindles must be the same. (E.g. Chevelle to Monte Carlo, Ford to T-bird, not Olds or Cadillac to Monte Carlo) and doesn't require any fabrication or modification to existing suspension parts.
6. NO spring spacers are allowed between coil winding.
7. Stock type coil springs.
8. Steering: Stock type tie rods. Aluminum adjustment sleeves permitted. Aftermarket centrelink, pitman arm & idler arm allowed.
9. Shock absorbers (one per wheel), must be sealed steel with stock-type fixed mounts, and no altering of shock and/or painting allowed. \$100.00 (U.S) maximum per shock. Shocks will have fixed ends and be non-rebuildable.
10. Front load bolts permitted: Cars with Front load bolts must use Afco AFC 10 series outboard shocks, part # 1075-9, 1074-12, 1074-10 on front only. Optional rear shocks are AFco 10 series 7 & 9 inch, part # 1074, 1075, 1074-6, 1094, 1095

11. No bump stop devices allowed on or in any suspension and or chassis component.
12. All cars must have rear leaf springs, (stock GM style, No Chrysler springs)
Rear Fiberglass leaf springs are allowed.
13. No mono balls other than those found in rule 6-#4 are allowed.
14. Unless otherwise specified all chassis and suspension parts are to be constructed of magnetic steel.
15. Any constructed chassis must use:
 - 2012 Super Stock chassis must use 71-81 Camaro pick up points and measurements on both the front and rear.
 - All newly constructed vehicles must conform to measurements as listed.

NOTE: PLEASE CONTACT DELAWARE SPEEDWAY TECH DIRECTOR TO CONFIRM CAR ELIGIBILITY IN THE SUPER STOCK DIVISION.

16. 2012-present Super Stock Chassis:

- | | |
|---|-----------------------------|
| 1. Wheel base | 108" |
| 2. Maximum tread width | 73" |
| 3. Minimum roof height | 48" |
| 4. Rear quarter panel height | 35"-37" |
| 5. Stock front clip, attached to center section at 90 deg, | No Chassis offset permitted |
| 6. Lower ball joint to center section | 24" |
| 7. Center section frame width | 57"- 60" |
| 8. LF Shock to "A" pillar | 35" |
| 9. "A" pillar to "B" pillar | 45"-48" |
| 10. Minimum top of frame to halo | 38" |
| 11. Minimum halo width | 46" |
| 12. Minimum door bar height from top of frame | 22" |
| 13. Each side will have 4 door bars | |
| 14. Minimum side to side door bar width | 70" |
| 15. Antiintrusion plates must be securely welded to the outside of the left side door bars. This plate must be formed to match the curvature of the door bars, and the fill the area between the horizontal centre lines of the top and bottom door bar. This plate will be manufactured of 16 gauge (0.0598 inch thick) and cannot be inset anymore than ¼ inch from the tangent or outside surface of the door bar. | |
| 16. Must have center windshield bar | |
| 17. Must have center halo bar | |
| 18. Rear clip width | 36"-38" |
| 19. Transfer bar from rear B pillar cross bar to RF frame mandatory | |
| 20. Camaro rear leaf springs only and must be mounted in stock location. | |
| 21. Rear clip to be constructed of 2X3X.095 tubing. | |
| 22. Both the front and rear bay bars must be in line with the top door bars. | |
| 23. Driver's foot box must incorporate intrusion protection bars. | |

24. Front passenger firewall even with front bay bar
25. Dash panel complete from "A" pillar to "A" pillar
26. Dash panel complete from top of cross bar, 90 DEG bend, level with base of cowl
27. Rear firewall to extend up from frame to top bay bar and extend to base of rear window
28. Sheet metal in driver's area must be welded, passenger side maybe riveted. All interior sheet metal must be constructed with magnetic steel
29. Two windshield support bars required on passenger side
30. Hood hinges not required, Minimum of 4 pins across both front and cowl
31. Trunk hinges not required, Minimum 4 pins across cowl and 2 across the rear
32. Minimum 1/8" floor plate on drivers side from firewall to "B" pillar
33. Minimum foot box width 15"
34. Minimum distance between foot box and centre of shock 20"
35. Maximum drive shaft tunnel and passenger floor height 10"

7. GM METRIC FRAME CARS

Stock Measurements (Engine Locations):

ENGINE LOCATION

1. Must be in stock location using stock type solid non-adjustable engine mounts.
2. Adjustable engine mounts are not allowed.
3. Centre line of the left front shock to be an equal distance between the front two spark plugs
4. Inside right front frame rail to the fuel pump mounting surface of the engine block:
 - a) Camaro: Seven and three quarter inches (7 3/4")
 - b) G-body: Seven inches (7")
 - c) Nova: Seven and one half inches (7 1/2")

8. Frame:

1. Frame or subframe must be stock for body used. Sub frames on unibody cars MUST be joined under the car. For full frame cars the rear sections behind the axle can be fabricated with minimum 2X2X.095 magnetic steel.
2. Any chassis that did not compete in 2010 must be constructed of 2 X 3 X .100.

9. Fuel System:

1. Stock-appearing mechanical pump only. Absolutely no electric fuel pumps. No plastic or glass fuel filters allowed.
2. The gasoline shall not be blended with alcohols, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. Unleaded fuel only. 5.0% oxygen content Max.
3. Safety cell mandatory, and the cell must be contained in a magnetic steel container constructed of no less than 22 gauge magnetic steel.
4. Fuel cell and container is to be securely mounted in trunk compartment, behind rear firewall, between frame rails, forward as near as possible to the

- rear axle-housing hump, but no lower than the center of rear axle-housing tube.
5. Filler must be inside trunk unless a proper fender, filler assembly is used.
 6. Only high-pressure neoprene line and or braided/kevlar fuel line will be allowed.
 7. Line must run through cab, and must run through a steel conduit. This conduit shall be painted a contrasting colour of the car, and will extend beyond each firewall by two (2) inches. The conduit in addition to the colour will also be labeled “ **FUEL LINE DO NOT CUT**”
 8. In-Line fuel Safety Check Valve MANDATORY. Ex. Part # OBERG FILTERS SV-0828 FUEL SAFETY CHECK VALVE

10. Hood/Trunk:

1. There shall be no sealing devices, air deflectors, and/or air management systems installed to the underside of the hood.
2. Hood:
 - a. A maximum opening of 2” X 20” (two inches by twenty inches) is allowed on the manufactured hood scoop.
 - b. No aftermarket hood scoops allowed.
 - c. Bulges are not allowed, hood must seal at the cowl

11. Instruments:

1. Oil pressure and heat gauge mandatory.

12. Mirrors:

1. Mirror must be mounted in stock location and a maximum size is 3”X10”
2. If either a full containment seat and or a head/neck support restraint system is used a 3” X 14” mirror mounted in the stock location is permitted. In addition to the larger mirror, an optional left side mirror that is no larger than 4” maybe installed. The left side mirror may not extend or protrude outside the vehicle.

13. Radios:

1. Approved 1-way radio receiver mandatory. Must receive frequency UHF 451.7125
2. Two- way radio communication strictly prohibited!

14. Roll Bars:

The greenhouse of the vehicle must be constructed of no less than 1 ¾”X.095” OD magnetic steel.

1. Any bar that connects to that greenhouse must also be constructed of 1 ¾”X .095” OD magnetic steel.

2. Main greenhouse loop may not exceed 3" inward from either the A, B, or C pillar. Front window bars may not exceed 3" inward from windshield post. Side bars are compulsory.
3. Minimum of 4 bars on left side, 3 bars on the right side, and must extend into the door panel. A diagonal bar must be added to the roof hoop as well as the main hoop(behind the driver seat). Top door bar must be within one (1) inch of the top of door panel, and the remaining bars must be equally spaced down. The bay bar must be inline with the top door bar.
4. Both front and rear hoops are required, hoops are not to be outside the inside of the tires, and anybody supports off these hoops are to be no larger than 1" o.d.
5. All support bars extending to the body panels must be at 90 degrees and welded at both ends.
6. Threaded pipe, Pipe fillings, lap weld pipe, magnesium or aluminum are NOT permitted. No square tubing, channel and angle iron will be permitted in the construction of the roll cage or bracing.
7. Flush grinding welds are not permitted.
8. Rear clips may be constructed of square tubing, minimum 2X2X.095"
9. 2012 Super Stock chassis & newer must use 71-81 Camaro pick up points and measurements on both the front and rear. See section 6-16
10. Antiin intrusion plates must be securely welded to the outside of the left side door bars. This plate must be formed to match the curvature of the door bars, and the fill the area between the horizontal centre lines of the top and bottom door bar. This plate will be manufactured of 16 gauge (0.0598 inch thick) and cannot be inset any more than ¼ inch from the tangent or outside surface of the door bar.

15. Steering Wheel & Column:

1. Steering shaft must have a minimum of two (2) u-joints phased and installed properly.
2. Collapsible column section is highly recommended.
3. Steering wheel must use an approved quick-release mechanism and must have a steering wheel pad installed.

16. Safety:

1. Fire Control:

- a. Race cars must have an approved fire extinguisher, with a recharge slip dated back no older than January of the current race season.
- b. Fire extinguisher must be mounted on the right side and within reach

of the driver when seat belts are fastened, and in an approved mounting bracket.

- c. On-board fire suppression system highly recommended
2. **Helmet & Driver Apparel:** Drivers are required to wear full coverage; one or two piece Nomex or similar multi-layered fire suits which are S.F.I. rated. Fire retardant undergarments are mandatory with a single-layered suit. Fire retardant gloves and shoes are mandatory. Driver are required to wear a full face helmet that conforms to Snell SA2010 or higher SA standards and have a certification sticker visible inside the helmet. SA-2015 highly recommended.
3. **Head/Neck:** Head/Neck Restraint mandatory
4. **Belts and Harness:** A quick-release 5-point belt (shoulder and lap) of no less than 2" in width, and 2" width anti-submarine harness in good condition are mandatory. Shoulder harnesses must be mounted and secured at the driver's shoulder height. 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. Belts may not be any older than 3 years (manufacturer's date). All belts and mounting will be subject to inspection.
5. **Window Net:** An approved nylon ribbon type net must be installed in driver's side window opening. Net sizing must be at least 16" x 18". 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. Lever-latch releases are highly recommended.
6. **Roll Bar Padding:** All roll bars within driver's area must be covered with approved roll bar padding. No sharp edges, intrusions or bare metal near driver. The definition of all bars is any bar that can be touched by any extremity while sitting in the seat.
7. **Seats and Head Rest:**
 - a. Approved aluminum bucket seat is mandatory. NO home-made seats allowed. Seats must be bolted or secured solid so that the seat will not shift or loosen on impact.
 - b. All retainer bolts (minimum of 6) must be min. 3/8".
 - c. Seat must completely to the left of the centerline of the car and inside the frame rail.
 - d. An approved padded headrest is mandatory and must be securely mounted.
 - e. Head and shoulder containment seat highly recommended.

17. Tires:

1. See tire rule book
2. No soaking or altering of tire in any manner allowed. Drivers/teams soaking or altering tires will received major penalties.

18. Tow loops:

1. Each rear frame rail must have a 3" inside radius tow loop (strong enough to lift the car) securely fastened as far rearward as possible extending above the trunk floor.

19. Heights & Weights:

1. All cars will be weighted with driver sitting in driver seat. Low cars will be allowed one lift ONLY by one crew member ONLY!
2. Minimum ground clearance of 5" must be maintained on every part of the vehicle with the exception of tires, exhaust, and flange of safety bellhousing. If a flat occurs, no part of the chassis may touch the ground.
3. Minimum ground clearance of 4 ½" inch at the centerline of the cross member will be allowed on the first pass through the tech line only.
4. Lead ballast weight must be double bolted and painted white with the car number marked on each piece so that the number is visible when installed. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted.
5. All bolts must be minimum one half (1/2") inch, and any threaded rod that is used must be double bolted and welded at one end.
6. All ballast weight must be bolted to or encased within the frame rail and not mounted lower than the bottom of the frame rail.
7. Weights must weigh a minimum of 10 lbs. and be in block form.
8. If stacked or bolted weight exceeds thirty (30LBS) pounds it must be bolted into an approved weight tray.
9. No weight to be added forward of front firewall or rearward of the fuel cell. All weight added behind the rear axle assembly must be bolted to the stock frame.
10. Cars will not be allowed to add gas, oil, and or water after an event to make the minimum weight.
11. Loss of add-on weight will result in a severe penalty.
12. Maximum rear weight 50%.
13. **Weight: LOAD BOLT CARS 3100 TOTAL, 55% LEFT SIDE,
NON LOAD BOLT CARS 3050 TOTAL, 55% LEFT SIDE**

20. Wheels:

1. Racing wheels only.
2. 15" diameter wheels. Maximum width is measured from bead seat to bead

- seat. Rim width is specified in Tire Program Rule book.
3. Same offset wheels must be used from left side to right not necessarily front to rear.
 4. Wheel spacers up to ½ inch must be equal side to side.
 5. NO lightweight aftermarket racing wheels allowed.
 6. Wheel studs threads must protrude through wheel nuts.

21. Wheelbase/Track width:

1. Front valances must not extend outside of the front tires. Variance may not exceed one inch (1") on wheelbase and one inch (1") on track width.

Engine/Drivetrain,etc

22. Carburetor:

1. One Holley 500 CFM Two Barrel Part #0-4412-S or HP equivalent. Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changes utilizing straight type only. NO other modifications may be made and all parts are to remain stock. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to "go, no go" gauge test.
2. No screens allowed in and or under the carburetor. No altering of the intake manifold with respect to the fuel atomization is allowed.
3. Two throttle returns springs mandatory. One spring pulling in each direction.
4. CARBURETOR ADAPTER: Adapter May only use two 1/8" maximum gaskets The adapter to be used is Canton Racing Products part #85-060 or #85-060A or, Bicknell #BRP375 or Wilson #041111). No tapered bore adapters.

23. Cooling System:

1. Radiators must be in stock location.
2. WATER PUMP -- Stock O.E.M. water pumps only (refer to stock definition for further clarification).
3. Rad must include liquid overflow container minimum of 1 liter mounted ahead of engine firewall. WATER ONLY permitted in cooling system.
4. The overflow tube must exit the body at the base of the windshield.
5. Electric fans optional with wiring exposed for inspection.
6. Must use stock-type v-belt drive. Stock serpentine belts are allowed. No aftermarket serpentine belts allowed. SEE STOCK DEFINITION FOR FURTHER CLARIFICATION

24. Clutch and Flywheel:

1. Stock O.E.M. type friction disc steel clutch units utilizing dampening springs

- only.
2. NO triple disc, NO double disc.
 3. Clutch disc diameter minimum 10 inches. If hydraulic clutch is utilized only one slave cylinder is allowed.
 4. Flywheels may not weigh less than 13 lbs. Clutch and pressure plate assembly may not weigh less than 17 lbs.
 5. Must have an NHRA steel bellhousing, Sema 6.1 flywheel shield or scatter shield of 1/4" magnetic steel.
 6. An inspection hole of no less than one (1") inch in diameter must be drilled in the bellhousing to allow for flywheel and clutch assembly inspection.

25. Drive line:

1. Drive shaft and universals MUST be stock steel standard production type.
2. Steel, 360-degree retainer loops, 1/4 inch thick x 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U- joint.
3. Drive shaft must be painted white.
4. Minimum driveshaft OD is 2 1/2 inches.
5. All driveshafts must be constructed of magnetic steel.
6. No light weight material allowed.

26. Engine location:

1. ENGINE LOCATION -- Must be stock location on stock-type non-adjustable solid engine mounts. For GM Nova Style ('75 – '79), centre of rear axle housing tube to rear of engine block 92 1/2". Inside of right frame rail to fuel pump mounting surface of engine block 7-1/2". For Camaro style cars 89 inches from center of rear end to rear surface of engine block.
2. All cars must have a minimum crank height of 12 inches

27. Exhaust System:

1. Exhausts pipes must extend back under car, and exit behind driver and outside of the vehicle and be flush with the outside of the vehicle.
2. Exhausts system will consist of exhaust pipes max 3" O.D., minimum of 1 muffler, and one or 2 tailpipes max 3" O.D.
3. Balance tube between exhaust pipes is optional max 3" O.D.
4. A decibel reading of 92 or less at a 100 foot distance will be strictly enforced.
5. NO 'X', no merge collectors. All components must be magnetic steel.
6. All engines may use approved header Schoenfeld part #185 or #165 or Dyantech part #01-21900 or #01-20900. No merge collectors. All components must be magnetic steel.

28. Ignition & Electrical:

Any tampering, alterations, or violations with respect to the ignition box and related components will result in the severe penalties from Delaware Speedway. All penalties will be at the discretion of Delaware Speedway officials. The tampered components, which must be removed at the team's expense, will be impounded at both the team's expense and risk until the ruling is finalized. The speedway reserves the right to destroy all tampered with parts.

1. Car must be self-starting.
2. Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.
3. The only switches allowed are:
 - a. Master on/off mounted in the centre of the car.
 - b. Push button start switch.
 - c. Ignition power other than master on/off. If an electric fan is used one additional two pole switch is allowed.
4. All cars must have MSD soft touch rev control part #8728 installed on right- hand side of dash, out of driver's reach within 6" of right-hand A-post bar. An operational 6000 rpm chip must be installed. All MSD and ignition wiring to remain open and clearly visible for inspection.
5. GM weather pack connector must be installed within 6" (six inches) of the MSD box.
6. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional.
7. All vehicles will operate using a conventional twelve (12V) volt electrical system
8. No other electrical devices are allowed anywhere on the vehicle.
9. If an alternator is used, it must be engine driven, and mounted on the front of the engine.

29. Rear Axle Assembly:

1. Wheel bolt pattern must be the same as front end.
2. No locker type rear axles.
3. No light weight components allowed.
4. No Cambered rear ends allowed.
5. Integral type rear end with horseshoe clips holding the axles in may be tack welded to prevent fall out. C clip eliminator kit may be used on rear axle

assembly.

6. A 9" in. floater rear end complete with disc brakes will be allowed. When the floater is used minimum of .810" brake rotors must be used.
7. Maximum total rear end gear ratio between transmission and rear end pot is 5.14 ie 5.13 OK, 5.15 not allowed.
8. Full spool only. Max 6 holes permitted in spool housing (excluding ring gear bolts holes) Magnetic steel only. No scalloped spools.

EX. Strange Engineering D1552



30. Transmission:

1. Transmission must be manual transmission(Stock), 3 or 4 speed. All gears must be operational, including reverse.
2. Transmission must be stock with no internal lightening of parts, not altering of shift patterns and or ratios, and original brass synchros must be installed.

ENGINE OPTIONS:

Any tampering, alterations, or violations with respect to the crate engine program will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by the technical committee. The tampered engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The speedway reserves the right to destroy all tampered with parts

31. Option A: GM 602 Crate Engine:

1. GM 602 may be used in any approved make or model of car in competition. If at any time when the engine is being repaired and or the oil pan is removed an inspection plug of 1 ¼" must be installed prior to the engine being re-sealed either by an approved Delaware speedway vendor or the Speedway itself.

2. Only approved, sealed, unaltered engines.
3. No changes, substitutions or modifications to engine.
4. All Chevrolet crate engines to be purchased from dealer approved by Delaware Speedway.
5. New and repaired crate engines must be sealed by a Delaware Speedway approved engine builder. (Leitch Performance Engines only)
6. It is the competitor's responsibility to have paperwork of where the engine was purchased, and competitors will be held accountable for alterations to engine.
7. Approved engine part replacement: A double roller timing chain set may be install by an approved Delaware Speedway Engine repair facility. The timing chain set must be installed to factory timing settings. Engine must be sealed by Delaware Speedway approved engine repair facility. (Leitch Performance)
- 8.

32: Option B – Built Engine: NOTE: 2019 race season – No Built motors permitted

NOTE: Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. DELAWARE SPEEDWAY reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

**NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR
ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR
DELAWARE SPEEDWAY EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL.
ALL RULES SUBJECT TO INTERPRETATION BY DELAWARE SPEEDWAY
OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS.**

**ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE
TO BE SUBMITTED TO DELAWARE SPEEDWAY, NOT LESS THAN 30 DAYS
PRIOR TO THE DATE OF INTENDED USAGE.**

**NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING
PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE
EVENTS.**

**DELAWARE SPEEDWAY RESERVES THE RIGHT TO CHANGE ANY RULES AT
ANYTIME ABOUT ANYTHING, IN THE INTEREST OF FAIRNESS AND SAFETY!**

**For all tech related questions, please contact Darryl Timmermans –
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