

NWAAS19 – 1 – 1/10/19

TO: ALL NASCAR WHELEN ALL-AMERICAN SERIES LATE MODEL STOCK CAR OWNERS, CREW CHIEFS AND DRIVERS:

Effective January 10, 2019 – The following are amendments to the 2018 NASCAR Whelen All-American Series Rule Book that will be incorporated into the 2019 NASCAR Whelen All-American 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 4, 2019**, UNLESS OTHERWISE AUTHORIZED BY NASCAR TO BE CONSIDERED FOR COMPETITION FOR THE **2020** 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 **2019** NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN COMPETITION IN **2019**.

PRIOR TO PRODUCTION, ANY NEW RACE EQUIPMENT TO BE CONSIDERED FOR APPROVAL FOR COMPETITION MUST BE SUBMITTED TO NASCAR FOR APPROVAL. AT THE MANUFACTURER'S 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 - 1.1 Late Model Stock Car Races

Late Model Stock Car Races are open to eligible 2000 through 2006 approved steel body models of passenger vehicle production sedans and the approved 2007 through 2019 composite body models. The approved composite body models are the only 2007 through 2019 models permitted. These bodies must remain as manufactured and meet all other specifications as set forth in Section 20F. The 2007 through 2019 composite body panels must have the manufacturer/NASCAR-approved logo imbedded into the composite material. Interchanging of parts or components from the steel bodied 2006 and prior bodies and the 2007 through 2019 composite bodies will not be permitted. Only previously approved plastic fenders and previously approved plastic bumper covers will be permitted on the 2006 and prior steel bodies. Interchanging of manufacturer's parts or components will not be permitted.

All bodies must be mounted on the centerline of the tread width and the frame.

20F - 1.3 Approved Competition Models

The following are the only approved steel body models eligible for competition in 2019:

| <u>YEAR</u> | <u>MAKE</u> | <u>MODEL</u> |
|-------------|-------------|----------------|
| 2000 - 2005 | Chevrolet | Monte Carlo |
| 2006 | Chevrolet | Monte Carlo SS |
| 2001 - 2004 | Dodge | Intrepid |
| 2005 - 2006 | Dodge | Charger |
| 2000 - 2005 | Ford | Taurus |
| 2006 | Ford | Fusion |
| 2000 - 2003 | Pontiac | Grand Prix |

The following are the only approved composite body models eligible for competition in 2019:

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

20F - 2.1 Vehicle Bodies

Detailed maximum body width specifications have been added to the body diagram in the rear pages of the Rule Book. The vehicle body must be acceptable to Track Officials and meet the following requirements: Interchanging of parts or components from the steel bodied 2006 and prior bodies and the 2007 through 2019 composite bodies will not be permitted. The composite bodies must contain the approved composite roof (and components), approved composite or plastic type fenders and approved composite or plastic type quarter panels, approved front and rear bumper covers and approved hood. The approved door panels and deck lid must be steel or aluminum. Only previously approved plastic fenders and previously approved plastic bumper covers permitted on the 2006 and prior steel bodies.

A. The 2000 through 2006 eligible steel bodies and the 2007 through 2019 eligible composite bodies will be volume production models as selected and approved. (See sub-section 20F-1.3)

B. remains the same.

C. The manufacturer body panel identification labels must remain unaltered.

D. Original dimensions of all bodies must remain as manufactured, except for changes that may be necessary for tire clearance. Straight or slab sides will not be permitted.

E. All body and chassis dimensions will be with the driver in the vehicle.

F. All vehicles must have complete bodies, hoods, front fenders, quarter panels, front and rear bumper covers in top quality condition. All aftermarket bodies and trim parts must be acceptable to Track Officials. The minimum thickness for any exterior sheet metal body parts of the 2000 through 2006 steel body vehicles must be 24 gage, (0.025 inch thick) magnetic sheet steel. Body panel rivets may be aluminum.

G. Adjustable body mounts will be permitted. All body mounts must be metal, plastic type, or polycarbonate.

H. Streamlining of the contours of the vehicle such as headlights, front bumper cover, front air dam, grilles, roof, and the top of the windshield and rear window will not be permitted. Installation of air directional devices, underpans, baffles, dividers, shields or the like beneath the vehicle or the vehicle's hood and fender area, front firewall, floor, rear firewall area, rear deck and quarter panel area will not be permitted. Any part or component of the car not previously approved by Track Officials, that has been installed or modified to enhance aerodynamic performance, will not be permitted. Vehicles must remain standard in appearance.

I. Grilles must be stock standard height and width and mounted in the stock location.

J. A full windshield and rear window in good condition are required. The windshield and rear window must be installed in their original standard positions. The windshield and rear window must be sealed using sealers and/or adhesives that allow the easy removal of the windshield and rear window.

K. All door panels must be fastened in a manner acceptable to Track Officials.

L. Fenders must not be cut or altered except for wheel or tire clearance which must be acceptable to Track Officials.

M. The interior area of the vehicle must be completely enclosed from front to rear with firewalls made of not less than 24 gage (0.025 inch thick) magnetic sheet steel. The floor area on the left side must not be lower than the top of the frame rails except directly under the seat where the floor may be dropped not lower than one (1) inch above the bottom of the frame rail. The floor area on the right side of the seat may be raised a maximum of eight (8) inches to the top of the drive shaft tunnel and extend to the right door panel. All interior panels must be welded.

N. Vehicles must be equipped with approved front and rear bumper covers for the make and model being used and must be in top quality condition.

O. Any device or duct work that permits air to pass from one area of the interior to another, or to the outside of the vehicle, will not be permitted. This includes, but is not limited to, the inside of the vehicle to the trunk area, or floors, firewalls, crush panels and wheel wells passing air into or out of the vehicle.

P. All seams of the interior sheet metal and all interior sheet metal to exterior body panel contact points must be sealed and caulked. This includes, but is not limited to, floors, firewalls, wheel wells, package trays, crush panels and any removable covers.

20F - 3.2.2 Rear Window

A. remains the same.

B. The rear window width will be determined by measuring down three (3) inches from the top of the rear window at the edge of the roof on the roof centerline. The minimum width of the rear window for the following models must be:

| <u>YEAR</u> | <u>MODEL</u> | <u>MINIMUM MEASUREMENT</u> |
|--------------------|--------------------------|----------------------------|
| 2000 - 2002 | Chevrolet Monte Carlo | 47-1/2 inches |
| 2003 - 2005 | Chevrolet Monte Carlo | 46 inches |
| 2006 - 2007 | Chevrolet Monte Carlo SS | 46 inches |
| 2008 - <u>2019</u> | Chevrolet Impala SS | 46 inches |
| 2001 - 2004 | Dodge Intrepid | 43 inches |
| 2005 - 2006 | Dodge Charger | 43 inches |
| 2007 - <u>2019</u> | Dodge Charger | 43 inches |
| 2000 - 2005 | Ford Taurus | 43 inches |
| 2006 | Ford Fusion | 43 inches |
| 2007 - <u>2019</u> | Ford Fusion | 46 inches |
| 2000 - 2002 | Pontiac Grand Prix | 47-1/2 inches |
| 2003 | Pontiac Grand Prix | 46 inches |
| 2009 - <u>2019</u> | Toyota Camry | 46 inches |

C. The roof, "B" post and "C" post must remain as manufactured.

20F - 3.5 Doors

A. The maximum outside width of the door panels must not exceed 77-1/2 inches. Door panel size and configuration must match from left side to right side. Door panels, of not less than 24 gage (0.025 inch thick) magnetic sheet steel, must be the same size and configuration as the NASCAR-approved model. Straight or slab door panels will not be permitted. The door panels must be roll-formed evenly so the top and bottom edge of the door panel including the rocker panel trim moldings is a minimum of 1-1/2 inches inside the outermost roll of the door panel, mid-way down the door panel, at any point between the front and rear tires. All door panels must be securely fastened to the front fender and the rear quarter panel in a manner acceptable to Track Officials. For all 2007 through 2019 approved composite bodies only, approved .040 inch minimum thickness aluminum door panels will be permitted. The approved door panel must be a one-piece design only, maintaining dimensions for the approved model vehicle and must be approved and be acceptable to Track Officials. The approved composite body aluminum door panels must be used as manufactured.

B. For all 2007 through 2019 approved composite bodies, only 24 gage (0.025 inch thick) steel or .040 inch minimum thickness aluminum door panels will be permitted.

C. and D. remains the same.

20F - 3.6 Fenders / Quarter Panels / Rocker Panels

The maximum outside width of the front fenders, quarter panels and rocker panels must not exceed 77-1/2 inches with the following exception. The maximum width across the front fenders at the location where the front fenders attach to the front bumper cover must not exceed 78 inches. Front fenders, quarter panels and rocker panels configuration must match from left side to right side. The front fenders, quarter panels, and rocker panels must be acceptable to Track Officials and meet the following minimum requirements:

A. The front fenders and quarter panels must be one-piece only and be of not less than 24 gage (0.025 inch thick) magnetic sheet steel and must be installed in their standard location as referenced by the approved model vehicle. As an option the front fender from an approved manufacturer must be made from flexible, rubberized plastic type material maintaining dimensions for the approved model

vehicle and must be approved and be acceptable to Track Officials. If the flexible, rubberized plastic type fender is used it must be used as manufactured. Fiberglass fenders will not be permitted with the exception of the 2007 through 2019 approved composite bodies. When measured anywhere across the rear of the vehicle, a maximum of three (3) inches difference (plus or minus) from a stock production vehicle will be permitted. When cutting the front fenders or quarter panels for clearance, the only modifications permitted will be cutting for tire clearance with a maximum of 10 inches measured from the edge of the wheel to the edge of the front fender or quarter panel.

B. remains the same.

C. Excessive modifications to the rocker panels will not be permitted. Rocker panels on the left and right sides must match and be the same size and shape. The rocker panels must completely fill in the area between the main frame rails and door panels for the entire length of the main frame rails. The rocker panels must be magnetic sheet steel and remain straight and parallel with the frame rails. The rocker panels on the 2007 through 2019 composite bodies may be magnetic sheet steel or composite material. Vertical rocker panel extensions, made of plastic type material, a maximum thickness of 3/16 inch and a maximum height of four (4) inches will be permitted. They must be installed vertical and flush with the outer sheet metal at the bottom of both left side and right side rocker panels, and be the same front to rear length as the rocker panels. The vertical rocker panel extensions must be stationary, securely fastened, single layer and must be mounted parallel to the rocker panel. The rocker panel extension must be secured in a manner that will prevent movement of the rocker panel extension while in competition and maintain a minimum ground clearance of four (4) inches.

D. For all 2007 through 2019 approved composite bodies only, approved composite or plastic type material quarters panels and fenders will be permitted. The approved quarter panel and fender must be a one-piece design only, maintaining dimensions for the approved model vehicle and must be approved and be acceptable to Track Officials. The approved composite or plastic type material quarter panel and fender must be used as manufactured.

E. When Five Star stock car body 2007 through 2012 rear quarter panels are used, a quarter panel extension may be added to the lower edge of the rear quarter panel behind the rear wheel opening. The quarter panel extension on the right side must not be more than 2-3/4 inches in height at the rear of the wheel opening and must not be more than 1-5/8 inches in height at the rear of the lower edge of the rear bumper cover. The quarter panel extension on the left side must not be more than 2-3/8 inches in height at the rear of the wheel opening and must not be more than one (1) inch in height at the rear of the lower edge of the rear bumper cover. The factory flange on the bottom of the rear quarter panels must not be removed. 2019 Five Star stock car body rear quarter panels will be manufactured to include the quarter panel extensions that are permitted on the 2007-2012 quarter panels. The 2019 approved quarter panels must be used as manufactured.

20F - 3.8 Hoods / Roof

The hood and roof must be acceptable to Track Officials and meet the following requirements:

A. through F. remains the same.

G. For all 2007 through 2019 approved composite bodies only, approved composite roofs will be permitted. The roof panel must be of a design which will include the windshield bed and "A" posts, and the rear window bed, the "B" and "C" posts and side window(s). When the approved composite body is used it must be used as manufactured. All panels must be flange-mounted and remain as manufactured. The windshield bottom bed, "B" post, "C" post and side windows and the rear window bed may be separate pieces as long as they are flange-mounted and remain as manufactured. These body panels must conform to the NASCAR-approved manufacturer templates and the NASCAR-

approved body and component specifications. The roof must be securely attached to the roll cage at each corner according to the manufacturer's specification.

H. remains the same.

20F - 3.9 Rear Deck Lids / Trunks

Rear deck lids, of not less than 24 gage (0.025 inch thick) magnetic sheet steel, and the trunk area must be acceptable to Track Officials and meet the following requirements:

A. The rear deck lid area must maintain the same dimensions and body lines as a standard production vehicle. Positive magnetic solid steel pin fasteners must be used on the right and left sides of the deck lid. All removable deck lid pins must be a minimum of 1/8 inch diameter and must have a minimum one (1) inch inside diameter vertical loop to facilitate ease of removal. Metal deck lid pin bezels must be installed at all times. The location of the pins and bezel plates must not interfere with the installation of any NASCAR inspection templates. Holes and/or other modifications that, in the judgment of the Track Officials, were made with the intent of weight reduction will not be permitted. For all 2007 through 2019 approved composite bodies, only 24 gage (0.025 inch thick) sheet steel or minimum 0.040 inch thick sheet aluminum deck lids will be permitted. When closed, the deck lid must be sealed around the entire perimeter of the deck lid opening.

B. remains the same.

20F - 3.12.1 Templates

A. remains the same.

B. The templates that are currently available for track use for the 2000 through 2006 steel bodies and the 2007 through 2019 composite body are:

Template "A" Centerline - front to rear template from the bottom of the windshield back to the rear bumper cover;

Template "B" Centerline/Nose – from the windshield base forward across the hood, down the nose to the ground;

Template "B-3" Horizontal Nose – following the bumper line approximately 15-1/2 inches up from the ground;

Template "D-L" Left Fender/Nose – approximately 24 inches left of the nose centerline on the bumper cover and directed at the "A" post/windshield intersection;

Template "D-R" Right Fender/Nose - approximately 26-1/2 inches right of the nose centerline on the bumper cover and directed at the "A" post/windshield intersection;

Template "G" Back of Roof (side to side) across the back edge of the roof, down the quarter windows and down around the radius of the quarter panel, 90 degrees to the roof;

Template "H" Rear Window (side to side including "C" post) – approximately 16 inches down from the top of the rear window, across the "C" post ending on top of the quarter panel shelf 90 degrees to the rear window.

20F - 4.1 General Engine Eligibility

The eligible engines must be production engines as determined, selected, and approved by NASCAR. It is mandatory that all major components (engine blocks, heads, etc.) 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 4, 2019 for consideration of approval is no longer eligible.

- A. Only engines of a type approved by NASCAR in sub-section 20F-5.4 will be permitted.
- The Ford D347SR crate-type engine will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer.
 - The General Motors #88958604 or # 19318604 crate-type engine will be permitted and must be used as supplied by the manufacturer and/or per the specifications manual provided by the manufacturer.
 - The General Motors “Harrington Enforcer” engine will be permitted and must be used as supplied by the engine supplier and/or per the specifications manual provided by the engine supplier. The engine may be purchased as a complete engine assembly or in kit form.
 - The General Motors “Upgrade” engine kit will be permitted and must use engine components as per the specifications manual provided. The Edelbrock part #2701 Performer and part #2975 Victor Jr. intake manifolds will be the only intake manifolds permitted and must remain as supplied without any modifications. The maximum rocker arm ratio permitted will be 1.6.

NOTE: The engines listed below will be not be permitted following the completion of 2019 racing season:

Manufacturer
Dodge (Built)
Ford (Built)
General Motors (Built)

B. and C. 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 and General Motors (part #'s #88958604 or #19318604) crate engines are used the carburetors listed below are the only carburetors permitted.
(language has been deleted here)
 - Holley 650 CFM four (4) barrel, Part # 80541-1
 - Holley 650 CFM four (4) barrel, Part # 80541-2

See D. below for Holley carburetor rework guidelines.

3. remains the same.

B. and C. remains the same.

D. (language has been deleted here) Holley 650 CFM four (4) barrel Carburetor Rework Guidelines:

1. through 7. remains the same.

8. Carburetor Metering Blocks:

(language has been deleted here) Only metering blocks with part number 11978 will be permitted. The number of holes and passages and the location must remain as manufactured. Additional holes or passages or plugging of holes or passages will not be permitted in the approved metering block. Existing hole sizes may be enlarged but must not be reduced in size in any way and must not be plugged. When existing hole sizes are drilled beyond a desired size, a bushing may be installed in the existing hole and re-drilled but must not be smaller than original size.

9. and 10. remains the same.

20F - 5.10.2 Carburetor Spacer / Gaskets

A. through C. remains the same.

D. A one-piece, solid, open aluminum carburetor spacer, one (1) inch in thickness, will be permitted between intake manifold and carburetor on the General Motors #88958604, #19318604 crate-type and the General Motors "Harrington Enforcer" engines. (language has been deleted here) The carburetor spacer opening must be perpendicular to the base plate of the carburetor with no taper or bevel. The gasket surfaces of the spacer must conform to the shape of the carburetor base plate. Only two (2) non-metallic standard open hole mounting gaskets with a maximum thickness of 0.065 inch will be permitted.

E. When the Ford D347SR crate engine is used, the use of a carburetor spacer will not be permitted.

20F - 12 SUSPENSION

A, remains the same.

B. Rear Suspension Trailing Arms

1. through 3. remains the same.

4. I-Beam style truck trailing arms may be used. Truck trailing arms must be constructed using two (2) C-channels of a minimum one (1) inch in width by three (3) inches in height magnetic steel with a minimum wall thickness of 1/8 inch meeting the ASTM-500 specification, welded back to back, creating a vertical wall of two (2), 1/8 inch minimum wall thickness with a completed overall size of two (2) inches in width by three (3) inches height. Both the left side and right side truck trailing arms wall thickness must be the same. Truck trailing arms must be welded on the top and bottom with a 1/2 minimum stitch weld every eight (8) inches maximum along the entire length of the truck trailing arm. The minimum thickness of truck trailing arm material acceptable to Track Officials will be 0.117 inch. Box tube truck trailing arms will not be permitted. Adjustable truck trailing arms will not be permitted.

5. through 7. remains the same.

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 manufacturer's 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

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

A. through C. remains the same.

D. A single manual external shaft bleed adjustment through a tapered needle into a fixed orifice in the hollow shaft, acceptable to Track Officials will be permitted on the shock absorbers.

E. through K. remains the same.

L. The shock absorber nitrogen gas pressure must not be less than 50 psi or greater than 150 psi. Gas pressure will be measured at ambient temperature (not to exceed 100 degrees Fahrenheit) by temperature monitoring devices used by Track Officials. Gas pressure will be checked with the shock absorber removed from the race vehicle and fully extended. After being charged, at any time, the shock absorbers must fully compress and fully extend the entire length of the shock absorber shaft with the external adjustment (if used) set in any position without any type of mechanical assistance. After being charged, at any time, the front and rear shock absorbers must compress or extend a distance of six (6) inches in a time span of 1-1/2 minutes or less with a 50 pound weigh attached to the NASCAR shock absorber measuring device with the external adjustment (if used) set in any position.

M. and N. remains the same.

O. Shock absorber shaft diameter must not exceed 0.630 inch and the shaft must not have any sleeves or spacers that could limit the travel of the shaft into or out of the main body. Shock absorber shafts must be solid on all non-adjustable shock absorbers. When single adjustable shock absorbers are used hollow shock absorber shafts will be permitted.

P. through Z. remains the same.

20F - 12.5 Spindles / Wheel Bearings / Hubs

A. Forged or fabricated tubular non-adjustable, heavy-duty magnetic steel spindles must be used. Spindle beams (excluding spindle snout) and steering arms must be manufactured as a separate piece. Steering arms must be bolted or welded to the spindle beam. Spindles manufactured from one-piece Billet materials will not be permitted. Holes and/or other modifications that, in the judgment of Track Officials, are made or used with the intent of weight reduction will not be permitted.

B. Offset spindles will not be permitted.

C. Wheel bearings must be magnetic steel, tapered roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs. Oil bath hubs will not be permitted.

D. Wide five (5) pattern hubs will be permitted.

E. Front and rear hubs must have the same dimensions on the left and right side. Offset hubs will not be permitted.

F. Spindle adjustment bushings will be permitted and do not have to be welded.

20F - 16.5.1 Fuel Lines

The fuel lines and fuel line connections must be acceptable to Track Officials and meet the following requirements:

- A. through C. remains the same.
- D. It is highly recommended that a check valve, acceptable to Track Officials, mounted at the fuel line outlet on the fuel cell be used.
- E. and F. remains the same.

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, 2019 roll cage or roll bar specifications as described in sub-section 20F-18.