



Memo

To: NASCAR K&N Pro Series Competitors, ARCA Menards Series Competitors

From: Ron Drager, Brandon M. Thompson

cc: Scott Miller, Chris Wright, Grayling Call, Tony Glover

Date: 6/7/19

Re: 2020 Rules

Over the past year, NASCAR and ARCA Officials have worked in concert to create a set of rules that enables car owners to compete at the developmental level - from "Tucson to Talladega" - under the same set of rules. The following represents the items that were dissimilar between the ARCA Menards and NASCAR K&N Pro Series.

Of note, the information below is meant to be information and to provide a summary of the forthcoming combined rule book. Complete rules, including information on engines, vehicle weight, etc. will be provided at a later date.

We appreciate your collaboration, cooperation and patience thus far, and look forward to your participation in the future.

Truck Arms: 51" and 45" in length, with a maximum split of 6 inches

Oil Lines: oil lines will not be permitted in the cockpit

Brakes: must be acceptable to ARCA officials; brake boxes or plenums will not be permitted

Shocks: base valve shocks will be permitted

Track Bar: track bar must be greater than or equal to 40" in length

Engine Location: 9 ½" +/- 1" measured from the carburetor stud to the base of the windshield

Mirrors: carbon fiber mirrors will be permitted

Race Safe System: system is mandatory in ARCA Menards and combination events, optional in East/West events

Crossmember Supports: will be measured using KBM template

Competitor Electronics: competitors may not wear a watch or carry any electronic device on their person during competition

Engine Height: engine must have minimum ground clearance of 10", maximum ground clearance of 12"

Clutch: rule requires the supplied 5 ½" clutch to be used on the ARCA Ilmor 396 and the supplied 7 ¼" clutch to be used on the Yates SPEC engine

Dash: both analog and digital dashes will be permitted, however, digital dashes are only permitted with the ARCA Ilmor 396; this will be revisited after the 2020 season

Drive Plate: both 1 and 2-piece drive plates will be allowed

Rear End Housing: rear camber (left and right) is a maximum of 2 degrees with .375" skew

Roof Flaps: competitors using an ARCA Ilmor 396 must have operational roof flaps; competitors using Yates SPEC motors have the option of running operational roof flaps

Hood Flaps: competitors using an ARCA Ilmor 396 must have operational hood flaps; competitors using Yates SPEC motors have the option of running operational hood flaps

Adjustable Braces: single end adjustable body bracing will be permitted

Windshield: laminated windshields are required in ARCA Menards and Combination races; non-laminated windshields will be permitted in East and West events

Side Glass: side glass must be used on oval tracks greater than 1.25 mi in length

Front Springs: maximum front spring height is 10 ½"

Battery: battery mounting on the right or left side will be permitted; by 2022 all batteries must be left-side mounted

Frame Rail Height: ground clearance 4 ¾" height (min.)

Fire Bottle Location: bottles mounted behind the seat or on the right side will be permitted

Floor Pans: factory or fabricated floor pans are required

Fuel Cell Height: 8" (min.) measured from the ground to the bottom of the fuel cell well

Rear springs: 4 ¾" (min.) to 5 ¼" (max.) diameter; 11" (min. height) to 16" (max. height)

Transmission: minimum weight requirement of 80 lbs.

Drive Shaft: minimum 3 ½" diameter and .065" thickness

Tread Width: 60 ¼" (min) and 60 ¾" (max, front and rear) measurements, with an additional 1" (front and rear) for Gen 5 cars

RPM Management: gear ratio will be used to limit RPM

All Belts to Seat: ABS system will be permitted and recommended

Bushings: only monoball bushings will be permitted

Oil Tanks: oil tanks cannot be changed after inspection unless approved by a series director

Front Sway Bar: mounting tube must not exceed 3" (max.) diameter

Rear Sway Bar: will be permitted at road courses only