

2026 602 CRATE MODIFIED RULES

To be eligible for competition, all cars must meet requirements set forth in either the current NASCAR rulebook or R.O.C. rulebook as far as body, chassis, and drive train is concerned. The only exceptions will be that the engine, clutch, ignition, weight, wheel, and tire specifications will be replaced with the following:

WHEELS AND TIRES

1. Only 15" diameter by 10" max width five lug reinforced magnetic steel racing wheels permitted.
2. Any of f set permitted.
3. Only solid one piece, heavy duty 5/8" magnetic steel lug bolts and standard one inch hex, fully threaded and solid magnetic steel lug nuts will be permitted.
4. No bead lock wheels permitted.
5. 84" tread width at bead, at Spindle height, at front and rear. Minimum wheelbase of 107"

WEIGHT

GM Sealed crate motors must way a minimum of 2575lbs after race with driver
Evergreen Raceway Sealed crate motors minimum of 2650lbs after race with driver
Left side weight not to exceed 58.0% of cars total before or after an event with driver in car.

Any bolted on weight must be painted white and have car number on it.

DISTRIBUTOR – Stock type HEI Distributor. No MSD box. Vacuum advance may be removed. Rev limiter allowed.

TRANSMISSION - Only standard production OEM type Muncie or T-10 manual for speed transmissions will be permitted. No Jericho Transmissions permitted. Only a one piece magnetic steel drive shaft, painted white, will be permitted. High gear must be 1:1 ratio

CLUTCH – 10" diameter. No carbon fiber clutch parts. 7.25" clutch may be used, must add 100 lbs -5.5" clutch may not be used. Bellhousing must have opening for visual inspection. Bellhousing must be magnetic steel only. Reverse Bell is permitted. Clutch option must be included on claimed car weight total posted on right side of car

REAR AXLE –NO TITANIUM AXLES ALLOWED IN ANY CAR. No Lockers, Locked Spool only
5.60 max gear ratio

MUFFLERS/HEADERS - Step Headers OK. No Tri-Y Headers, Stainless Headers, or Coated Headers. Three inch maximum diameter standard collectors. o No Exhaust wrap, No Merge collectors. 4 into 1 only, collector diameter same size beginning to end. Length optional.

SHOCKS – No adjustable shocks, no external shreader valves, no nitrogen filled shocks, no external reservoirs permitted. Maximum net per shock \$275 **DRIVE SHAFTS** – The drive shaft, universal joints, and yokes must be magnetic steel and be similar in design to the standard production type. Only a one piece magnetic steel drive shaft, painted white, will be permitted

SPOILERS - For all cars, spoiler must be a maximum of 8 inches high by a maximum of 48 inches wide. The rear spoiler may not extend past the rear edge of the rear bumper at any time. A maximum of 35 ½ inches, measured from the ground to the spoiler mounting point-will be permitted. Rear spoiler must be solid clear polycarbonate (minimum ¼ inch thick). No lettering is allowed on spoiler.

FUEL CELLS - Maximum capacity is 22 gallons

ENGINE

CRATE ENGINE 350/350 88958602

ALL ENGINES MUST BE EVERGREEN SEALED BEFORE RACING

The only approved Crate Motor replacement parts are listed below. All other parts must be GM 602 Crate Motor parts.

Rod replacement option: Eagle sir 5700bplw

Scat rod replacement option: sca 25700p

Pistons: p101azusa – std – 20 over

Silvolite: 3470hc – std – 20 over

Sealed power: h815dcp – std – 20 over

All engines will be subject to post race tear down and inspection upon request of the track officials. Failure to comply will result in immediate disqualification from the race event. In such case the competitor be only permitted to return to competition once the motor in question has been torn down and properly inspected.

Engines must remain stock as delivered from the manufacturer, no changes.

In the interest of keeping the competitive environment level, effective immediately all sealed crate motors will be required to meet the following specifications:

It is highly recommended that anyone participating in this division obtain a copy of the GM Circle Track Crate Engine Technical Manual to become familiar with the parts and procedures that will be allowed when working on this engine.

GM part #88958668.

For any part numbers or dimensions not specifically covered in these rules please refer to the above mentioned GM Circle Track Crate Engine Technical Manual

Crate tech procedure

Remove right side header

Remove distributor

Remove all spark plugs

Remove rocker arms on cylinder to be checked a tech of ficial will determine what cylinder Engine serial number plate **MUST** be attached to the engine block.

Engines will be pumped, whistled, valve springs and cams will be checked and must comply to the GM technical manual supplied when a 602 crate is purchased. Engine oil pan will not be sealed but will be removed in tech as needed . If there is a conflict in rules from a dif ferent track you must bring a printed copy of the rules from your home track and if it is a competitive advantage you will add weight or change left side but is the discretion of the tech of ficials.

If any one item does not comply with the technical manual you will not be issued the Evergreen track seal which is required to compete

Evergreen Raceway fuel only. Sunoco 110 or 112 octane will be available at racetrack. Fuel will be tested. PENALTIES FOR FUEL VIOLATIONS: Disqualification from event(loss of points and money)

HEAD AND VALVES

- Compression ratio can not exceed 9.3 to 1 on any individual cylinder. No margin allowed. Cylinders will not be averaged.
- Cylinder head chamber volume must be 64 cc +/- 1cc.
- Intake ports can not be ported
- Exhaust ports can not be ported.
- No deburring or smoothing of the cylinder head.
- Valve spring pressure must be 80-85 pounds.
- A maximum valve spring shim thickness of .030 will be allowed.
- No valve guide sleeves.
- OEM valve and seat dimensions must be retained.
- Intake valve must have a minimum seat width of .045 inches.
- Exhaust valve must have a minimum seat width of .060 inches.
- Cylinder head gasket surfaces may not be milled more than .005 inches.
- OEM retainers and locks must be used.

CAMSHAFT AND LIFTERS

- Camshaft can not be advanced or retarded from the stock position.
- OEM hydraulic lifters only. Lifters can not be shimmed. Lifter travel must be .080 inches or greater.
- Lift duration and overlap will be checked.
- Advance or retard of camshaft will be checked.

CARBURETOR

- 650 H.P. CARB HOLLY – Part #80541-1
- Must maintain stock dimensions.
- One inch (1") spacer maximum
- No Billet carburetor and or parts
- No jet extensions.

OIL PAN

- o Canton Oil Pan – Part #11-102T or Champ Pans Part #CP106LTRB
- o NO aluminum pans or power pouches.
- o No other oil pans can be used and **MUST BE SEALED BY THE TRACK.**
- o Inspection plug is required or pull pan at tech official's request

NO OXYGENATED FUEL

SCANNERS/RADIOS/MIRRORS- Driver must have scanner and monitor race director and tower at all times. Scanner must be onboard racecar and operational at all times.

Two way radios are permitted. If abused they will be taken away.

Mirrors are allowed.

Must be 12 years of age or older to compete in this class. Drivers under 14 must be approved by the track.

OVERLY COMPETITIVE CARS ARE SUBJECT TO INSPECTION AT ANY TIME

NOTE: Enforcement and interpretation of all rules is subject to the discretion of Evergreen Raceway officials. All Evergreen Raceway gauges, scales, and measuring equipment will be the absolute last word in any and all disputes.

RULES SUBJECT TO CHANGE AT ANY TIME