Late Model and Limited Suspension:

The following Track Rule will apply to the Late Model Stock Car Division and the Limited Division.

TO: ALL LATE MODEL STOCK CAR OWNERS, CREW CHIEFS AND DRIVERS:

The following is a Track Rule that will be implemented by Caraway Speedway, Dominion Speedway, East Carolina Motor Speedway, Greenville Pickens Speedway, Langley Speedway, Motor Mile Speedway, Myrtle Beach Speedway, Southern National Raceway Park and South Boston Speedway.

This Track Rule will be used in place of the language defining travel limiting devices only, in Section 20F – 12.1 Coil Springs / Spring Mounts / Jacking Bolts in the 2017 NASCAR Whelen All-American Series Rule Book.

All other language in Section 20F – 12.1 will remain the same as defined in the 2017 NASCAR Whelen All-American Series Rule Book.

Travel Limiting Devices

All downward chassis movement while the race vehicle is in competition must be limited only by the normal increasing stiffness of the springs.

As an option, one (1) Track-approved front suspension travel limiting device (bump stops, coil binding, etc.) per front wheel may be used.

Vehicles with coil-over suspensions will be allowed an external travel limiting device. The mounting hardware must be made of metal and be mounted in the same location as a shock would be mounted on a conventional (big spring) type suspension and mounted with ½ inch diameter magnetic steel bolt and nut.
Mechanical travel indicating rods may be used.

Remote adjusters for the travel limiting device will not be permitted.

Current spring rules and sway bar rules will be enforced.

Current shock absorber rules will be enforced with the exception that the suspension travel may be limited by the shock absorber when travel limiting devices such as bump stops are used on the shock absorber external shaft.

Height rules such as frame height and fuel cell height etc. must comply with the current rules but will only be inspected before qualifying or before the race. Heights will not be a post-race inspection due to the time required for the race vehicle to return to its normal static height.

- Adjustable shock mounts allowed only on the front shocks and must be securely mounted to the front sub frame bars.
- A hoop style roll bar may be used for the front shock mount, a minimum 1-3/4” by .083” wall thickness magnetic steel seamless round tubing. Bars 16A and 16B in NASCAR rulebook must weld to the optional hoop bars.
- All cars will be allowed to run an external travel limiting device on front end only. The mounting hardware must be made of magnetic steel and be secured with a ½” diameter magnetic steel bolt and nut.
- 16” free height springs will be allowed, all other measurements will remain as written in the NASCAR rulebook.

Race Procedure:

- NASCAR license information, etc. read sections 1-17 in NASCAR rulebook.
- At NO time during an event shall any part of a race car be shielded or covered from view.
- A car cover may only be used when raining.
- Late Model, Limited Sportsman, and Pure Stocks: after (2) consecutive wins drivers will start no better than mid field until winning streak ends regardless of qualification.
- If driver qualifies beyond midfield then driver will maintain actual qualifying position.
- Hornets division: after (1) win driver will start at rear of field for next race

Late Model Engines:

-Built Engines – Refer to 2017 NASCAR LMSC Rule Book
- Ford D347SR Crate Engine – Refer to 2016 NASCAR LMS Rule Book
-Track Officials retain the right to adjust rules as needed to keep competition equal.
-GM 604 Crate Motor (Refer to GM Spec Manual) (Technical Manual Part #88958668) Part #88958604 and or Part #19318604 crate engines are approved at this time.
-Part #88958604 and or Part #19318604 GM Crate engines weight is 3050 lbs. total and 1350 lbs. on right side.
-Engines must remain as they come from GM, no changes (1.5 or 1.6 rocker arms allowed).
• Carburetor allowed with crate engine Holley part #0-80541-1 650 CFM (4) Barrel race carburetor. (Refer to NASCAR Rule Book)
• One (1) piece, solid, open aluminum carburetor spacer, One (1) inch thick maximum, may be installed between the intake manifold and carburetor. Maximum paper gasket thickness 0.065”. The spacer must be centered on the intake manifold. No taper, bevels, or any modifications permitted.
• Only (1) piece open hole paper gasket max. Of 0.065-inch thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and intake manifold, with no air leaks.
• Oil pan and oil cooler refer to NASCAR rulebook.
• **Track Officials retain the right to adjust rules as needed to keep competition equal.**

**GM 603 Crate Motor:** (Refer to GM Spec Manual) (Technical Manual Part #88958668)
- Any items not listed must remain stock.

Part #88958603 GM Crate engines weight is 3000 lbs total and 1325 lbs on right side (Refer to GM Spec Manual for this Part #88958603)

• Carburetor allowed with crate engine Holley part #0-80541-1 650 CFM (4) Barrel race carburetor. (Refer to NASCAR Rule Book)
• One (1) piece, solid, open aluminum carburetor spacer, One (1) inch thick maximum, may be installed between the intake manifold and carburetor. Maximum paper gasket thickness 0.065”. The spacer must be centered on the intake manifold. No taper, bevels, or any modifications permitted.
• Only (1) piece open hole paper gasket max. Of 0.065-inch thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and intake manifold, with no air leaks.
• Oil pan and oil cooler refer to NASCAR rulebook.
• **Track Officials retain the right to adjust rules as needed to keep competition equal.**

**Door Plates:**
- Refer to NASCAR Rule Book:

**Tread Width: Late Model & Limited Divisions**
- South Boston Speedway will check tread width only at the center of tire, zero toe in, and at spindle height and must not exceed 64-1/2 inches measured at 11 inches on the LF and 13 inches on the RF

**Crate Engine: Late Model & Limited Divisions**
- Any crate engine found to be illegal will be confiscated by the track. This means complete engine, as shipped from manufacturer.

**Protests:**
- A protest can only be lodged against the car-drivers that finish directly ahead of the car-driver filing the protest. All protest will be served at the end of race night.
- A car-driver that lodges the protest is subject to same inspection or more that’s contained in the written protest. This is at the discretion of the NASCAR official in charge.
- If another illegal part is discovered while looking for the protested part, then the protested car will be declared illegal.
- Protest amount is stated in rules for each division.
- The track will retain 1/2 for each item that is protested.
• If protested car is found to be legal, remainder of money goes to competitor of car being protested for gaskets, etc.
• If protested car is found to be illegal, protested car is disqualified and remainder of money goes to the competitor filing the protest.
• All protest must be presented and signed by DRIVER (only) in writing and with money (cash only) in hand within 20 minutes after checkered flag for all divisions. Absolutely no pooling of money permitted.
• All divisions except LMSC and Pure Stock protest fees will be as follows:
  ▪ Limited Division: $250 each item and $1000 bottom end fee.
  ▪ LMSC protest fees refer to NASCAR Rule Book.
• During protest, crewmembers of the protested car and 1 representative from protester, being driver OR crew chief allowed during actual tear down.
• During FINAL inspection of protested part(s), only 1 representative from protestor, being driver OR crew chief and 1 representative from protested car allowed in inspection area.
• The decision of the NASCAR officials on interpretation of rules, scoring, flagging, and race procedures will be final and non-appealable.
• No equipment will be considered as having been approved by reason having passed through inspection unobserved. Any equipment that does not conform to track rules or NASCAR rules will not be eligible and are subject to be confiscated.
• Protest involving local, track, or general rules specifying a minimum or maximum tolerance of racing equipment, such as piston displacement, wheelbase, etc., shall be determined by track and NASCAR officials and cannot be appealed. Decisions made by track and/or NASCAR chief steward and officials assigned to him shall be final.
• NASCAR and or Track will confiscate all illegal parts.

**Spotters: Mandatory for Late Model, Limited, Pure Stock and Modified Divisions**

• All divisions listed are required to have a spotter and must monitor the NASCAR frequency in spotter stand and pits, or car will not be allowed to run.
• Must have proper identification before entering spotters stand and must be approved by track official.
• **Spotter MUST be located in Spotter Stand.**

**Identification: Refer to NASCAR WHELEN All-American Series Rule Book**

Identification / Marking / Numbers / Graphics

• All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times. Numbers must be solid, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver’s side. Solid numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right rear tailgate cover. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.
• Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event.

Fuel:
• Late Models must purchase 10 gallons, Limited Sportsman 5 gallons of Track fuel per race. All other fuel used must be equivalent to track fuel.
• If fuel is not purchased, the driver may be penalized.

Tires:
• Late Model Stock division must purchase minimum (2) new race tires if you are currently in the top 10 in points; past champion; or a winner in the previous season in Late Model division; or at Track’s discretion.
• Late Model Stock division will be allowed to purchase (4) new race tires for the first two events and the special race night event in July. Two (2) new tires can be purchased and must run on the left side only. If new tires are not purchased, SBS scuff tires must be purchased from scuff pile and must run on left side. Left side tires must be impounded after the Race. The left side tires will go on the right side the following week. Tires must have ½ amount of the laps scheduled for that night’s event to be eligible for the next event. If tires do not have the minimum laps the team has 2 options: option 1 run tires on right side of car in practice under race speed until minimum laps are met. Option 2 buy track approved scuffs.
• Twin races= if unable to get ½ of scheduled laps on race 1 on tires then the (2) new tires will not be eligible for race 2, (2) tires would have to be purchased from track approved scuffs.
• Limited Sportsman division will be allowed to purchase (4) new race tires for season opener and (2) for the Special event in July.
• Tires are not to be removed from the car after qualifying without an official present.
• Tires may only be swapped front to rear and not side to side, and only with an official present.

Car Numbers: All Divisions:
• All car numbers must be registered through speedway office only.
• All car numbers will be assigned by previous years points finish. All newcomers will be accessed from that point. No duplicate numbers or letters.
• Any driver in any division who misses three (3) consecutive races, that car number will become available.

Qualifying:
• Late Model, Limited Sportsman and Pure Stock divisions will qualify European style.
• Qualifying order will be determined by reverse order of the fastest overall practice session times.
• Twin races for Late Model, Limited Sportsman and Pure Stock divisions will start 2nd race on how driver finishes 1st race except will draw for inversion of 2nd race.
• Will only receive (1) pole award for Twins.
• Hornet division will draw for starting position

Race Start: (Back up cars):
• Car must go through complete inspection before competing in race and will be determined eligible to compete by track officials.
• Car does not have to practice or qualify but will start at rear of field or at official discretion.
• Driver of the backup car must report to an official and tower 30 minutes prior to the event start before competing in race in a timely manner or driver will not be eligible to compete therefore forfeiting all points and earnings.
• Back up cars must purchase Track fuel and must have a spotter.
• Backup car must complete ½ of scheduled laps for that division race or at tracks discretion.
• Driver that does not adhere to the following back up car rules will be considered start and park and earnings will be at tracks discretion.

**Driver’s Meeting: Mandatory for All Divisions:**
• All drivers in all divisions are required to attend and answer roll call at drivers meeting.
• Drivers that miss roll call WILL be penalized (EIRI) (Except in rare instances) where permission is given ONLY from the Race Director.

**Post-Race Inspection:**
• Number of cars and items for post race inspection will be at the discretion Track Officials.
• All cars are subject to random inspection at any time.

**Race Length:**
• All races in all divisions may be subject to a time limit and the advertised race distance may be decreased at the discretion of Track Officials.
• If there has been no Caution for the first 1/2 of a race a competition caution may be used at the discretion of Track Officials.
• Races in all classes will not end under the caution unless for any unforeseen circumstances. Due to a late caution the required race distance may be extended beyond the advertised distance. The race may be concluded with up to three (3) restart attempts that would consist of a green flag lap, a white flag lap, and a checkered flag finish.

**Fire Resistant:**
• The following items are MANDATORY:
• Gloves: Meet NASCAR standard regulations.
• Seat Belts: Meet NASCAR standard regulations. Uniforms: Meet NASCAR standard regulations.
• Fire Systems: Meet NASCAR standard regulations.
• Drivers Head and Neck Restraint device highly recommended for ALL DIVISIONS.

**Fire Control:**
• All cars must be equipped with an approved working fire extinguisher, installed in an approved manner. NASCAR Guidelines will be used as the standard.
• Extinguisher gauge must be accessible for inspection by track officials.
• All drivers will be required to wear approved fire resistant driving suit. This will be strictly enforced. Fire resistant gloves, seat belts and uniforms.
• Fire extinguishers must be placed on trailer when car is unloaded from trailer. All entrants must have in the pit area as part of their equipment, at all times, a fully charged 10-pound or larger dry chemical Class B fire extinguisher.

**General Scope of Penalties:**
• Penalties for violation of NASCAR rules are determined by the gravity of the violation and its fairness of competition, the orderly conduct of the event, and the interests of stock car automobile racing and NASCAR.

• Such penalties may include, but are not limited to, disqualifications, probation, and suspension of membership or license privileges, fines and/or loss of points and/or loss of finishing position(s) in the event. Probation may be for a specified time period to review the member’s conduct to determine whether a more severe penalty is warranted. A suspension may be total or it may be limited to a suspension of membership or license privileges at a particular racetrack or tracks, or for a particular series of events, or for a specified or indefinite period of time. NASCAR will use the following as guidelines for the imposition of penalties in the situations described below, but may assess a greater or lesser penalty depending upon the circumstances.

• Fighting or verbal abuse to any Track Official or staff may be subject to a fine of up to $500 and/or suspension. “Drivers are responsible for actions of your crew.” If violation comes in last race of season fines and suspension will carry over until next season.

• Any person found with a weapon or drugs in their possession or in his vehicle is subject to $500 fine, forfeiting the weapon, and being suspended by the track and arrested.

• All crewmembers must stay in their own pit area during race. Penalty for entering and/or causing a disturbance in another pit for driver and crew may result in fine and suspension.

• Any crew member or driver found to be consuming alcoholic beverages or drugs during events are subject to being suspended and fined by the track and NASCAR with no refund. Driver is responsible for pit crew.

• No work permitted on car under red flag conditions. This will result in a one-lap penalty.

• It is mandatory that all competitors stay off racetrack and in your own pit when track is hot. Officials may fine or suspend driver for violators.

• Track representatives and/or NASCAR reserve the rights to fine, suspend, or take whatever action is deemed necessary to conduct the orderly conduct of the race.

• Antifreeze will not be permitted and its use may be subject to a $250 track penalty.

• Track Officials may eject a competitor from an Event or the race premises in an emergency situation to promote the orderly conduct of the Event. Such competitor shall have no right to receive, and the Track shall not be obligated to refund, any part or all of the fees previously paid to the Track or NASCAR.

• When pre-race activities begin, approximately 30 minutes before race starts no engine will be started for any reason. Failure to comply may result in a $250.00 fine.

• All pit passes must be accessible to track and NASCAR officials at any time. Violators will be removed and no refund will be given and subject to a $500.00 fine.

• If it is determined, you have intentionally caused a caution in an effort to benefit your track position or anyone else’s you may be penalized.

• Rough driving will be dealt with through fines, suspension and/or black flag for the driver. Additional penalties, including loss of points, may be issued and may include the car owner and car.

• Any Member who participates in a fight(s) or altercation(s), and/or verbal abuse to another Competitor, Track Official or persons serving under his/her direction, and/or uses inappropriate language, including but not limited to a person’s race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition, on social media or public address systems, in the pits, on the track or on the race premises: a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.
**Weight: Support Divisions**

- The weight allowance after all races will be $\frac{3}{4}$ of a pound per lap with no tolerance. Half of the allowance will be for right side weight. When running twin races, weight will be the same for the one race. Weights are subject to change for competition reason.
- Added balanced weight must be mounted on car with a minimum $\frac{1}{2}$” bolts and lock nuts.
- All weights must be painted white on all sides and stamped on all sides and ends with corresponding car number.
- If, during pre-race inspections, lead is found not to be stamped, painted and mounted correctly, driver will be subject to fines.
- If, during post-race inspections, lead is found not to be stamped, painted and mounted correctly it will result in a mandatory disqualification...absolutely NO EXCEPTIONS.
- No Tungsten weight allowed at anytime.
- Refer to NASCAR Rule book: 20 F Sections 2.3.

**Scorers: All Divisions:**

- Transponders are mandatory for Late Model Stock, Limited Sportsman, Pure Stock, and Modified divisions and any other divisions that have the AMB scoring system. Racers must supply own scorers when track requires scorers.

**Driver's Information Forms: All Divisions**

- Driver’s information form has to be filled out before receiving any earnings. All owners and drivers must specify who gets earnings. If earnings are not claimed within 60 days after said event earnings will be revoked.
- The speedway will not be responsible for correcting any errors in pay-off due to incorrect information. If there is any type of change, it is the responsibility of the driver to fill out and turn in a new driver’s information sheet.

**Practice:**

- All transponders must be installed and operating during all practice sessions.
- Any division with more than 20 cars will have practice split into 2 sessions, with odd pit stalls in round 1 and even pit stall in round 2.

**South Boston Speedway Track Officials reserve the right to issue bulletins to the rules to insure fairness in competition.**