

## Hickory Motor Speedway 2012 Late Model Stock Rules

The Late Model Stock division will be run under the 2012 NASCAR Whelen All-American Series rules, with the following allowances.

### Approved Engines

#### 1. "Built" engine as per 2012 NASCAR rulebook

Carburetors allowed are the Holley 500 HP Series part #080583-1.

#### 500-HP

Late Model Stock Cars with built engines will be allowed to run the Holley 500 HP Series part # 080583-1 carburetor. This carburetor must remain as manufactured. The only changes allowed will be to change jets, power valve, and the screw in air bleeds in the top of the carburetor. See NASCAR rulebook.

#### 2. GM Fast burn 350/400 Circle Track Engine part# 88958604

Fast burn crate engine will use only the Holley 650 Carburetor part #0-80541-1 with NO spacer. Must remain factory stock with no modifications. Only changes allowed are the power valve and jets. Boosters must be epoxied and safety wired to carburetor body. See NASCAR rulebook for guidelines.

Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

All crate engines must be located with the # 1 spark plug lining up to right side upper ball joint.

GM 604 Crate Motors may run any 1.5 or 1.6 aluminum self-aligning rocker arms with **3/8"** stud . A combination of 1.5 and 1.6 rocker arms is approved, however, 1.6 rockers must be on the intake valves with 1.5 rockers on the exhaust valves.

GM 604 Crate Motors may use aftermarket retainers, keepers, locators/spacers, but all parts must be magnetic steel. No shims will be permitted with aftermarket locators.

GM 604 valve springs must remain as specified in the GM Performance Parts Circle Track Engine Technical Manual. (No Aftermarket Springs)

Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part# 88958668 revised May 2010.

**Any unapproved modification to crate engine could result in confiscation of illegal parts at the discretion of the officials.**

#### 3. GM ZZ4 350/355 Circle Track Engine part# 88958603

ZZ4 crate engine will use only the Holley 650 Carburetor part# 0-80541-1 with no spacer plate. Must remain factory stock with no modifications. Only changes allowed are the power valve and jets. Boosters must be epoxied and safety wired to the carburetor body. See NASCAR rule book for guidelines.

Engine must remain completely stock or use the following options which have been approved. See Late Model stock NASCAR rulebook for oil pan rules.

-Pro Comp PC-22031 Intake

Note: Absolutely no modification or altering of this intake with the exception of milling or grinding of the 4 pads for fitting.

-Any 1.6 self aligning aluminum rocker arms with 3/8 stud

-GM Valve Springs part # 12499224

-Comp Cam Retainers part # 787-16

-Comp Cam Spring Locators part # 4863-16

-Standard Keepers 11/32 (NO offset keepers)

-Absolutely no other shimming or altering allowed with these parts

-Valve covers may be changed for clearance or you may use GM or Narrow body rocker arms with existing stock GM valve covers.

-A kit with all parts except the Carburetor, can be purchased at Harrington Machine or individually via the part numbers from a dealer of your choice.

All crate engines must be located with the # 1 spark plug lining up to right side upper ball joint.

Overall Weight for this package will be 3000 lbs with 1350 lbs right side

Rules may be adjusted as needed

NONE OF THESE MODIFICATIONS WILL BE ALLOWED IN LIMITED LATE MODEL

Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part # 88958668 revised May 2010.

**Any unapproved modification to crate engine could result in confiscation of illegal parts at the discretion of the officials.**

#### 4. Ford part # M-6007 D347SR engine

Ford crate engine will use only the Holley 650 Carburetor part #0-80541-1 with NO spacer. Must remain factory stock with no modifications. Only changes allowed are the power valve and jets. Boosters must be epoxied and safety wired to carburetor body. See NASCAR rulebook for guidelines.

Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

Additional approved part #s which may be installed:

- a) 7mm Intake Valve-Rev PN X813
- b) 7mm Exhaust Valve-Rev PN X914
- c) 7mm Valve Guide-Rev PN VG9804

All crate engines must be located with the # 1 spark plug lining up to right side upper ball joint.

Crate motor technical specifications will be based on the 347 Series Ford Racing Tech Spec Manual. Only original equipment valve springs allowed – NO PAC springs

Rules may be adjusted as needed

**Any unapproved modification to crate engine could result in confiscation of illegal parts at the discretion of the officials.**

**Ford Crate Motor Weight 3100 lbs 1425 RS**

#### Crate Engine Claimer

Crate engines will be controlled by HMS Tech officials and a claimer rule.

Claimed engine will include all components that ship with the motor in the original crate. Claimed engine must pass track technical inspection. If the claimed motor is found illegal the claim will be voided and the claimee will be disqualified from the event. Claim amount is \$6500 604 crate and \$5500 for 603 crate, \$8700 for D347SR. The claimee will receive a certificate for a new crate motor from a dealer of HMS's choice.

#### Carburetor Claimer

Crate engine 650 carburetors will be controlled by HMS Tech officials and a claimer rule. Carburetor will include the components that ship with a new unit from the manufacturer. Claimed carburetor must pass track technical inspection. Claim amount is \$850. The claimee will receive a certificate for a new carburetor from a dealer of HMS's choice.

#### Ignition System

NASCAR approved ignition amplifier boxes must either have a clear plastic back or a removable back. Any box with a riveted or non-removable back may be cut open for inspection.

#### Tire Rule

All LMSC races for 2012 will be 4 tire races. Tires will be Goodyear D2902.

#### Nascar 2011 Rulebook Track Changes

## **20F - 2.2 Overall Car Weight**

**All cars will compete with a weight of 3100 lbs with a right side weight of 1375 lbs. except Ford D347SR 3100 lbs with right side weight of 1425 lbs. and ZZ 4 3000 lbs 1350 RS**

### **20F - 12.1 COIL SPRINGS / SPRING MOUNTS / JACKING BOLTS**

Coil binding will not be permitted on any spring/coil-over spring. all coils of the spring/coil-over spring must be active and must not contact the adjoining coils. Track officials will determine the method of enforcing this rule.

#### **A. Coil-Over Springs**

Thrust -type bearing plates will be permitted on the spring seats.

#### **B. Front Coil Springs**

Thrust -type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat.

The front jacking bolts must be mounted on the vertical centerline of the lower spring bucket.

#### **C. Rear Coil Springs**

The rear jacking bolts must be mounted on the vertical centerline of the lower spring mount. Thrust type bearing plates with a maximum diameter of 1-1/8 inches will be permitted between the end of the jacking bolt and the face of the spring seat

### **20F - 12.3 Shock Absorbers**

The approved shock absorbers and components are as follows:

Penske 7500 Series with only the approved Penske Linear and High-Flow Pistons

Ohlins NCJ Series with only the approved Ohlins Standard and MX2 Pistons

Bilstein ASN or SN 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 #40097 Piston

PRO PG Series with only the approved Linear/Linear #63 Piston

JRI ST/08 Series with only the approved #3803-15 piston

K. 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 or Track shock absorber measuring device.

### **Notes**

Crate motors are not required to be sealed at Hickory Motor Speedway. If an unsealed crate motor is raced, it will be checked as if it were a "built" motor but MUST be completely stock except for valve covers and oil pan. If a competitor visits with a crate motor sealed at one of the consortium tracks, he needs to be prepared to remove the seals. Because the "break off bolts" are difficult to remove, HMS recommends removing them before racing or being prepared to remove them in post race inspection. If a Hickory regular wants to have a sealed engine to race at other tracks, please call the speedway office.

All racers are encouraged to have their carburetor checked by track officials PRIOR to qualifying. If a carburetor does not pass Post-Race Technical Inspection it may result in a disqualification and/or loss of points and/or loss of any prize money. The carburetor will be confiscated by the track and will not be returned.

HMS reserves the right to adjust these rules at any time during the season.

For more information, call Speedway Offices at 828-464-3655 or contact the HMS Technical Director, Brian Hewitte 828-315-0480 or via email at [hmsbrianhewitte@bellsouth.net](mailto:hmsbrianhewitte@bellsouth.net).