

2017 Late Model Stock Rules

The Late Model Stock division will be run under the 2017 NASCAR Whelen All-American Series rules, with the following allowances.

Weights (minimum):

- Built Chevy and Ford – 3100 lbs Overall 1375 Right Side
- Chevy 604 Crate – 3100 lbs Overall 1375 Right Side
- Ford 347SR - 3100 lbs Overall 1390 Right Side
- Chevy 603 Crate - 3000 lbs Overall 1350 Right Side
- HMS Enforcer (Harrington Spec)- 3100 lbs Overall 1390 Right Side

Approved Engines

1. "Built" engine as per 2017 NASCAR rulebook

Carburetors allowed are the Holley 500 HP Series part #080583-1 or the Holley 500CFM Ultra HP and XP 2BBL aluminum body carburetor part numbers 4412HB, 4412HBX, 4412BK and 4412BKX. These carburetors must remain as manufactured. The only changes allowed will be to change jets, power valve, screw in air bleeds in the main body, and screw in emulsion bleeds in the metering block. See NASCAR rulebook.

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

Fast burn crate engine will use the Holley 650 Carburetor part #0-80541-1. Must remain factory stock with no modifications. Only changes allowed are the power valve, squirters, screw-in air bleeds, and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed

- A one piece open hole solid aluminum carburetor spacer, a maximum 1" in thickness, may be used between the intake manifold and the carburetor. The spacer must be centered on the intake manifold with a single open hole which must be cut perpendicular with the base of the carburetor. Taper, bevels, or any other modifications will not be permitted.
- A one piece, one hole paper gasket. Maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer. A one piece paper gasket maximum .065" thickness must be installed between the spacer and the intake manifold. The gasket must not be larger than the top of the intake.
- 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 $\frac{3}{8}$ " 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 **without** the new style 'Beehive springs' may use aftermarket retainers, keepers, locators/spacers, but all parts must be magnetic steel. Shimming will be permitted to maintain 1.78" installed height as per GM Performance parts Circle Track Engine Technical manual.
- 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 2012.

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

ZZ4 crate engine will use the Holley 650 Carburetor part# 0-80541-1. Must remain factory stock with no modifications. Only changes allowed are the power valve, squirters, screw-in air bleeds, and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed.

- A one piece open hole solid aluminum carburetor spacer, a maximum 1" in thickness, may be used between the intake manifold and the carburetor. The spacer must be centered on the intake manifold with a single open hole which must be cut perpendicular with the base of the carburetor. Taper, bevels, or any other modifications will not be permitted.
- A one piece, one hole paper gasket. Maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer. A one piece paper gasket maximum .065" thickness must be installed between the spacer and the intake manifold. The gasket must not be larger than the top of the intake.
- 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 $\frac{3}{8}$ 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 shimmming 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's Machine Shop 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.
- Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part # 88958668 revised 2012.

NONE OF THESE MODIFICATIONS WILL BE ALLOWED IN LIMITED LATE MODEL

4. Ford part # M-6007 D347SR engine

D347SR engine will use the Holley 650 Carburetor part #0-80541-1 **without** spacer plate. Must remain factory stock with no modifications. Only changes allowed are the power valve, squirters, screw-in air bleeds, and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed.

- A one piece paper gasket maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and the intake manifold.
- 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.
- Crate motor technical specifications will be based on the 347 Series Ford Racing Tech Spec Manual.

5. HMS Enforcer (Harrington Spec)

- Carburetor Holley 650 part #0-80541-1 stock out of the box. Only changes allowed are the power valve, squirters, screw-in air bleeds and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed.
- No spacer plate allowed. Carburetor must be bolted directly to the intake manifold.
- A one piece paper gasket maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and the intake manifold.
- Engine must be located with the # 1 spark plug lining up to right side upper ball joint.
- HMS Enforcer engine technical specifications will be based on the HMS Enforcer Technical Manual.
- Any engine items not covered in HMS Enforcer Technical manual or Hickory Motor Speedway Track rules, refer to NASCAR Late Model Stock rulebook.

Optional Carburetor/Spacer for GM part# 88958604, GM part# 88958603, Ford part # M-6007 D347SR Crate Engines, or HMS Enforcer.

- Holley HP80507-I 390 cfm Must remain factory stock with no modifications. Only changes allowed are the power valve, squirters, screw-in air bleeds, and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed.
- When using optional approved Holley HP80507-I 390 cfm, only a one piece open hole solid aluminum carburetor spacer, a maximum 1" in thickness, may be used between the intake manifold and the carburetor. The spacer must be centered on the intake manifold with a single open hole which must be cut perpendicular with the base of the carburetor. Taper, bevels, or any other modifications will not be permitted. Spacer not allowed with any 650 cfm carburetor.
- A one piece, one hole paper gasket. Maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer. A one piece paper gasket maximum .065" thickness must be installed between the spacer and the intake manifold. The gasket must not be larger than the top of the intake.

All cars must start race(s) with same Carburetor used in qualifying. Removal of carburetor anytime after qualifying must be approved and accompanied by track official(s). All carburetors are subject to technical inspection at any time.

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 and 390 cfm 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.

Tire Rule

All LMSC competitors may purchase up to 4 race tires per event. (unlimited practice tires)

All race tires must be purchased from MTP Tire the day of the event and will be impounded until released for qualifying. Tires will be Hoosier F-45.

NASCAR 2017 Rulebook Track Changes

20F - 2.2 Overall Car Weight

~~All cars will compete with a minimum weight of 3100 lbs with a right side weight of 1375 lbs, except ZZ 4 (3000 lbs 1350 RS) and HMS Enforcer (3100 lbs 1425 RS). Refer to HMS track Weight rules~~

- All weights are with driver before and after qualifying and the race. When cars are weighed after the race, the only additional fluids that may be added to make weight will be enough water to top off the radiator, maximum of 2 quarts of motor oil in the engine and enough racing fuel to top off fuel cell at base of filler neck at bottom of vent hose. - as specified in HMS Race Procedures

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

(SUSPENSION TRAVEL)

- Bump Stops will be permitted. (Subject to HMS Track officials approval)

20F - 12.3 Shock Absorbers

One (1) shock absorber per wheel. Approved shocks are:

Penske----- 7500 Series
Ohlins----- NCJ/STJ/OTJ Series
Bilstein----- ASN or SN Series
C2P----- NAEX Series
Advanced Racing
Suspensions-----4000/4200 Series
Pro-----PG/AC Series
JRI-----ST/08 Series
Blackmagic Shocks-----BML Series

- All shocks must be non-adjustable or single adjustable only
- No external reservoirs of any kind. Neither piggy-backed or remote

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-Qualifying or 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, Scott Kilby 704-880-8003 or via email at scott.kilby@ecmd.com.