2016 Late Model Stock Rules

The Late Model Stock division will be run under the 2016 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 1375 Right Side
- Chevy 603 Crate - 3000 lbs Overall 1350 Right Side

Approved Engines

1. "Built" engine as per 2016 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 only 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, squirts, 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 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.
   - 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 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 only 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, squirts, 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 must be installed between the carburetor and the intake manifold.
   - 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.
   - 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 only the Holley 650 Carburetor part #0-80541-1. Must remain factory stock with no modifications. Only changes allowed are the power valve, squirts, screw-in air bleeds, and jets. Recommended that boosters be epoxied to carburetor body. Only Holley replacement parts allowed.

- D347SR engine must be equipped with a one piece, 4 hole, 1" thick, adjustable base plate produced by Allstar Performance PN# ALL26060 equipped with four 1.200" base plate inserts PN# ALL26065 produced by Allstar Performance. The base plate and inserts must be exactly as supplied from the manufacture. Any non-factory modifications, taper, bevels, sanding, polishing and/or polishing marks (even from cleaning) will not be 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 adjustable base plate. A one piece paper gasket maximum .065" thickness must be installed between the adjustable base plate 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.

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 $7,000 for 604 crate and $6,000 for 603 crate, $9,500 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 2016 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
- 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----------------------- NCI/STJ/OTJ Series
Bilstein---------------------- ASN or SN Series
C2P------------------------- NAEX Series
Advanced Racing Suspensions--------4000/42000 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.