



RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

2021 LATE MODEL DIVISION RULES AND REGULATIONS

Effective 12/9/2020

Per 2021 NASCAR Late Model Rule Book or latest edition

Cars are to be prepared using the 2021 NASCAR Whelen All-American Series Rule Book, section 20F, with the following exceptions listed below. These rules are subject to amendment at any time. Notice shall be deemed effective within two (2) days of the rule amendment and posting of the rule change by Dominion Raceway (DR). DR track rules take priority over all other rules including the NASCAR rule book.

Track Specific Rules

1. Car Weight

- 1.1. All cars will weigh 3,100lbs total, right side weight will be 1,400lbs. All cars coming thru tech must have their fuel cell full up to 1" above the filler neck and be visible at weigh in.

2. Ride Height:

- 2.1. No minimum ride heights will be required. All cars lower than 4 inches will be placed on 4 inch blocks for tech inspection. All specification as defined in the NASCAR Rule book must be adhered to. Example: fuel cell height, crank height, roof height, spoiler height, quart panel height, etc.

3. GENERAL ENGINE REQUIREMENTS

- 3.1. All engines as allowed by the NASCAR Rule Book with the following exceptions:

- 3.2. General Motors Crate Engine:

- 3.3. General Motors #88958604 or #19318604 crate-type engine will be allowed to change cam duration but must maintain original stock lift. After market valve springs (see CompCams part number #26975 valve spring for example) may be used as long as it maintains stock pressure specifications and remains unaltered/unmodified.

- 3.4. GM 604 Crate Motors may use aftermarket valve spring retainers, keepers, locators/spacers, but all parts must be magnetic steel.

- 3.5. 7000 RPM Chip rule for the General Motors Crate Engine only. No RPM Chip rule for all other engines.

- 3.6. Any engine will be subject to being pulled and dyno-checked at any time at the discretion of track officials. Any engine exceeding 500hp may be subject to tear down and further inspection. GM 604 crate should not exceed 485hp.

4. Built Engines:

- 4.1. Chevy built engines as defined in the NASCAR 2019 Rule Book will run a Holley 650 four barrel carburetor, part number 80541-1 or 80541-2. This carburetor must comply with NASCAR LMSC Rule 20F-5.10.1 D with 1" Super Sucker plate.
- 4.2. Ford Built engines as defined in the NASCAR 2019 Rule Book will run a Holley 650 four barrel carburetor, part number 80541-1 or 80541-2. This carburetor must comply with NASCAR LMSC Rule 20F-5.10.1 D with 1" open spacer plate.

5. EXHAUST SYSTEM

- 5.1. Car exhaust system shall have one muffler installed.
- 5.2. Approved mufflers:
 - 5.2.1. Schoenfeld Muffler (part # 14272735-78) Magna Flow
 - 5.2.2. Performance (part # 12298) or Schoenfeld Muffler insert
 - 5.2.3. Part #43035 & 43540 to be inserted at the exhaust outlet pipe.
 - 5.2.4. Magna Flow muffler will function as a Y-pipe output of each header connected to the dual muffler inputs, and the single output of the muffler connected to the exhaust tailpipe. The specified muffler must remain stock as from the factory. No modifications will be permitted. The muffler outlet flange may not be covered by the exhaust tailpipe and must be visible for inspection purposes.
 - 5.2.5. Schoenfeld Muffler will be incorporated after the Y-pipe. The specified muffler must remain stock as from the factory. No modifications will be permitted. The muffler outlet flange may not be covered by the exhaust tailpipe and must be visible for inspection purposes.

6. SUSPENSION

- 6.1. Adjustable shock mounts on the front clip WILL be permitted.
- 6.2. One (1) Track-approved front suspension travel limiting device (bump stops, coil binding, bump springs, etc.) per front wheel may be used.
- 6.3. Spring Pre-Loader devices will not be allowed.
- 6.4. McCreary JMRW4 is the approved tire for the LMSC at Dominion Raceway.

7. INSPECTIONS, PROTESTS, CLAIMS, CRATE ENGINES AND PENALTIES

- 7.1. Only drivers finishing in the top 5 race positions may file a protest. Only drivers finishing in the top 5 positions can be protested.
- 7.2. Motor-Dyno protest fee \$1,000

7.3. See NASCAR Rule Book for costs of other items.

7.4. Disqualified engines may not return to DR until that engine is recertified at owner's expense under DR Tech Official's supervision.

7.5. Dominion Raceway reserves the right to test the engine with a track approved carburetor to determine eligibility. Dominion Raceway eligibility decisions are final and non-appealable.

7.6. Protests may not be accepted if, in the judgment of track officials, the car is damaged, wrecked, has a part failure, etc., and unable to be inspected or torn-down in a timely manner.

7.7. Twin race night protests:

7.7.1. Protests can be made for either race. Inspections or tear-downs for race 1 protests will not begin until the completion of both twin races. Race 1 protests must be made in writing within 20 minutes of the checkered flag for that race plus all other requirements for protests listed. Dominion Raceway, Track Officials, or Track Approved Inspection Facilities are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections, tear-downs, or engine dynamometer tests. A race team representative may be present during testing and may retrieve motor after test completion.

7.8. Crate Engine Inspections

7.8.1. The primary means of technical inspection for crate engines will be on a track designated dynamometer. If a dyno-checked engine meets specifications and track data, the engine will be considered legal and the cost of the technical inspection will be paid by the track. If the engine fails to meet specifications and track data, in the opinion of track technical officials, it will be considered illegal and the driver/car owner will be responsible for the cost of the technical inspection. Further, the failed crate engine will not be permitted to race again until it has been corrected and re-certified on the track-designated dynamometer at the drivers/owners expense.

8. ADMINISTRATION

8.1. Twin Races-Entrants must compete in the first race to be eligible for entry in the second race. Where a different car must be entered into the second race due to mechanical failure or uncorrectable damage in the first race, the tires from the first race must be transferred to the second car. If tires have been damaged please consult with a track official for further direction.

8.2. Dominion Raceway assume no liability for any damages or costs in enforcing rules.

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