



2017 RULES Late Model (Feb., 2017)

LATE MODEL DIVISION RULES AND REGULATIONS Effective 1/03/2017 Per 2017 NASCAR Late Model Rule Book or latest edition

NOTE: SECTION 9.0 - MUFFLER REQUIRED ...Mufflers on LM race cars need to pass a 80 db sound test reading at the property line during single car qualifying or practice.

Late Model cars are to be prepared in accordance with the 2016 NASCAR Whelen All-American Series Rule Book, section 20F, and any NASCAR Technical Bulletins released which affect the LMSC division. These rules are subject to amendment at any time when notice has been given.

1. COMPETING CAR MODELS

Open to two door American made passenger car production sedans, 1997 through 2016, that are approved for competition by DR and NASCAR. No trucks or station wagons allowed.

1.1. Approved Competition Models

Chevrolet: 2000 – 2008 Monte Carlo, 2008- 2017 Impala SS.

Dodge: 2007 – 2017 Charger. Ford: 2007 – 2017 Fusion.

Toyota: 2009 – 2017 Camry.

2. GENERAL BODY REQUIREMENTS

2.1. Car Body Measurements: Car body measurements must comply with NASCAR LMSC rule 20F-3.12 if the car make / year / body is legal for 2017 LMSC competition. .

2.2. Spoilers: Spoilers and Front air dams must comply with NASCAR LMSC section 20F-3.1.

2.3. Windows, Lights, Mirrors: All cars must comply with NASCAR LMSC section 20F-3.2.

This rule

governs windshields, Rear Windows and Window Nets. A side- mounted rear view mirror may be installed.

2.4. Dash Panel, Fire Walls, Doors, Fenders, Grilles, Hood, Roof, Rear Deck Lid and Bumper Covers must comply with NASCAR LMSC sections 20F3.3 thru 20F3.10. Flat Hoods Only.

2.5. Identification/Car Numbers: See DR rules for ALL Divisions section 2.

3. Car Weight

3.1. Overall Car Weight: All cars must comply with NASCAR LMSC rule 20F2.2. All DR Late

Model cars must meet a minimum weight of 3,100 pounds, with a minimum right side weight consistent with requirement of NASCAR LMSC rule 20F-2.2A. All cars coming thru tech must have their fuel cell full up to 1" above the filler neck and be visible.

3.2. Added Car Weight: See SS rules for ALL Divisions section 1.1.

3.3. Car Weight After Competition: (see 3.1 above). All cars after competition must meet the minimum weights described in NASCAR LMSC rule 20F2.2. Cars will be allowed to add fuel (fuel only) after competition only up to 1 inch above the fuel cell in the filler neck to meet the minimum weight requirement.

3.4 Minimum car weight requirements may be changed with one-week notice to all competitors.

3.5 Those cars using Chevrolet Built motors must weigh at least 3100 lbs with 1375 allowed on the right side. Super plates are allowed for Built motors. Spec motor is 3100 pounds with 1400 on right side. Crate Motors must weigh 3050 pounds and 1375 on right said.

3.6 FORD built motors must weigh 3100 pounds and 1350 right side weight. Crate motor 1400 right side with 650 cfm four barrel carb...all others 500 cfm 2 bbl.

3.7 DODGE built motors must weigh 3100 pounds with 1420 right side weight.

4. GENERAL ENGINE REQUIREMENTS

4.1. The following built engines per NASCAR LMSC rules 20F-5.4 engine displacement is allowed:

4.2. Chevrolet – 350 CID small block V8 Ford – 351 CID Windsor small block V8 (Cleveland is not allowed) Ford part # M-6007- 351S is approved Dodge – 360 CID is approved (355 CID are not permitted) 4.3. Optional Crate Engines per NASCAR LMSC rules 20F-4.1 are allowed: GM 350 CID part

#88958604 (604). Crate Engines GM Circle Track Crate Engine part# 88958604 Fast burn crate engine will use only the Holley 650 Carburetor part #0-80541-1 with NO

spacer. This carburetor 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. \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 if mixed rockers are selected. \

GM 604 Crate Motors may use aftermarket valve spring retainers, keepers, locators/ spacers, but all parts must be magnetic steel. \In the interest of reliability and long-term cost savings the CompCams part number 26975 valve springs will be allowed in GM crate engines for competition. They must remain unmodified and used as supplied by CompCams. \

The 26975 spring is a 1.320 O.D. and .920 I.D spring without a damper and will be checked at the installed height of 1.780 and maintain a seat load of 103 pounds. Or the 'Bee-Hive' replacement 26915 with O.D. of 1.055/1.290 and I.D. of .650/.885 spring without damper and will be checked at the installed height of 1.800" and maintain a seat load of 105 pounds. \Crate

motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part# 88958668 revised 2012. Any unapproved modification to crate engine could result in confiscation of illegal parts as well as entire engine at the discretion of DR Officials.

Ford 347 CID part #M-6007-D347SR.

4.4. Shenandoah Speedway may include as an eligible engine in 2017 “The Spec Motor” with specific conditions. This engine option may be made available after testing and evaluation at DR for 2017 racing.

4.5. Any crate engine will be subject to being pulled and dyno-checked at any time at the discretion of track officials. **4.6.** Cars running crate engines are permitted to run different manufacturer’s engines in different manufacturer’s bodies.

4.7. Crate engines may run a Mel’s distributor or any other distributor meeting NASCAR LMSC Rule 20F-6.1. Rev limiter may be used but is not required.

4.8. Engines must remain as they come from the manufacturer (except as noted above). Balancers must be original. Timing covers may not be changed. Everything must be original except as noted. NO EXCEPTIONS.

4.9. Paragraphs 5.1, 5.2, 5.3, 6, 7, 8, 9 and 10 apply. **4.10.**Carburetor:

All built engines will run a Holley 500 HP two-barrel carburetor, part number 080583-1 (500 cfm). This carburetor may be reworked per NASCAR LMSC Rule 20F-5.10.1 B Crate engine carburetor rules may be modified by DR officials during the racing season.

4.10.1 No drilling or changing of any diameter of air bleeds, metering plate passages, throttle shafts, etc. **4.10.2** No swapping of metering plates. Boosters must be in stock location.

4.10.3 Choke butterfly may be removed. When choke linkage is removed, all linkage mounting holes must be filled with epoxy. **4.10.4** All vacuum ports/outlets must be removed and plugged with steel plugs or epoxy. **4.10.5** Jets and power valves may be changed. Power valve must be used. No power valve block-off plugs allowed.

4.10.6 Carburetor Spacer: Solid aluminum, Manufactured by MOROSO .750 inches thick, with two 1.5 inch diameter holes located in the center that match the carburetor must be installed on all built engines. Spacer must comply with NASCAR LMSC Rule 20F-5.10.2. An “optional” 1” carburetor spacer SS4412-2al Manufactured by HVH, “Super Sucker Carb Spacer is also permitted.

4.10.7 Any carburetor held for inspection may be impounded for the week and will be returned the following Saturday at the track upon competitor’s arrival if Carburetor is found to be legal. If illegal the carburetor will be confiscated and destroyed by track officials. **4.11.**

Air Cleaner and Air Intake: Air cleaner must be round and may be centered or offset on the carburetor. Paper style filter element only. No devices to control the flow of air within the air cleaner are allowed. Must comply with NASCAR LMSC section 20F-5.12.

5. DETAILED ENGINE REQUIREMENTS

5.1.Engine Location: All GM built and crate engines and Ford crate engine must be located so that the center of the forward most spark plug hole on the right

side of the engine block is in line with or no more than one (1) inch forward of the center of the right upper ball joint. Ford built engine must be located so that the front face/edge of the

right side cylinder head is in line with or no more than one (1) inch forward of the center of the right upper ball joint. Center of crankshaft must be located on centerline of frame/tread width.

See NASCAR LMSC rule 20F-5.1. **5.2. Engine Height:** Engine height will be a minimum of twelve (12) inches from

crankshaft center at the front pulley to the ground, measured with driver. See NASCAR LMSC rule 20F-5.2. **5.3. Engine Mounts:** Engine mounts must comply with NASCAR LMSC rule 20F-

5.4. Engine Displacement: Engine displacement and engine stroke will be stock for the engine being used with a maximum allowable overbore of sixty thousandths (.060) of an inch.

5.5. Engine Block: 5.5.1. The engine block must be a stock cast iron block with an OEM part number. No aftermarket, GM Performance, or Ford SVO / SVT racing type blocks allowed. No angle cutting of block deck. No compacted or graphite engine blocks permitted. Deck Height: Minimum piston to deck clearance is zero (0). Piston may not protrude above the block deck.

5.5.2. Internal engine polishing to the block will not be permitted. **5.5.3. Pistons & Rods:** Pistons must be flat top aluminum with two (2) or four (4) valve reliefs permitted. Ring grooves must remain in the stock position. Connecting Rods may be OEM stock rods. No

Lightening or polishing permitted. Stock rod length and journal diameter must be maintained. Piston pin must be in stock location. Must be same weight as stock. **5.5.4. Oil Pan:** Oil pan must comply with NASCAR LMSC rules 20F-5.5.4A and 5.5.4B **5.6.1. Cylinder Head:** All cylinder heads must comply with NASCAR LMSC Rules 20F-5.6.1, 20F-5.6.2 and 20F-5.6.3.

5.7. Crankshaft/Harmonic Balancer: The crankshaft and harmonic balancer must meet requirements of NASCAR LMSC Rule 20F-5.7. **5.8. Camshaft/Lifters/Rocker Arms/Valve Covers:** Camshaft, valve lifters, rocker arms and valve covers must comply with NASCAR LMSC Rules 20F-5.8.1, 20F- 5.8.2 and 20F-5.8.3.

5.9. Intake Manifold: Intake manifold must be approved by NASCAR and meet the requirements of NASCAR LMSC Rule 20F-5.9. No angle milling of any surface on the manifold is permitted. No porting or polishing is allowed in any manner.

6. ENGINE/CAR ELECTRICAL SYSTEMS

6.1. Ignition System: For all engines per NASCAR LMSC rule 6.1: Stock OEM. Point type distributor is permitted; Stock OEM style electronic ignition system is permitted; Performance HEI distributor or Mel's distributor are permitted; Aftermarket electronic ignition systems, MSD or similar, using an external amplifier box, are allowed. Tachometer must be equipped with quick disconnect connector to allow easy removal.

6.2. Spark Plugs: Spark Plugs must comply with NASCAR LMSC rule 20F-6.2. **6.3. Alternator:** Alternator must comply with NASCAR LMSC rule 20F-6.3.

6.4. The self-starter must be in working order and installed in the stock location. Starter must comply with NASCAR LMSC rule 20F-6.4.

6.5. The battery must be installed in an enclosed battery box. Battery and Installation must comply with NASCAR LMSC rule 20F-6.5.

6.6. Electrical Switches: All electrical switches must comply with NASCAR LMSC rule 20F-6.6 An electrical on/off switch that cuts off all power to the car must be mounted in the center of the dash panel to be reached from both sides of the car and the driver.

6.7. Electrical Wiring: All wiring shall be routed in an open manner, visible, and traceable from termination point to termination point. Taping, wrapping or enclosing wires into looms is not permitted. Bundling and securing of wires is allowed using small CLEAR tie wraps only. Termination blocks are recommended for connecting or splicing wires where necessary. Terminal

blocks, if used, must be in the open, visible and easily accessible. Wiring and any accessories must comply with NASCAR LMSC rule 20F-6.7. **6.8. Ignition Amplifier Box:** If an external ignition amplifier box is used (MSD or other) the

following rules must be followed at SS.

6.8.1. Must use 6 position connector per NASCAR rule 20F-6.1K. This connector is a GM/Packard

weather pack series sealed connector. (MSD p/n 8170). The plastic female housing with male contacts installed must be wired onto the ignition box. The mating connector, male housing with socket contacts must be used on the car wiring harness. The pin out must be as specified below:

Position A – Red – +12v Ignition Position B – Brown or Green – Tach

Position C – Black – Negative Coil Position D – Orange – Positive Coil Position E – Green – Negative Distributor Position F – Purple – Positive Distributor

6.8.2. The Power and Ground wires per NASCAR rule 20F-6.1K, must use a 2 position GM/Packard weather pack series sealed connector (MSD p/n 8173). The plastic female housing with male contacts installed must be wired onto the ignition box. The mating connector, male housing with socket contacts must be used on the car wiring harness. The pin out must be as specified below: Position A – Red – +12v Battery

Position B – Black – Ground (Battery Negative)

6.8.3. Ignition Amplifier Box must be mounted to the dash in a manner that is easily removable for inspection purposes. All wiring to the amplifier box, ignition coil and distributor shall be exposed and easily traceable. Taping wires together, heat shrink and/or wire looms will not be allowed.

6.8.4. In-Car Radio Communications: In-car radio must be analog only and must comply with NASCAR LMSC section 20F-6.8

6.8.5. Transponders: For the DRLM division requires a small transponder module, either rechargeable or direct wire, to be mounted to each car. The direct wire transponder has two wires that must be connected to the car's electrical system, one must be connected to +12v and the other to the car chassis. The transponder must be mounted so that there is no obstruction between it and the racetrack. It must be mounted on the right side frame rail, 72" plus or minus 2 inches, from the front edge of the front bumper, measured from the right side of the car. The transponder should be mounted with rivets or threaded fasteners, tie wraps are not acceptable. The transponder should be mounted with the bottom surface slightly higher than the bottom of the frame rail kick out. If the frame touches the track under any circumstances the transponder should be higher in order to reduce the possibility of damage. If you have any questions about mounting a transponder, please contact DR.

7. ENGINE COOLING SYSTEM

Engine Cooling System must comply with NASCAR LMSC section 20F-7. 8.

ENGINE LUBRICATION

Engine Lubrication System must comply with NASCAR LMSC section 20F-8. No Drysump systems allowed.

9. ENGINE EXHAUST SYSTEM

Engine Exhaust System must comply with NASCAR LMSC section 20F-9 except as amended below: Car exhaust system shall have one muffler installed. Approved mufflers:

Schoenfeld Muffler (part # 14272735-78) Magna Flow Performance (part # 12298) 9.1.If the Magna Flow is used, this 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. Modifications to this muffler may result in the loss of all points and/or other penalties as deemed appropriate by track officials.

9.1.2 If the Schoenfeld Muffler is used, the 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. Modifications to this muffler may result in the loss of all points and/or other penalties as deemed appropriate by track officials.

9.1.3. All exhaust pipes shall be painted **white** with high temperature paint. 9.1.4. Tailpipe must turn to face the ground if the exhaust exits under the car.

Exhaust may exit through the door above the frame rail flush with the door exterior. 9.1.5. Cars must not exceed a 99-decibel (db) sound level, as measured by track officials. Sound levels may be monitored anytime cars are on track. 9.1.6. Exhaust leaks anywhere in the system as determined by track officials will not be allowed and must be corrected.

10. DRIVE TRAIN

10.1. Clutch: Must comply with NASCAR LMSC rule 20F-10.1 except as amended. Carbon fiber clutches are not allowed.

10.2. Flywheel: Must comply with NASCAR LMSC rule 20F-10.2.

10.3. Bell housing: Must comply with NASCAR LMSC rule 20F-10.3. No lightening holes may be drilled or cut into the bell housing. An inspection port measuring 4 inches wide and 3 inches in a front to rear dimension must be cut in the bottom of the bell housing to facilitate clutch inspection. This opening must be covered with a 1/8 thick steel plate measuring 5 inches by 4 inches.

10.4. Transmission: Must comply with NASCAR LMSC rule 20F-10.4 No weight reduction of any type is permitted. Transmissions may be weighed and inspected for lightening

periodically. 10.5. Driveshaft: Must comply with NASCAR LMSC rule 20F-10.5.

10.6. Rear Axle: Must comply with NASCAR LMSC rule 20F-10.6 except as amended. Nine-inch Ford or OEM axle assembly may be used as long as racing axles have been installed. Torque sensitive carriers are NOT allowed. 10.7. Wheels:

10.7.1. Wheels must comply with NASCAR LMSC rule 20F-10.7 except as amended. Wheel width will be ten (10) inches as measured between the mounting beads. 10.7.2. Tire bleeder valves are not allowed.

11. Tires: The track assigned tire is McCreary Speed/compound #JMRW4. Conditioner or softner may not be used in any manner on tires. Must comply with NASCAR late model stock car section 20-f-10.8. 11.1.1 DRLM teams will be allowed to purchase either two or four new tires based on the season race schedule. On (2) two tire nights a maximum of two (2) new tires will be permitted on the car for qualifying/racing. 11.1.2. Teams will select their tires in the tire compound area on race day and have them mounted. Tires will be scanned and numbers recorded by DR officials for identification purposes. Tires used in qualifying and the race MUST have been purchased at DR.

11.2.1 Teams will be allowed to set air pressures and measure tires in the tire compound area. 11.2.2 Teams will move the tires directly from the tire compound area to an impound area designated for DRLM tires by track officials. Tires should have air pressures set at the level that teams want them to be during impound, before qualifying.

11.2.3. Teams will be told by track officials when they may retrieve tires from impound in preparation for qualifying. 11.2.4. Teams must race on the same tires that are used for qualifying.

11.2.5. Tires purchased and used for practice may not be used for qualifying/ racing.

11.2.6. After the completion of the LM feature race(s), teams will remove two

(2) or more tires that had completed the race from the car and submit them to track officials for impound. The bar code numbers on these tires will be recorded by track officials for identification purposes. These tires will be impounded at the track until the next race. These tires may be used for qualifying and racing at subsequent events. Tires should be clearly marked with the team's car# with tire chalk.

11.2.7. Teams must select at least two (2) tires previously used in a race and meeting DR requirements from impound to be used as spares in the event of a flat tire during the race. These tires must be placed in the designated tire area with the new race tires prior to qualifying each race day so that they may be properly

logged and tracked. Any team having an insufficient number of tires meeting DR requirements may select a scuff tire from DR impound with approval from track officials.

11.2.8. In the event of a rainout, all race tires will be impounded by track officials. 11.2.9. On the first night of competition only, competitors will be allowed to buy

four (4) tires for qualifying and racing for that night. Additionally, DR officials may designate other events during the season for teams to purchase and use 4 new tires, if deemed necessary. In such an instance, teams will be notified at least one week in advance.

11.2.10. Any car found with the incorrect tires per DR rules after a race will be immediately penalized and or disqualified.

12. FRAMES: Frame must comply with NASCAR LMSC section 20F-11. 13. SUSPENSION

Suspension must comply with NASCAR LMSC section 20F-12. This includes: springs, sway bars, trailing arms, A-frames, spindles, wheel bearings, hubs, tread width, wheelbase, body height, ground clearance, car height and adjustment devices. 13.1. All cars must compete with a wheelbase of 105 inches with a tolerance of plus (+) or minus (-) one half (1/2) inch.

13.2. Whatever bushing material is used in the left side suspension must also be used in the right side suspension. 13.3. Shocks: Shock absorbers must comply with NASCAR LMSC section 20F-

13.4. Shock absorbers must be used as supplied by the manufacturer, no modifications or changes to the shock absorber and internal components are permitted.

13.5. Tread Width: The tread width must comply with NASCAR LMSC rule 20F-

13.6. Wheel spacers, if used, must be magnetic steel and the same thickness used on the right and the left sides. 13.7. Springs: Springs must comply with NASCAR LMSC section 20F-12.1 No coil binding permitted.

14. STEERING COMPONENTS

Steering Components must comply with NASCAR LMSC section 20F-13.

15. BRAKES AND BRAKE COOLING

Brakes and Brake Cooling must comply with NASCAR LMSC section 20F-14.

16. FUEL

16.1. Fuel used in competition must comply with NASCAR LMSC section 20F-15.

16.2. Late models must purchase 10 gallons of fuel from Dominion Raceway pumps per event. Proof of purchase is required before racing in the event. 17. FUEL SYSTEM

The Fuel System must comply with NASCAR LMSC rules section 20F-16. This includes: Fuel Cell, Fuel Cell Container, Installation, Fuel Filler, Fuel Cell Vent, Fuel Pump and Fuel Lines and Fuel Fill Containers. 18. PERSONAL SAFETY REQUIREMENTS AND ROLL BARS

See DR Rules for ALL Divisions Section 6, NASCAR LMSC rules section 20F-18. 19.

INSPECTIONS, PROTESTS, CLAIMS, CRATE ENGINES AND PENALTIES

19.1. Pre-Race Inspection: Any pre-race inspection failures or non-compliance with these rules may result in entry not being allowed to participate or compete in the event. Additional weight or rear of field starts may be imposed. The penalty for inspection failure will be determined by the race director.

19.2. Post Race Inspection: Any post-race inspection failure may result in forfeiture of some or all prize money, contingency money and points earned for that event. Any illegal part found will be surrendered to NASCAR track officials. No equipment or part will be considered approved by reason of having passed through previous inspections. Pre-race inspections of a particular part or rule do not preclude post race inspections. The penalty for inspection failure will be determined by the race director.

19.3. Protests: No protests will be accepted after ten (10) minutes past the drop of the checkered flag in the DRLM feature race. Only drivers finishing in the top 5 positions and who are in the top 5 in the division point standings may file a protest. Only drivers finishing in the top 5 positions and who are in the top 5 in the point standings are subject to being protested. Track teardowns and post race inspections will be conducted as normal including the final night of competition. DR will retain fifty (50) percent of all protest money in all cases. The protesting driver/owner will have the same part/parts inspected on their car. The cost to protest, (teardown fee), particular

items is:

Carburetor \$100 Cylinder Heads \$250 Connecting Rods \$500 Crankshaft \$1,000

***If the part being protested is found to be legal then the protesting party will lose all of his protest money.. If the part is deemed illegal by DR Track officials then the protesting part will retain 50% of the protest money and the part will be confiscated by DR track officials.

19.4. Teardowns: Any driver/owner refusing a request from a NASCAR track official to teardown for post-race inspection or protest for any reason will be placed on a one (1) race suspension. The driver will also be held responsible for the refusal to teardown. The driver will lose all points earned for the current event, points money for this event and race purse for this event. Refusal to teardown a second time will result in the loss of all points accrued during the season, all points

money for the season and race purse money for this event as well as suspension for the remainder of the current season. DR track officials reserve the right to teardown at any time.

19.5. Crate Engine Inspections and Penalties

19.5.1. The primary means of technical inspection for crate engines will be a test on a track-designated dynamometer with the resulting data for peak horsepower, rpm and power curve evaluated against Original Equipment Manufacturer (OEM) specifications and dynamometer data.

Any significant difference will be deemed a failure of the inspected engine to meet technical requirements and specifications..

19.5.2. If a dyno-checked engine meets OEM 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 OEM 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 successfully re-certified on the track-designated dynamometer at the drivers/owners expense.

19.5.3. Re-certification of crate engines that have been found to vary from the speedway standard will be performed at a date and time to be determined by track officials.

19.5.4. Crate engine disqualifications, suspensions, point penalties and fines will be addressed by track officials and determined on an individual basis. **19.5.5.** There will be no claim or claim/exchange on crate engines by competitors.

19.6. Carburetor Inspections and Penalties.

19.6.1. If a carburetor does not pass technical inspection after the race, the racer will be disqualified for that night and forfeit all points and prize money. The carburetor will be

confiscated by the track and will not be returned. For any second offense in addition a \$500.00 NASCAR fine also will be levied. The racer will not be allowed to race at any NASCAR track until the fine has been paid. If a carburetor does not pass technical inspection after Qualifying, but before the Green Flag, the carburetor will be confiscated and the racer will start at the rear of the field.

19.6.2. Carburetor Claim/Exchange. Any racer that finishes in the Top 5 will have the option to claim another competitor's carburetor that finished in the Top 5 in that same race. The claim fee is \$300.00. Both carburetors must pass technical inspection before exchanging. If a claim exchange is approved, both carburetors must be left at the track and at the next race, the Track Officials will ensure that the carburetors are put on and run. The Track reserves the right to deny any request for a Claim/Exchange. Raceway reserves the right to an exchange at any time during the night with any competitor. If required by a track official this will be a straight exchange with no money switching hands.

19.6.3. The track reserves the right to impound any car or any part of any car for the purpose of technical inspection. If a racer refuses to allow his car to go

through technical inspection, then the track will disqualify the car and racer from eligibility to race at SS. This ineligibility is continuing until such time as the car or part is approved by race officials and its corresponding technical inspection.

19.6.4. Any effort by a racer to take advantage of "gray areas" in the rules that is determined to be an infraction by track officials will be dealt with on a case-by-case basis.

20. ADMINISTRATION

20.1. All competitors should read/review sections 1 thru 17 of the NASCAR 2016 Rule Book.