LARRY KING LAW'S LANGLEY SPEEDWAY
2020 VIRGINIA RACERS DIVISION RULES

Amendments: Rules are subject to amendments at any time when ample notice has been given to enhance competition

Effective 1-1-2020 Reference 2020 NASCAR Late Model Rule Book.

Cars are to be prepared in accordance with the 2020 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/Langley Speedway. Dominion Raceway/Langley Speedway track rules take priority over all other rules including the NASCAR rule book.

1. COMPETING CAR MODELS

1.1. Open to American made passenger car production sedans as follows:

1.2. Approved Competition Models

1.2.1. Chevy Camaro- ARB Body only- C115015A

1.2.2. Ford Mustang- ARB Body Only- M215015A

1.2.3. Dodge Challenger- ARB Body Only 315015A

1.3. Any approved body from the 2020 NASCAR Whelen All American Series Rule Book.

1.4. Any race car running the approved muscle car body will receive an additional 10% payout for winning the race.

1.5. Minimum ride height is four (4) inches. Frame rails, sheet metal, front air dam and extensions, rocker panel and extensions, and suspension parts ground clearance must be a minimum of four (4) inches. The exhaust pipe ground clearance must be a minimum of three (3) inches.

2. CAR WEIGHT

2.1. Chevy Crate #604: 3100 total, 1400 right side.

2.2. Chevy Crate #603: 3000 total, 1350 right side.

2.3. Chevy Crate #602: 3000 total, 1350 right side.

2.4. Chevy Built: 3100 total, 1400 right side.

2.5. All cars coming thru tech must have their fuel cell filled up to 1" above the filler neck and be visible at weigh in.

3. GENERAL ENGINE REQUIREMENTS

3.1. Chevy Crate 604 Part # 88958604 or 19318604

3.2. Chevy Crate 603 Part # 88958603

3.3. Chevy Crate 602 Part # 88869602

3.4. Engines must be used as supplied by the OEM Manufacturer- no modifications permitted, (aftermarket valve covers and water pumps will be allowed).

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

3.6. 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.

3.7. 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.

3.8. Engines will not exceed 410 hp on the track approved dynamometer.

3.9. Chevy Built Engines will be allowed using the NASCAR 2019 Rules except for carburetor.

4. CARBURETOR:

4.1. Approved carburetor is the Holly 500 model 4412 -CT. (500 cfm) for ALL engines.

4.2. Must be used "stock out of the box". No modifications allowed with the exception of jet size.

4.3. Each carburetor booster must be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Track Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube. The 0.025 inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the holes in the choke horn. As an alternative to drilling a hole in the booster, the 0.025 inch diameter steel wire must pass through the booster barrel from top to bottom and then be tied to the holes in the choke horn.

4.4. Carburetor Spacer: Solid aluminum, Manufactured by MOROSO .750 inches thick, with two 1 and 11/16 inch diameter holes located in the center that match the carburetor must be installed on all engines.

4.5. Chevy Built Engine will run a track supplied restrictor plate underneath the Carburetor Spacer plate. A one-piece nonmetallic gasket maximum 0.065 inch thickness must be installed between the spacer plate, restrictor plate, and intake.

5. ENGINE EXHAUST SYSTEM

5.1. Car exhaust system shall have one muffler or insert installed.

5.2. Approved mufflers:

5.2.1.Schoenfeld Muffler (part # 14272735-78)

5.2.2.Magna Flow Performance (part # 12298) Approved muffler insert

5.3. Schoenfeld Muffler insert (part# 43035 & #43540)

5.4. To be inserted at the exhaust outlet pipe.

5.5. 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.

5.6. 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.

5.7. Muffler Inserts are to be inserted at the exhaust outlet pipe.

6. TIRES AND WHEELS:

6.1. Wheel width will be eight (8) inches as measured between the mounting beads.

6.2. Outside of the left side wheel bead to outside of the right side wheel bead must not exceed 72-3/4 inches.

6.3. Only American Racer JAL5A tires will be used.

7. **SUSPENSION**:

7.1. No coil binding, bump stops, bump springs or any device which limits travel is permitted.

7.2. No Spring Pre-loader devices.

7.3. Only KONI 30 series racing shocks are approved- no exceptions.

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

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

8.1. Only drivers finishing in the top 5 race positions may file a protest. Only drivers finishing in the top 5 positions can be protested.

8.2. Motor-Dyno protest fee $1,000

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

8.4. Non-compliant engines may not return to Dominion Raceway/Langley Speedway until that engine is recertified at owner's expense under Dominion Raceway/Langley Speedway Tech Official's supervision.

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

8.6. 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.

8.7. Twin race night protests:

8.7.1. Protests can be made for either race. Inspections or disassembles 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/Langley Speedway, 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, disassembles, or engine dynamometer tests. A race team representative may be present during testing and may retrieve motor after test completion.

8.8. Crate Engine Inspections

8.8.1. 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 non-compliant 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.

9. ADMINISTRATION

9.1. 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.

9.2. Dominion Raceway/Langley Speedway assumes no liability for any damages or costs in enforcing rules.

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