LARRY KING LAW'S LANGLEY SPEEDWAY
2022 LIMITED LATE MODEL DIVISION RULES | UPDATED DECEMBER 7

Effective 12.10.2021 Reference 2022 NASCAR Late Model Rule Book.

Cars are to be prepared in accordance with the 2022 NASCAR Advanced Auto Parts Weekly 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 Larry King Laws Langley Speedway (LANGLEY). LANGLEY track rules take priority over all other rules including the NASCAR rule book.

1. COMPETING CAR MODELS

- **1.1.** Any approved body from 1999 - 2022 NASCAR Advanced Auto Parts Weekly Series Rule Book.
- **1.2.** 006 Steel Body Panels with plastic type fenders, front and rear bumper covers are approved. No mixing of the 2007 Composite bodies. Front and Rear bumper must meet track official approval.
- **1.3.** Eligible 2007-2022 composite bodies must contain the approved composite roof and components. Composite fenders, quarters, front and rear bumpers are approved.
- **1.4.** 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.
- **1.5.** All cars must compete with a 105-inch wheelbase. When measuring wheelbase, one side measurement must be 105" wheelbase. Maximum allowable tolerance cannot exceed ½-inch plus or minus on the other side. In order to obtain the 105-inch wheelbase, the front and rear wheels must be moved an equal distance.

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

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, water pumps and only Mahle pistons part #'s 930127805 and 930127808 will be allowed if block is bored due to wear, no changes to stock rods 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 405 hp on the track approved dynamometer.

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

3.10. 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 unless implemented by Larry King Laws Langley Speedway (LANGLEY).

4. <u>CARBURETOR</u>

4.1. The only 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 may 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. (No Super Sucker Spacers)

4.5. Chevy Built Engine will run a track supplied restrictor plate underneath the Carburetor Spacer plate with two 1 ½ holes located in the center of the plate. A one-piece nonmetallic gasket maximum 0.065 inch thickness must be installed between the spacer plate, restrictor plate, and intake. The competitor can purchase the restrictor plate from the track.

4.6. Carburetors 4412-15 must run a one and nine sixteenths (1 9/16) spacer plate. The spacer plate is available for purchased from the track.

5. ENGINE EXHAUST SYSTEM

5.1. Engine Exhaust must comply with the 2022 NASCAR Advanced Auto Parts Weekly Series Rule Book section 20F – 9 – 20F – 9.3

6. TIRES AND WHEELS

6.1. Wheel width will be ten (10) 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 Hoosier F45 tires will be used.

7. SUSPENSION

7.1. No Coil Binding, Spring Clam Shelling, Bump Stops, Bump Springs or any device which limits travel is permitted. All middle spring coils shall be taped using either Body masking or cloth duct tape (Preferred) No Electrical Tape shall be used. Taping shall be wrapped without cuts in only one layer and shall start at the middle coil encasing the entire coil surface and covering two full coils. This tape shall be present and easily visible Pre & Post tech. Failure to tape your coil in this exact manner will result in an immediate Dis-Qualification at post tech inspection. Tape applied in this manner must be present at inspection and any cut or smudge to the tape resulting from coil compaction and/or touching will be an immediate Dis-Qualification. All coils must be active. Spring rubbers, will be allowed 0ne (1) per wheel. Shock Body cannot contact the lower shock mounting eyelet causing it to limit travel. Shock shaft must have an o ring or wire tie showing the travel of the shock. You must allow for all track conditions and surface changes no allowance will be given at inspection. Testing may include removal of the spring for inspection, compaction of the spring thru mechanical means or weight to the front valance such that a minimum gauge of .090 clearance is provided.

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 with exception the rubber bump stop must be removed.

7.5. Springs; Coilover minimum rated spring on the front will be 300lb. 12 inch and 14 inch spring Big Spring; 500 minimum rated spring on the front. 8.75 to 9.50 spring height will only be permitted with a 5 to 5.5 inch outside diameter. No barrel springs.

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 $1,400

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

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

8.5. Larry King Laws Langley Speedway reserves the right to test the engine with a track approved carburetor to determine eligibility. Larry King Laws Langley Speedway 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 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 15 minutes of the checkered flag for that race plus all other requirements for protests listed. Larry King Laws 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, tear-downs, 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. Whether the technical inspection was required by the track the cost of the technical inspection will be paid by the track. If the Technical Inspection is required under the protest then the protest fee will be used for such inspection. If the engine fails to meet specifications and track data, in the opinion of the 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.

8.8.2. Front spring protest; Cost $250.00. Spring being tested must not be less than 5 pounds of the minimum requirement for that particular spring.

8.8.3. Shocks may be claimed for $250 a shock excluding hardware. A claim must be made within 15 minutes after the checkered flag falls. Driver must finish in the top five (5) to claim. Shock claimers are allowed if claim is in front of you not behind you in the finishing order. A driver claim must be made in CASH and presented to head tech the 15 minutes time limit. If driver or owner refuses the claim the driver will be disqualified with no pay or points.