

2026 American Racer Late Model

Effective 1/1/2026

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, 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 PUBLICATION 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 restriction 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.

Cars are to be prepared in accordance with the applicable 2026 NASCAR Series Rule Book including section 20F with the following exceptions listed below. These rules are subject to amendment at any time. Notice shall be deemed effective within (2) days of rule amendment and posting of the rule change by Dominion Raceway (DR). DR track rules take priority over all other rules in the NASCAR rule book.

1. COMPETING CAR MODELS

- 1.1 Any approved body from the 2026 NASCAR Whelen Series Rule Book. All bodies must be acceptable by Tech Officials.
- 1.2 Minimum ride height is 4-inches before and after the race. Frame rails, sheet metal, front air dam, and extensions, rocker panel and extensions, and suspension parts ground clearance must be a minimum of 4-inches. The exhaust pipe ground clearance must be a minimum of 3-inches.

2. CAR WEIGHT

- 2.1 Chevy Crate #604: 3100 Lbs. total with 1400 Lbs. right side.
- 2.2 Chevy Built: 3100 Lbs. total with 1400 Lbs. right side
- 2.3 All cars coming through tech must have their fuel cell filled up to 1-inch above the filler neck and be visible at weigh in.
- 2.4 Minimum car weight requirement may be changed with one-week notice to all competitors.

3. GENERAL ENGINE REQUIREMENTS

- 3.1 Chevy Crate 604-part numbers 88958604 or 19318604

- 3.2 Engine must be used as supplied by the OEM, no modifications permitted, (aftermarket valve covers, water pump, and Mahle pistons part numbers 930127805 and 930127808 will be allowed if block bore due to wear, no change to stock rods allowed).
- 3.3 GM 604 Crate Engines may use aftermarket valve spring retainers, keepers, locators/spacers, but all parts must be magnetic steel.
- 3.4 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 set load of 103 Lbs... Or the 'Beehive' 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 inches and maintain a set load of 105 Lbs....
- 3.5 GM 604 Crate engines may run any 1.5 or 1.6 aluminum self-aligning rocker arm with 3/8-inch stud. A combination of 1.5 and 1.6 rocker arms is approved: however, 1.6 rocker arms must be on the intake valves with the 1.5 rocker arms on the exhaust valve if mixed rocker arms are selected.
- 3.6 The only head gasket allowed is part number 12557236, .051-inches compressed thickness.
- 3.7 Engines will not exceed 405 horsepower and 405-foot pounds of torque on the track approved dynamometer. The engine will be a dynamometer without accessories. The crankshaft will weigh 55 pounds with timing gear attached.
- 3.8 Chevy Built Engines will be allowed using the NASCAR 2018 rules except for the carburetor. The engine will not exceed 405-horsepower and 405-foot pounds of torque. The engine will be dynamometered without accessories. The crankshaft for a Chevrolet built engine will weigh 50 pounds with timing gear attached. **(WILL NO LONGER BE ALLOWED BEYOND THE 2026 SEASON)**
- 3.9 Crate engines may run 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 Dominion Raceway (DR).
- 3.10 Max valve Lih: 474 intake, 510 exhaust with 1.5 rocker arms and 506 intake, 544 exhaust with 1.6 rocker arms.
- 3.11 No acid dipping/cutting/coating will be permitted on the intake or heads. Intakes will be compared to the track supplied intake. Heads will have runners checked (205 CC max).

4. CARBURETOR

- 4.1 The only approved carburetor is the Holley 500 model 4412-CT (500CFM) for all engines. Only models 4412-1, 4412-6, or 4412-15.
- 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 booster should suspend in the carburetor without any interference to the operation of the throttle shaft and throttle plates (butterflies). A minimum size hole, acceptable to Tech 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 hole 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 2 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 Engines will run track supplied restrictor plates underneath the carburetor spacer plate with 2-1 and 1/2 inch 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.

5. ENGINE EXHAUST SYSTEM

- 5.1 Car exhaust shall have one muffler or insert installed.
- 5.2 Approved mufflers and inserts are Schoenfeld muffler part number 14272735-78, 43035 (insert), and 43540 (insert) Magna Flow Performance part number 12298.
- 5.3 Inserts will be at the exhaust outlet pipe.
- 5.4 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 manufacturer, no modifications will be permitted. The muffler outlet flange may not be covered by the exhaust tailpipe and must be visible for inspection purposes.
- 5.5 If the Schoenfeld Muffler is used, the muffler will be incorporated after the Y-pipe. The specified muffler must remain stock as from the manufacturer, no modifications will be permitted. The muffler outlet flange may not be covered by the tailpipe and must be visible for inspection purposes.

6. TIRES AND WHEELS

- 6.1 Wheel width will be 8-inches as measured between the mounting beads. Wide 5 wheels must have a 4-inch back space, 5 on 5 wheels must have a 3-inch back space.
- 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 All competitors will use an American Racer tire JAL5A. The 2-tire race rule will apply. All competitors must start the feature race with the same tires on which the car qualified.

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 (PERFERRED) 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 ensure coil surface and covering 2-full coils. This tape shall be present and easily visible during pre and post tech. Failure to tape your coil in this exact manner will result in an immediate disqualification at post-race tech. 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 immediate disqualification. All coils must be active, no spring rubbers or spring spacers may be used at any time. The shock body cannot contact the lower shock mounting eyelet causing it to limit travel. The shock shaft must have an O-ring or wire tie showing the travel of the shock. Competitors must allow for all track conditions and surface changes; no allowance will be given at tech 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 preloaded devices
- 7.3 Only Koni 30 series 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 Front shocks must fully release at any setting in 2 minutes and 15 seconds with 10 Lbs. attached.
- 7.6 Springs: Coil over minimum rated spring on the front will be 300 Lbs., 12- and 14-inch spring heights will only be permitted 2.50 to 2.58 I.D. will only be permitted on the front and rear (NO BARREL SPRINGS). No cutting of springs is allowed. Big springs: 500 Lbs. minimum on the front. 8.75-to-9.50-inch spring height will only be permitted with a 5-to-5.5-inch O.D. on front and rear, no cutting is allowed.
- 7.7 Axles minimum diameter 1.09. Axles must be the same size on both sides.
- 7.8 All upper and lower ball joint shafts will be painted Rustoleum safety yellow.

8. PROTEST

- 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 Engine dynamometer protest fee \$1,000.00.
- 8.3 See NASCAR rule book for fees of other items.
- 8.4 Disqualified engines may not return to Dominion Raceway until that engine is recertified at owner's expense under Dominion Raceway tech Official's supervision.
- 8.5 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.

8.6 Protest may not be accepted if, in judgment of a tech Official, 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 Protest:

8.7.1 Protest can be made for either race. Inspection or teardowns for race 1 protest will not begin until the completion of both twin races. Race 1 protest must be made in writing within 20 minutes of the checkered flag for the race plus all other requirements for protest listed. Dominion Raceway, Track Official, or track approved inspection facilities. Are not responsible for payment, reimbursement, damage, or loss to the competitor as a result of such inspection, tear down, or engine dynamometer test. A race team representative may be present during testing and may retrieve the motor after test completion.

8.8 Crate Engine Inspection:

8.8.1 The primary means of technical inspection for crate engines will be on the track designated dynamometer. If a dynamometer 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 specification 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 recertified on the track designated dynamometer at the driver/car owners expense.

8.8.2 Front spring protest, cost \$150.00 each. Spring being tested must not be less than 5 Lbs. of the minimum requirement for that particular spring.

8.8.3 Shock claim rule, anyone in the top 10 in points from May 1st-Sept 1st may claim another competitor's shocks for \$300.00 cash per shock that is in the top 10 in points. Claim must be in writing and given to a Tech Official within 5 minutes of the checkered flag of their event. Tech Officials will inspect shocks before the claim is finalized.

9. ADMINISTRATION

9.1 Twin race entrants must compete in the first race to be eligible for entry in the second race. Where different cars 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 the tires have been damaged, please consult with a Tech Official for further direction.

9.2 Dominion Raceway assumes no liability for any damage or cost enforcing rules.

THESE RULES ARE SUBJECT TO MODIFICATION AND CHANGE BY DOMINION RACEWAY IN ITS SOLE DISCRETION WITH 48 HOURS NOTICE.

These rules are for the use at Dominion Raceway and entertainment only. No unauthorized use, reuse, production, publication, or printing allowed for any other raceway without the expressed written consent of Dominion Raceway Management.