



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.

2024 VIRGINIA RACER DIVISION RULES AND REGULATIONS

Effective 12/01/23 Reference 2024 NASCAR Late Model Rule Book.

Cars are to be prepared in accordance with the applicable 2023 NASCAR Whelen All-American 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 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.

1.COMPETING CAR MODELS

1.1.Any approved body from the 2023 NASCAR Whelen All American Series Rule Book.

1.2.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 through tech must have their fuel cell filled up to 1" above the filler neck and be visible at weigh in.

2.6.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 in- take valves with 1.5 rockers on the exhaust valves if mixed rockers are selected.

3.7.1 The only head gasket allowed is part #12557236. .051" compressed thickness

3.8. Engines will not exceed 400 hp on the track approved dynamometer.

3.9. Chevy Built Engines will be allowed using the NASCAR 2018 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 Dominion Raceway (DR).

3.11. Max Valve Lih: 474 Intake. 510 Exhaust with 1.5 rocker arms and 506 intake 544 exhaust with 1.6 rocker arms

3.12. 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 the intake runners checked. (205 CC max)

4. CARBURETOR:

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 5ed 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 in- stalled 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.

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.

TIRES AND WHEELS:

6.

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. All competitors will use an American Racer tire JAL5A. The two tire race rule will apply. All competitors must start the feature race with the same tires on which the car qualified.

Suspension:

7.

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. No spring rubbers or spring spacer may be used at any time. 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 Preloaded 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.

7.4.1 Front Shocks must fully release at any setting in 2 minutes 15 seconds with 10 pounds attached.

7.5.Springs; Coilover minimum rated spring on the front will be 300lb. 12 inch and 14 inch spring height will only be permitted 2.50 to 2.58 ID will only be permitted on the front and rear.

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 on front and rear.

INSPECTIONS, PROTESTS, CLAIMS, CRATE ENGINES AND PENALTIES

8.

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

8.5.Dominion Raceway reserves the right to test the engine with a track approved carburetor to de- termine 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 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.

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 \$150.00. Spring being tested must not be less than 5 pounds of the minimum requirement for that particular spring.

ADMINISTRATION

9. 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 assumes no liability for any damages or costs in enforcing rules.

These rules are subject to modification and change by Dominion Raceway in its sole discretion with 48 hour's notice.

These rules are for us at Dominion Raceway and Entertainment only. No unauthorized use, reproduction, publication, or printing allowed for any other Raceway without the expressed written consent of Dominion Raceway and Entertainment Management.