2025 Limited Late Model Stock Rules

$1,000.00 Fine for tire soaking

$100.00 Fine for antifreeze

The Limited Late Model Limited Division will run under the 2025 NASCAR Whelen All American Series Late Model Stock Car Rules with the following allowances.

Competing Models

1. 1996-2025 American-made passenger car production sedans.
2. Ford: Thunderbird, Taurus, Fusion.
3. Chevrolet: Lumina, Monte Carlo, Impala
4. Dodge: Intrepid, Charger
5. Toyota: Camry
6. Chevrolet Camero and Ford mustang bodies allowed, must be installed at the manufacturers specifications and approved by TCMS Tech Director. Rear spoiler must meet 2025 NASCAR LMSC specifications.

Overall Car Weight (total/right side)

1. Chevy ZZ4/603. 1" plate 3100-1400.
2. Chevy 604 crate engine: 500cfm .750 plate. 3100/1400. 450cfm 3100/1375
3. 602 crate engine. 3050/1350 650cfm with 1" plate.
4. When cars are weighed after a race, they will be allowed 1lb per lap burn off. NO EXEPTIONS. No wheels or tires changed. Cars must meet minimum weight after qualifying. All weights are with the driver.

Detailed Car Body Requirements

1. Refer to LMSC 2025 with the following allowances:
2. 46 inch Maximum measurement from the leading edge of the front air dam to the centerline of the right front spindle.
3. Steel Body cars refer to the LMSC (2009)

General Engine Requirements

ZZ4 Crate Motor (PN#88958603)

1. Engine must be stock out of the crate except for the following.
2. Valve covers may be changed.
3. Oil pan may be changed. Late Model Stock rules apply.
4. Valve springs must be stock for ZZ4 engine (No Aftermarket Springs)
5. **Optional:** GM 604 "Beehive" type valve springs may be used but remain as specified in the GM Performance Parts Circle Track Engine Technical Manual (No aftermarket springs). Shimming will be permitted to maintain 1.78" installed height as per GM Performance Parts Circle Track Technical Manual.
6. 1:5 Scorpion or GM only rocker arms.
7. Polylock rocker arm nuts will be permitted.
8. Carburetor Holley HP80507-1 390 cfm stock out of the box. Only changes allowed are the power valve, squirters, screw-in air bleeds and jets. Recommended that boosters be epoxied to the carburetor body. Only Holley replacement parts allowed.
9. A one piece open hole solid aluminum carburetor spacer, a maximum **1"** in thickness, may be used between the intake manifold and the carburetor. The spacer must be centered on the intake manifold with a single open hole which must be cut perpendicular with the base of the carburetor. Taper, bevels, or any other modifications will not be permitted.
10. A one piece, one hole paper gasket. Maximum .065" thickness that matches the exterior dimensions of the carburetor throttle base plate must be installed between the carburetor and spacer. A one piece paper gasket maximum .065" thickness must be installed between the spacer and intake manifold. The gasket must not be larger than the top of the intake.
11. The bottom of the air filter housing must be lower or equal to the top of the carburetor vent tubes.
12. Offset air cleaner may be used for distributor clearance.
13. No spacer between air cleaner base and carburetor.
14. Same as LMSC, except offset allowed for distributor clearance.
15. Stock vibration dampener only!
16. Any non-approved modifications may result in confiscation of entire engine assembly including but not limited to, intake, starter, valve covers, rocker arms, springs, etc.
17. Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part # 88958668 revised 2012.
18. All crate engines must be located with the #1 spark plug lining up to the right side upper ball joint.

GM Fast Burn 350/400 Circle Track Engine (PN#88958604)

1. Fast burn crate engine will use only an approved Holley 2 barrel 450 cfm Carburetor or either stock 500 cfm Holley 500 cfm Holley Ultra XP. Only changes that will be allowed are the power valve, squirters, screw-in air bleeds and jets. Recommended that the boosters be epoxied to carburetor body. Only Holley replacement parts allowed.
2. Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.
3. All crate engines must be located with the #1 spark plug lining up to the right side upper ball joint.

4. GM 604 Crate Motors may run any 1.5 aluminum self-aligning rocker arms with 3/8" stud. A combination of 1.5 rocker arms is approved, however rockers must be on the intake valves with 1.5 rockers on the exhaust valves.
5. GM 604 Crate Motors without new style 'Beehive Springs' may use aftermarket retainers, keepers, locators/spacers, but all parts must be magnetic steel. Shimming will be permitted to maintain 1.78" installed height as per GM Performance Parts Circle Track Engine Technical manual.
6. GM 604 valve springs must remain as specified in the GM Performance Parts Circle Track Engine Technical Manual. (No aftermarket springs).
7. Crate motor technical specifications will be based on the GM Performance Parts Circle Track Engine Technical Manual part #88958668 revised 2012.

350/350 Crate Motor (PN#88958602)

1. Engine must be stock out of the crate except for the following:
2. Valve covers may be changed.
3. Oil pan may be changed. LMSC rules apply.
4. Carburetor Holley HP80507-I 650 cfm stock out of the box. Only changes allowed are 1" plate, power valve, squirters, screw-in air bleeds and jets. Recommended that boosters be epoxied to the carburetor body. Only Holley replacement parts allowed.
5. Spacer between the air cleaner base and the carburetor must be attached to the air cleaner and the highest part of the bottom of the air filter housing must be equal or lower to the top of the carburetor vent tubes.
6. 1 paper gasket only maximum thickness .065 each.
7. Offset air cleaner may be used for distributor clearance.
8. Stock vibration dampener only!
9. Any non-approved modifications will result in confiscation of the entire motor including but not limited to intake, starter, valve covers, rocker arms, springs, etc.
10. Stock timing cover required.
11. Crate Motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part #88958668 revised 2012.

Carburetor Rework Guidelines

Reshaping, polishing, grinding, or drilling of additional holes will **not be permitted**. The maximum size for the air bleed holes in the top of the carburetor body will be 0.080 inch for all four (4) holes. Screw-in air bleed jets will **not be permitted** in the main body. Screw-in air bleed jets will be permitted for the main body, but they must be epoxied in place. For the Holley 2300HP main body, the amount of holes and passages must remain as manufactured. Additional and/or plugging holes or passages will **not be permitted** in the Holley.

The choke may be removed, but all screw holes must be permanently sealed.

Choke horn must not be removed.

The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the

boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will **not be permitted** to the boosters with the exception of a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.

The venturi arca must not be altered or reshaped in any manner. The venturi must maintain a circular (round) cross section. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer.

Alterations that, in the judgement of Track Officials, were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will **not be permitted**.

The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum hoses must be threaded and plugged. Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

Throttle shafts must remain stock and must not be thinned or cut in any manner.

Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 2300HP carburetor (80787-1) will be the Holley, part numbers 11938N, 11886 (390HP) and 12323 (screw in emulsion bleed jets) metering blocks. To order metering block part number 12323 (screw in emulsion bleed jets) the sales number is 134-276. For the Holley 2300HP approved metering blocks, the amount of holes and passages and the location must remain as manufactured with screw-in emulsion bleed jets in each jet passage, however, hole sizes may be altered in the jets. Blanks without holes may be used. Additional holes or passages will not be permitted in the Holley 2300HP approved metering blocks. The Holley metering block, part number 12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300, list number 7448. The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for a discharge passage. Jets, Power Valve, and Float may be changed.

NASCAR 2019 Rulebook Track Changes

20F-2.2 Overall Car Weight

All weights are with the driver before and after qualifying and the race. When cars are weighed after the race, the only additional fluids that may be added to make weight will be enough water to top off the radiator, maximum of 2 quarts of motor oil in the engine and enough racing fuel to top off the fuel cell at the base of filler neck at bottom of vent hose. As specified in TCMS Race Procedures.

20F-10.6 REAR AXLE-Refer to LMSC 2019 with the following exception.

20F-12.1 COIL SPRINGS/SPRING MOUNTS/JACKING BOLTS (SUSPENSION TRAVEL)

NO TRAVEL LIMITING DEVICE ALLOWED!

20F-12.3 Shock Absorbers SHOCKS

ANY NON ADJUSTABLE OIL SHOCK

1. Shocks will be controlled by a $250.00 per shock claimer rule, Excluding coil over kits. Any competitor finishing with one (1) position of the claimee may claim the shocks from that event. The claim must be made in writing within 10 minutes after the event accompanied by the cash. You are claiming bare shocks only. (no coil over kits) Anyone not allowing their shocks to be claimed will forfeit the purse and points for that event and may be fined.
2. Sway Bar maximum 1 ½ inches with 1 ¾ inch ends.
3. No Coil binding, bump stops, bump springs or anything to stop or limit travel. **NO EXCEPTIONS**

Tires

1. Week 1, all drivers are required to buy 4 tires. Week 2, all drivers will be allowed to purchase 2 tires. New tires must be mounted on the left side. 2 tires will be impounded weekly. Any competitor that arrives after week 1 will be required to buy 40 lap scuffs from TCMS.
2. Tri-County reserves the right to have tires "run -in" 40 laps at race speed. Tri- County officials' decisions are **FINAL!**
3. **NO OUTSIDE TIRES!!**
4. **NO tire treatment of any kind permitted**.

FUEL

1. Each driver must purchase a minimum of 10 gallons per week from TCMS.
2. Track fuel only: NO mixtures,addativers, or boosters.
3. No electric fuel pumps.
4. Fuel cell is not to exceed 22 gallons.

Safety Requirements

See TCMS general rules.