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2019 SEASON LIMITED RULES

Changes in RED

Updated 11.15.18

Competing Models:

- The following cars are eligible for competition **1999-2018**

2006 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.

Eligible 2007-2018 Composite Bodies

- The bodies must contain the approved composite roof and components.
- Approved composite fenders, quarters, front and rear bumpers covers, and hood.
- Approved door and deck lid must be steel or aluminum.
- All cars must compete with a 105" wheelbase. When measuring wheelbase, one side measurement must be 105" wheelbase. Maximum allowable tolerance cannot exceed ½" plus or minus on the other side. In order to obtain the 105" wheelbase, the front and rear wheels must be moved an equal distance.

Car Bodies:

- Body specifications-body must have stock appearance.
- All body panels must be steel except for NASCAR approved rubber noses.
- Body should conform to NASCAR LMSC rules.

Detailed Car Body Requirements:

- Front spoilers must maintain a minimum ground clearance of 4".

- Rear spoilers cannot be wider than 54" and centered on trunk lid. No lips or bends allowed. All spoilers must be a maximum of 39" measured from the ground to the top of the spoiler. Maximum height 5".
- Minimum roof height of 48" to be measured at center of roof 10" back from windshield.

Overall Car Weight:

- All cars will maintain a minimum total car weight of 3100 lbs. Right side minimum 1400 lbs.
- All added in weight must be painted white and stamped with car number on all sides. Added weight must be in blocks of no less than five lbs. All added weight must be securely fastened with ½" bolts and lock nuts. No tie wrapping or taping permitted. Any weight that falls off racecar while on racetrack may be fined \$250.00.
- Any unattached weight found in car after qualifying or after event will be an automatic disqualification of times and or event.
- Refer to General Rules.

Windshield:

- All cars must be equipped with full front and rear windshield.
- Windshield must be replaced by Lexan 3/16 inch thick.
- Full windshields required in stock location.
- Three support bars must be installed behind Lexan in center of windshield and be made of steel.
- Lexan must be used as rear window.
- Two straps 1 inch wide must be installed on outside of rear window.
- Quarter windows can be covered with CLEAR lexan only.

Dashboard:

- Electrical Master shut off switch must be mounted center of dash and clearly labeled with on and off.

Firewall:

- Fabricated firewalls permitted but must be complete from top rail to bottom of windshield, side to side. Must be 22 gauge steel (must be welded) no rivets permitted.
- All cars must have full firewall of steel, welded and not pop riveted, no aluminum.
- Full sheet metal minimum 20 gauge required on rear firewall and inside of trunk compartment.

Doors:

- Doors shall be attached in an approved manner. Door panels must maintain the same accent lines and configuration as a standard door.

Fenders, Quarter Panels & Rocker Panels:

- When cutting the fenders or quarter panels for tire clearance, original tire opening contours must be followed. Maximum 10 inch opening from edge of wheel to edge of fender and/or quarter panel.

- Maximum width between the rocker panels will be 68 inches measured at any given point between the front and rear tires.

Grills:

- Grills may be covered with two layers of unpainted screen wire attached to grill only.
- Screen wire mesh must be porous.

Hoods:

- Hoods may be made of reinforced fiberglass or plastic, but must maintain stock configuration. Hoods must lay flat. No bows or bubbles in center.
- Hoods must seal to the windshield with no holes or openings for air in cowl or hood of any kind.
- Mandatory 3 magnetic hood pins across front of hood.

Rear Deck Lids/Trunks:

- Rear deck lid must be in operating condition.
- Deck lid must have complete set of pins.
- Trunk around fuel cell must be complete.

Bumpers:

- **Refer to NASCAR LMSC Rule Book.**

Identification and Markings:

- Refer to General Rules.

Engines:

- **Part # New P/N 88869602 / Old P/N 19258602**
 - **Holly 390 CFM (4) Barrel part #0-80507-1**
 - **1 " single hole spacer plate**
 - **Oil pan may be changed, refer to NASCAR rulebook**
 - **3100 total weight 1400lbs right side weight**
- Part #**88958603** (Limited Crate Engine)(Refer to GM Tech Manual) (Technical Manual Part #88958668)
 - **1 inch single hole spacer plate**
 - Optional valve springs GM part #19300952 (complete kit) GM part #12499224 GM Valve spring
 - Mahle replacement piston part #224-3853 (.002 over) **Must run a decal on left side of hood showing +.002**
 - Mahle replacement piston part # 930127805 (.005 over) **Must run decal on left side of hood showing +.005**
 - Any GM crate Part# 88958603 with the .002 or .005 oversized pistons will weight 3100 lbs. total weight, and 1410lbs right side weight.

- **Part #88869604**
 - **Stock 1.5 ratio Rocker arms**
 - **Holley 450 CFM Carburetor with a 350 cfm spacer plate**
 - **3100 lbs Total Weight 1420 lbs right side weight**
 - **CARBURETOR SPACER 350 cfm carburetor:**
 - **Only a one piece, solid, aluminum carburetor spacer, a minimum of .700 inch and maximum .750 inch in thickness must be installed between the intake manifold and carburetor.**
 - **The spacer must be centered on the intake manifold and have two(2) round holes with 1-1/2 inch openings located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.**
 - **A one-piece paper gasket maximum .065 thick must be installed between carburetor and spacer. A one-piece paper gasket maximum .065 thick must be installed between the spacer and intake manifold.**
- **Ford 347 jr part #M-6007-S347JR**
 - **Must meet all specs that are in the Ford Handbook**
 - **Holly 390 CFM (4) Barrel part #0-80507-1**
 - **No spacer plate**
 - **Oil pan may be changed, refer to NASCAR rulebook**
 - **3100 total weight 1400 lbs right side weight**
- **NASCAR General Motors Steel head engines**
 - **Refer to NASCAR 2018 rulebook for guidelines**
 - **Holley 350 2 barrel**

RULES WILL BE ADJUSTED BY TRACK OFFICIALS AT ANY TIME DURING THE TRANSITIONING OF THESE NEW ENGINE COMBINATIONS TO EQUAL COMPETITION, RESTRICTOR PLATES, WEIGHT ADJUSTMENTS, MAXIMUM RPM LIMITS, OR GEAR RULES WILL BE USED IF ADJUSTMENTS ARE NECESSARY.

Carburetor:

- Holly 390 CFM (4) Barrel part #0-80507-1
- No modifications: must be stock out of box. The only alterations permitted are: the power valve size may be changed and the jet size may be changed.
- All air leaks must be sealed. See the track carburetor spec sheet/guidelines on the Holly 390.
- The bottom of the air filter housing must be lower or equal to the top of the carburetor vent tubes.
- Both spray pumps must be operational.

350 Carburetor:

- **The Holley 350cfm 2300 2BBL carburetor #7448 or #80787-1 ARE THE ONLY APPROVED CARBURETORS.**

350 Carburetor (from NASCAR LMSC rule book 2006) :

- The Holley 2300 2BBL carburetor, list # 7448 and the Holley 2300 HP 2BBL carburetor, part # 80787-1 with a venturi size of 1 3/16" and maintaining a throttle bore maximum size of 1 1/2 " (see below for carburetor rework guidelines).
- The Holley 2300 2BBL carburetor, list number 7448 and the Holley 2300HP 2BBL carburetor part number 80787-1 are the only two carburetors that will be permitted on all models.
- The venturis must maintain a round (circular) cross section.
- Only Holley replacement or service parts can be used in any carburetor rework.
- Carburetors and/or carburetor components machined from billet materials will not be permitted.
- Holley 2300 and 2300 HP two (2) barrel Carburetor Rework Guidelines
- Carburetor Main Body :
 - Reshaping, polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for 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 be permitted for the Holley 2300 HP 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:
 - Choke horn must not be removed.
- CARBURETOR BOOSTERS:
 - The booster type must not be changed. The Holley booster part number 45R- 107-1, with casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters 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 booster must remain 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.
- CARBURETOR VENTURI:
 - The venturi area 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 judgment of series officials, were made to allow 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.
- CARBURETOR THROTTLE BODY (base plates):
 - 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 round. 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 holes must be threaded and plugged.

- **Throttle plates (butterflies)**

- 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 must not be thinned or cut in any manner.

- **CARBURETOR METERING BLOCKS:**

- Only Holley metering block may 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 #'s 11938N, 11886 (390HP) and 12323 (screw in emulsion bleed jets) metering block. To order metering block part # 12323 (screw in emulsion bleed jets) the sales # 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 # 12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300HP, list # 7448.

- **ACCELERATOR PUMP:**

- The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for discharge passage.

- **Power Valves and Floats:**

- May be altered.

- **CARBURETOR SPACER 350 cfm carburetor:**

- Only a one piece, solid, aluminum carburetor spacer, a minimum of .700 inch and maximum .750 inch in thickness must be installed between the intake manifold and carburetor.
- The spacer must be centered on the intake manifold and have two(2) round holes with 1-1/2 inch openings located in the center that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. Taper, bevels, or any modifications will not be permitted.
- A one-piece paper gasket maximum .065 thick must be installed between carburetor and spacer. A one-piece paper gasket maximum .065 thick must be installed between the spacer and intake manifold.

Carburetor Spacer 500 HP Only:

- Only a one piece solid aluminum spacer, $\frac{3}{4}$ inch thick may be installed between intake and carburetor.
- The spacer must be centered on the intake manifold and have two holes with a 1 $\frac{11}{16}$ inch opening located in the center that match the base of the carburetor. No taper or bevels or any modifications permitted.
- A one-piece paper gasket maximum .065 thick must be installed between carburetor and spacer. A one-piece paper gasket maximum .065 thick must be installed between the spacer and intake manifold.

Air Cleaner:

- Air cleaners cannot be removed during practice or competition.
- Only round air cleaner minimum 12 inches, maximum 17 inches in diameter will be permitted maximum 4 inches high.
- Only dry type paper elements permitted.
- All air shall be filtered through element.
- Top and bottom must be metal or aluminum with no holes.
- No shield permitted.
- Diameter of air cleaner top and bottom must be the same with no lip
- Bottom of air cleaner must be below choke horn of carburetor.
- No tubes, funnels or any device, which may control the flow of air, is permitted inside the air cleaner and carburetor.

Electrical Systems:

- All electronic distributors must be stock type housings, equipped with a magnetic pickup, gear driven, and mounted in the stock location.
- Single or dual point camshaft driven distributors will be permitted.
- Only one (1) ignition coil will be permitted and it must be mounted on the engine side of the firewall.
- Amplifier box will **not** be permitted.
- MSD box optional.
- Pick up type distributor allowed. (2 wire only, 1 ignition to coil, 1 distributor to coil)
- No REV limiters permitted or provision for REV limiters permitted.

Fan:

- Only standard steel fan with a minimum of four blades shall be permitted.
- Minimum diameter of fan shall be no less than 14 inches for steel fans.

- Fan blades shall be a minimum of 3-½ inches wide.
- No flat or freewheeling fan permitted.
- Electronic fans optional.
- A fan shroud must be installed and extend 1 inch behind the fan blades.
- Fans will not be allowed to be changed after qualifying.

Engine Oiling System:

- Oil pans must be made of steel and must be approved by track officials.
- No kick outs are permitted between the bolt on flange and the top of the added sump.

Exhaust System:

- Headers optional
- Refer to NASCAR LMSC RULE BOOK.

Drive Train:

- 5-½” or 7-¼” clutch and pressure plate are permitted. NO aluminum pressure plates allowed.
- Hydraulic slave cylinders and hydraulic release bearings allowed.
- No paddle button clutch.
- No poly carbon components permitted.

Flywheel:

- Flywheel must be steel or cast iron. No aluminum flywheels permitted.
- Flywheel must be original in configuration in all respects for make and model of car.
- Flywheel may not be lightened by cutting, grinding or drilling.
- Refer to NASCAR rule book Section 20F-10.

Starter:

- Only standard OEM type starters may be used. Gear driven starter allowed.
- Starter must mount in original mounting position.

Bell Housing:

- Refer to NASCAR LMSC RULE BOOK.

Transmission:

- Refer to NASCAR LMSC RULE BOOK.

Drive Shaft:

- Refer to NASCAR LMSC RULE BOOK.

Rear axle:

- Basic rear end housing must retain production design. Locked rear ends permitted. Full floater rear ends permitted.

- Only steel axle housings permitted.
- The center of the rear end housings must be within ½ inch of the centerline of the tread width front and rear.
- Quick-change rear end permitted.
- No cambered rear ends permitted.

Wheels:

- All wheels must be 15 inches in diameter and a maximum of 10 inch in width.
- All wheels must maintain same offset.
- All wheels must be one piece and made of steel. No bead lock wheels permitted.
- Heavy-duty steel lug bolts and nuts must be used and 5/8" mandatory in size.
- No bleeder valves permitted.

Tires:

- Only track approved tires permitted. Tires purchased any other time other than race day are not considered track-approved tires.
- Limited Sportsman division will be allowed to purchase (4) new race tires for season opener **and 4** new tires for the Special event in July.
- The 1 new tire each event must be run on left front.
- All tires must have 50% of the previous event to be eligible for the next event.
- Any tires not meeting the 50% lap rule will have to run them in practice to get minimum laps on or purchase track approved scuffs.
- All competitors must leave three tires in impound that have been used in competition after each race, identified with car number. Impounded tires must be used at next race. If impounded tire is damaged and deemed unsafe by an official; competitors' will be allowed to purchase a scuff tire.
- Competitors may purchase one new tire every race or leave four tires in impound area that competitor ran that night and would not have to purchase tires the next week. If four tires are left in impound area you must run those four tires the next event.
- Visiting cars will be allowed to purchase one new tire and three scuff tires from the speedway.
- First time competitor or competitor with no scuff tires in South Boston Speedway building will be allowed to purchase new tires on Friday and must run 100% of the laps from previous race for that division.
- Track official will monitor laps that are put on the tires and make sure that the tires are run with the correct number of laps.
- Driver will be allowed to scuff tires in on race day if they get the number of laps required in.
- **See general rules for scuffing in new tires.**

- **ALL laps will be completed the day you buy the new tires to scuff in to be eligible. The exceptions would be weather or other unforeseen circumstances which would be determined by track official.**
- Any tires found to be chemically treated; “soaked” will result in immediate disqualification and driver forfeiting purse money, points, and subject to fine for that event.
- Track official has final approval.
- For twin events, any tire not flat at the checkered flag of race number 1 will be replaced with a tire handed to you by a track official to purchase from the SBS scuff pile **or a spare tire that a team has in impound**, this will also result in you starting in the rear of the field for race number 2.
- Once impounded a spare tire cannot be replaced with another spare tire until the spare tire in impound has been used for competition, at which time the spare can be replaced with a right-side tire that was logged into the tire inventory for your car from that night’s event.
- Any tire change must be approved through track official, this includes tires changed during an event.

Frames:

- No holes may be cut in frames to lighten. All frames are subject to NASCAR officials for approval. Any frames rejected by NASCAR officials for showing poor workmanship will not be approved until necessary corrections have been made.
- Frames may only be altered for the installation of springs, shocks, and for clearance of wheels and tires.
- A tubular steel frame can be used.
- The front snout, beginning a minimum of 22 inches rearward of the centerline of front spindle and extending forward to in front of the radiator may be stock.
- A tubular front snout may be used if built by specifications in NASCAR LMSC rulebook.
- The distance from the outside edge of the frame rails, left and right must be the same measured from the centerline of the tread width, front and rear. No weight boxes may be added on exterior of frame rails.
- When measured from the outside edge of the left side frame to the outside edge of the right side rail, a minimum width of 57 inches and maximum width of 64 inches must be maintained on all frames. No weight boxes may be added on exterior of the frame rails. (Tube min. 2 x 3 .120 thick, max. 3 x 4 .120 thick).
- A minimum ground clearance of 4 inches must be maintained on any part or the frame.

Suspension:

- Spring/Shocks: Refer to NASCAR LMSC Rule Book.
- **Adjustable shock shafts will not be permitted**
- Weight jacks permitted.
- No traction bars or additional linkages permitted.

- Three point hookup permitted.
- No hydraulic or mechanical weight shifting devices permitted.
- Long trailing arms permitted. (Refer to LMSC rule Book)
- Monoballs permitted in trailing arms with both sides being the same; however no heim joints or adjustable type rod ends permitted.
- Trailing arms may be either passenger car type or pickup truck type and length. Fabricated trailing arms permitted using a minimum of 2 inch x 3 inch steel box tubing a minimum of .120 thick for long arms or 1-¼ inches by 2 inches steel box tubing a minimum of .120 thick for short arms. **Truck arms must be the same thickness from left to right**

Tread Width Requirements:

- Steel spacers may be used to utilize maximum allowable tread width. Spacers if used must be the same left and right however, front and rear do not have to agree. Maximum thickness ½ inches per wheel.
- Tread width: maximum 64.5 inches.

Ground Clearance Requirements:

- Frames, rails, chassis, and all sheet metal clearance with driver in car 4 inches.
- Front spoiler clearance 4 inches.
- All suspension parts, 4 inches.
- Exhaust pipes, 3 inches.

Steering Components:

- Quick release mechanism magnetic steel.
- Magnetic steel steering wheel only.
- Collapsible steering shaft mandatory.

Spindles:

- Magnetic steel spindles only.
- No offset spindles of any type.
- Refer to LMSC rules.

Brake Components:

- Any interchangeable brake and hub assembly permitted.
- Any disc brake with stock type calipers will be allowed on front with single piston caliper only. Brakes must be installed on all four wheels.
- Only cast type of cast steel rotors, minimum ¾ inch thick allowed.
- Master cylinders and reservoirs must be mounted on engine side of firewall.

- No floating calipers permitted.

Fuel & Fuel Tanks:

- NASCAR approved fuel cell required.
- Capacity not to exceed 22 gallons.
- Fuel Cell must be in center of frame rails.
- Fuel filler neck and vent line must be equipped with NASCAR approved check valve or flapper valve.
- Only rectangular fuel cells will be considered for approval.
- Fuel cell must be moved into rear deck space and mounted as close as possible.
- For fuel cell installation guidelines consult back of NASCAR rulebook.
- All fuel lines must run under bottom of body or be enclosed in steel conduit.
- No electric fuel pumps or pressure systems permitted.
- Track fuel required. No additives allowed.
- Refer to NASCAR LMSC rulebook.

Safety:

- Roll Bars.
- Consult NASCAR LMSC rulebook for roll bar guidelines.

Seats:

- Aluminum seats are permitted. Absolutely no homemade seats are permitted. Seats must be installed in approved manner.
- Refer to NASCAR LMSC rulebook.

Seat Belts:

- Quick release seat belts and shoulder harness no less than 3 inches wide is mandatory. Crotch belt is required.
- All seat belts must be fastened to roll cage not to floorboard by no less than 3/8-inch aircraft bolts.
- No Y-belts. Single belts only.
- Seat Belts can be no more than 3 years old.

Window Net:

- Approved nylon window net must be installed on the driver's window.
- Window net must release from the top with an approved type fastener.
- Refer to LMSC rules.
- Window nets can be no more than 3 years old.

Fire Control:

- All cars must be equipped with an approved fire extinguisher.
- Dry chemical gas approved. Must be ABC.
- Bottle must be mounted to right side of seat or rear of seat and gauge must be visible to officials at all times.

Protests & Appeals:

- Refer to General Rules or Track Officials.
- Engine protest prices will come from the NASCAR LMSC rulebook under Section 13.

South Boston Speedway Track Officials reserve the right to issue bulletins to the rules to ensure fairness in competition.

