

"2017 THANKSGIVING ALL-STAR CLASSIC"

TRACK: Southern National Motorsports Park, Lucama, NC (4/10 Mile Paved)

TRACK PHONE: (919) 284-1114

RACE DATE: Friday, November 24, 2017

PROMOTER: Southern National Motorsports Park

DIVISION: Limited Late Model

40 LAPS (16 MILES)\$3,110
POSTED AWARDS

SCHEDULE (The following schedule is subject to change)

Friday, November 24TH:

7:30 AM	REGISTRATION OPENS
7:45 AM	PIT GATE OPENS / TRACKSIDE OPENS
9:00 AM	TIRE BUILDING OPENS

**ALL LMSC / SLM OPTIONAL TECH ON FRIDAY TO GO OVER CAR AND GET SAFETY DECAL
CAN NOT GET ON TRACK ON SATURDAY FOR ANY PRACTICE WITHOUT IT
HIGHLY SUGGESTED TO TECH ON FRIDAY TO GET YOU AS MUCH PRACTICE TIME POSSIBLE**

9:00 AM	12:00 PM	PRACTICE (LMSC, Super Late Model, Limited Only) (OPTIONAL INSPECTION ON FRIDAY AFTER PRACTICE FOR SUPER LATE MODEL, LATE MODEL, LIMITED LATE MODEL)
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**DURING MORNING PRACTICE FOR THE LATE MODELS, SUPER LATE MODELS AND LIMITED LATE MODELS THE BACK
CROSSOVER GATE WILL BE CLEARED AT 10:00 AM AND 11:00 AM ONLY.**

12:00 PM	BREAK	
12:30 PM	1:00 PM	FINAL LMSC PRACTICE FOR THE DAY
1:00 PM	1:30 PM	FINAL SLM PRACTICE FOR THE DAY

2:00 PM	5:00 PM	7 MIN ROUNDS FOR ALL DIVISIONS ROTATING PRACTICE FOR ALL WEEKEND RACING DIVISIONS LLM, UCAR, BANDO, LEGENDS, SL MOD, SEMST, BOMBER, STREET STOCK, CHARGER
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5:00 PIT GATE OPENS TO CLEAR TRACK AND LET TRAILERS IN

6:30 PM		CHARGER TIRES & LLM TIRES RELEASED
6:30 PM		GRANDSTANDS OPEN
6:30 PM	7:45 PM	ROTATING PRACTICE FOR FRIDAY NIGHT FEATURES
	6:30 - 6:35	LEGENDS
	6:35 - 6:40	BANDO
	6:40 - 6:45	CHARGERS
	6:45 - 6:50	LLM

6:55 PM		DRIVERS MEETING
7:15 PM	7:35 PM	ALL DIVISIONS 2nd ROUND OF PRACTICE WILL BE QUALIFYING
	7:15 - 7:20	LEGENDS
	7:20 - 7:25	BANDO
	7:30 - 7:35	CHARGERS
	7:35 - 7:40	LLM

8:00 PM		PRE RACE CEREMONIES
8:15 PM		BANDO (20 LAPS)
TO FOLLOW:		CHARGER (40 LAPS)
TO FOLLOW:		LEGENDS (25 LAPS)
TO FOLLOW:		LLM DASH (40 LAPS)

DISTRIBUTION

1st - \$750	9th - \$60	17th - \$50	25th - \$50
2nd - \$400	10th - \$60	18th - \$50	26th - \$50
3rd - \$250	11th - \$50	19th - \$50	27th - \$50
4th - \$150	12th - \$50	20th - \$50	28th - \$50
5th - \$100	13th - \$50	21st - \$50	29th - \$50
6th - \$90	14th - \$50	22nd - \$50	**30th - \$50
7th - \$80	15th - \$50	23rd - \$50	**31st - \$50
8th - \$70	16th - \$50	24th - \$50	**32nd - \$50

NOTE: No points will be awarded for this event.

QUALIFYING PROCEDURE

All drivers must attempt to qualify for this event. The decision of what constitutes an official qualifying attempt shall be at the sole discretion of the Track Officials in charge of the event.

Qualifying – WILL BE BASED ON SECOND PRACTICE TIMES

If all cars do not have the opportunity to qualify due to unforeseen circumstances, the starting field will be determined by the following procedures: Random pill draw

If NO practice for this event is held, the starting field(s) for the qualifying races will be determined by random pill draw.

RACE PROCEDURE

A schedule of qualifying and events will be provided the day of the event.

Race procedures will include the double file “cone” restarts and the use of the “free pass car” procedures. Only lead lap cars, which are not under penalty or involved in the caution will be permitted to take the cone. All lapped cars, including the “free pass car” must re-start at the rear of the longest line of the lead lap cars. Race procedures will be explained during the pre-race Driver, Crew Chief and Spotter Meetings.

This race will be 40 laps. All restarts will be double file CONE restarts. Free pass (Lucky Dog) guidelines will be in effect. There will be three (3) attempts at a green white checkered finish.

TRACK TIRE RULE

The Hoosier F-45 SCUFFS – BUY 2 \$80.00 - BRING 2 FROM HOME
4 TIRE RACE - SCUFFS TIRES MUST BE PURCHASED AT THE TRACK
HOME TIRES MUST BE INSPECTED, PUNCHED AND APPROVED BY TIRE OFFICIAL

Tires Brought from home will need to be:

- 5 1/2/32 Maximum Tread Depth on any hole
- 58 Minimum Durometer (Softness) Anywhere on Tire

Emergency change tires for flats/bent wheels, etc. must be approved by Head Tire Official for this event and be placed at pit wall for event.

TRACK FUEL RULE

All cars must use Sunoco Gasoline purchased at the track. Fuel must be used exactly as supplied by fuel dispensing equipment at the track. A minimum of 5 gallons must be purchased.

SPECIAL RULES: ELIGIBILITY REQUIREMENTS

Southern National Motorsports Park will follow the 2016 NASCAR Whelen All American Series Rule Book [With the following exceptions.](#)

1. ENGINE/WEIGHT/CARBURETORS ALLOWED

<u>ENGINE</u>	<u>TOTAL WEIGHT</u>	<u>RIGHT SIDE WEIGHT</u>	<u>CARBURETOR</u>
General Motors 602 Crate Engine	3000	1325	390 CFM Carb w/1” spacer
General Motors 603 Crate Engine	3025	1325	390 CFM Carb w/1” spacer
General Motors 604 Crate Engine W/ 1.6 Rockers	3100	1400	500 CFM Carb w/no spacer
General Motors 604 Crate Engine W/ 1.5 Rockers	3075	1375	500 CFM Carb w/no spacer
Ford 347JR Engine	3100	1400	390 CFM Carb w/no spacer
Ford 347SR Engine	3100	1400	450 CFM Carb Combination
NWAAS Built Engine	3100	1400	450 CFM Carb Combination
NWAAS Built Engine	3000	1350	350 CFM Carb w/no spacer
Little Hickory Engine	3100	1400	500 CFM Carb Combination
<u>70cc Dillon (DMS Spec Engine)</u>	3100	1400	450 CFM Carb Combination
Harrington Enforcer	3100	1400	450 CFM Carb Combination

Clarification: The New 500 CFM Ultra Carburetor Will Not Be Allowed to Compete at All. Not by itself or as part of the 450 CFM Carb Combination.

Clarification: The Holley 500 CFM-HP two (2) barrel carburetor, part number 80583-1 will be the only Holley 500 CFM-HP permitted when the Holley 500 CFM-HP is used by itself or as part of the 450 CFM Carb Combination. The choke horn may not be removed.

CARBURETOR SPACERS

1. One (1) piece, solid, open aluminum carburetor spacer, One (1) inch thick maximum, may be installed between the intake manifold and carburetor. Maximum paper gasket thickness 0.065”
2. The spacer must be centered on the intake manifold. No taper, bevels, or any modifications permitted.

CARBURETOR INSPECTION

1. Carburetor Main Body section must remain as supplied from Holley. Center section will be inspected visually and with carburetor Go / No Go tools. Carburetor Throttle Body (Base Plate) will be inspected the same way all throttle bores must be completely round.
2. Only Holley replacement parts or service parts can be used in any carburetor rework. Carburetor rework must follow the rework guidelines set forth in the NASCAR 2016 rule book for the Main Body, Boosters, Venturi, Carburetor Throttle Body (Base Plate).
3. Choke Horn may not be removed.
4. All carburetor parts must be Holley.

Weight

1. All cars will be weighed with driver in a driving position. (3/4lb per lap will be the fuel burn off calculation)
2. Only fuel burn off will be allowed to be calculated back in to the final weight after race. Nothing else will be added.
3. Weight of car must be on back of hood for tech purposes.
4. Any car competing with dislodged or lost weight may not add it back to make weight requirements after the race.
5. All lead weight must be added to chassis securely and marked with car number.
6. No tungsten allowed.

Shocks

1. No canister shocks or cockpit adjustable shocks permitted.
2. Steel body one way adjustable permitted.
3. Aluminum one way adjustable shocks permitted.

Claim Rule: Shocks can be claimed for \$1400 cash as long as the claim procedures are followed. The only shocks that can be claimed are the Top 5 finishing positions for that event only. The competitor claiming the shocks must finish in the top 5 of the finishing order and behind the competitor whose shocks are being claimed for that event and on the lead lap.

Claim Procedures:

The Competitor claiming the shocks must do the following for the claim to be correctly done:

- \$1400 (cash only)
- Written statement must be given to the Head Tech within 10 minutes of completion of the last lap of the competitors feature event
- Written statement must have the following information on it
 - o Name of Competitor making claim
 - o Finish Position of Competitor making claim
 - o Name of Competitor whose shocks are being claimed
 - o Finish position of Competitor that shocks are being claimed from

Failure to comply with this claim rule will result in a \$1400 fine, loss of purse money and finishing position for that event.

Travel Limiting Devices

1. All downward chassis movement while the race vehicle is in competition must be limited only by the normal increasing stiffness of the springs.
2. As an option, one (1) Track-approved front suspension travel limiting device (bump stops, coil binding, etc.) per front wheel may be used.
3. Vehicles with coil-over suspensions will be allowed an external travel limiting device. The mounting hardware must be made of metal and be mounted in the same location as a shock would be mounted on a conventional (big spring) type suspension and mounted with ½ inch diameter magnetic steel bolt and nut.
4. Mechanical travel indicating rods may be used.
5. Remote adjusters for the travel limiting device will not be permitted.
6. Current spring rules and sway bar rules will be enforced.
7. Current shock absorber rules will be enforced with the exceptions that the suspension travel may be limited by the shock absorber when travel limiting devices such as bump stops are used on the shock absorber shaft.

7. Height rules such as frame height and fuel cell height etc. must comply to the current rules but will only be inspected before qualifying or before the race. Heights will not be a post-race inspection due to the time required for the race vehicle to return to its normal static height.

All decisions by the Competition Director are Final.

If any part is found to be illegal the racer will be disqualified for that night and forfeit finishing position and prize money.

LITTLE HICKORY ENGINE GUIDELINES

NOTE: DUE TO THE GUIDELINES ONE HOW THIS MOTOR IS BUILT THIS MOTOR WILL BE TORN DOWN AT THE TRACK THAT NIGHT IF IT FINISHES IN THE TOP 3 TO VERIFY THAT IT IS CORRECT

- 1 - Must be standard factory production engine.
- 2 - OEM crank shaft only. (Minimum 50Lb)
- 3 - Stock crankshaft with 3.480" stroke and maximum bore size of 4.060.
- 4 - No deburring or polishing of crankshaft permitted.
- 5 - Balancing only.
- 6 - Stock, standard balancer only.
- 7 - 600 gram piston/pin/ring combo min. (Stock Components – NO CUSTOM MADE PARTS)
- 8 - 500 gram piston/pin add 50 lbs., 25 each side.
- 9 – No dome Pistons.
- 10 - 5.7 length rod Chevrolet, 6.0 lengths in Ford Chrysler.
- 11 - Heads must be standard production. Zero Deck. Chevrolet must be straight plug. Max valve size intake 2.02, exhaust 1.60.
Ford/Chrysler same as LMSC.
- 12 - No Titanium valves or parts.
- 13 - Heads min 62cc.
- 14 - Intake Chevrolet Edelbrock #2101, #2116, or GM casting # 12464340.
- 15 - Ford Windsor Edelbrock #M9424-C358.
- 16 - Cams may be solid or hydraulic but have a min. valve lift of no more than. 475 measured at the valve retainer as engine was raced. No roller cams.
- 17 - Roller rockers may be used.
- 18 - Headers may be used. (2009) LMSC type only.
- 19 - Exhaust pipes must be as (2009) LMSC>
- 20 - HEI or MSD ignition allowed. No magnetos.
- 21 - 7 1/4" or 5 1/2" clutch allowed. Steel flywheels only

NOTE: Each team must have a spotter during practice, qualifying, qualifying races and the 150 lap feature. All spotters must scan the Track frequency and are required to have radio contact with the driver and have their car number placed on their back and right arm. It is recommended that the pit crew also have a radio scanner to monitor the Track frequency. The frequency being used will be made available at the Technical Inspection area.

NOTE: The Promoter reserves the right to make necessary changes in the schedule due to unforeseen circumstances such as, but not limited to, weather.

NOTE: Scoring transponders will be required for this event and teams that do not own one may rent one from the track for \$25.00 per unit.

ENTRY REGULATIONS

\$60 Entry Fee Due by Nov22nd 2017 - \$25 Late Fee Applies After that Date

SEE ENTRY COUPON ON SEPARATE PAGE ENCLOSED

COMPLETE THE ENTRY COUPON BELOW AND RETURN WITH INSPECTION FEE TO PROMOTER

RELEASE REUSE OF NAME, ETC. - In consideration of the awards for this Event, the acceptance of this entry by Promoter, the Car Owner and Driver, individually and jointly, agree and consent, that the Promoter and the assigns of either or both, and the series sponsor, may use their name(s), picture(s), likeness(es) or performance(s) or any of them, in any way, medium or material for promoting, advertising, recording or reporting this Event or other events before, during and after such Event(s) (but not for purposes of product endorsement), including but not limited to television and radio broadcasts, film productions, video tape reproductions, and the like, and do hereby relinquish all rights hereto for these purposes.

Payment of any award or prize of any kind is the sole responsibility of the Promoter.

CAR # _____

DRIVER _____ STREET _____

CITY _____ STATE _____ ZIP _____

PHONE # (_____) _____ E-MAIL ADDRESS _____

OWNER _____ STREET _____

CITY _____ STATE _____ ZIP _____

PHONE # (_____) _____ E-MAIL ADDRESS _____

MAKE OF CAR _____ YEAR _____ CAR SPONSOR' S NAME (Print) _____

Entry submitted for approval by DRIVER (Signed) _____

Driver and Car Owner must abide by all NASCAR rules, regulations and decisions, as well as the stipulations on the entry blank.

DATE _____ CAR OWNER (Signed) _____

Print or type information and return to: Southern National Motorsports Park, 8071 Newsome Mill Road, Lucama, NC 27851