



## TECHNICAL BULLETIN

**Venues:** Ace Speedway, Anderson Motor Speedway, Caraway Speedway, Dominion Raceway, Florence Motor Speedway, Greenville Pickens Speedway, Hickory Motor Speedway, Kingsport Speedway, Larry King Law's Langley Speedway, Motor Mile Speedway, South Boston Speedway, Tri-County Speedway, Wake County Speedway

**Division:** Late Model Stock Car

**Effective Date:** Aug. 1, 2021

Recently, we've uncovered numerous chassis issues that cannot be corrected immediately therefore a weight penalty will be added to allow the affected chassis to compete for the remainder of the 2021 season. These particular chassis are violating the following section of the NASCAR Advance Auto Parts Weekly Series Rule Book. For those tracks not a part of the NASCAR Advance Auto Parts Weekly Series, the applicable track rule should be individually referenced.

**Pg. 93 Section 20F – 11.2 Paragraph B. 1.b.**

b. A removable center section made of three (3) pieces of one (1) inch by one (1) inch by a minimum of 0.120 wall thickness square tubing welded together to form a three (3) inch wide center section. The center section and cross member ends must be reinforced with 3/8 inch thick by three (3) inches wide welded steel plate. A minimum of four (4), 3/8 inch diameter bolts (two (2) on each end) must be used to attach the center section. Installation must be acceptable to Track Officials.

The front mounting points for the lower A-frames must be 8-3/4 inches measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt. The rear mounting points for the lower A-frames must be 14-1/4 inches, plus or minus (+/-) 1/2 inch, measured from the longitudinal centerline of the front sub-frame, to the centerline of the mounting bolt. An eccentric type adjuster or adjustable inserts (slugs) may be used on the rear mounting bolt to maintain a distance of 25-1/2 inches, plus or minus (+/-) 1/2 inch from the center of the lower ball joint to the leading edge of the main frame side rail connecting rails. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the longitudinal centerline of the sub-frame must be equal. The mounting plates for the upper A-frames must be welded to the top of the sub-frame rails and be parallel with the longitudinal centerline of the front sub-frame rails.

\*offset hubs, spindles, or lower control arms need to be corrected immediately.

**These chassis are required to add 50 pounds of right-side weight of the race vehicles. Failure to add weight will result in disqualification.**

**Pg. 92 Section 20F-11.2 Paragraph B. Front Sub-Frame**

1. A General Motors type front steer, tubular front sub frame must be constructed using two (2) inches wide by four (4) inches high magnetic steel box tubing with a wall thickness of 0.083-inch meeting the ASTM A-500 specification.

*ASTM only permits one (1) single weld seam for tubing. The ASTM specification states, "The longitudinal butt joint," a singular statement meaning that the tubular steel must be one (1) single piece of tubing with one (1) weld, meaning it cannot have two (2) or more joints and/or welds.*

**These chassis are required to add 25 pounds of right-side weight of the race vehicles. Failure to add weight will result in disqualification.**

**Pg. 102, Paragraph 20F-13 sub section H**

*All steering boxes must be mounted in the stock location and the stock position at an angle of not less than 10 degrees on GM type sub frames.*

**These chassis are required to add 25 pounds of right-side weight of the race vehicles. Failure to add weight will result in disqualification.**

**All 3 weight adjustments are intended to be temporary and for the remainder of the 2021 season. Chassis with any of these issues must be corrected by the start of the 2022 race season and adhere to the 2022 NASCAR Advanced Auto Parts Weekly Series Rule Book or risk disqualification.**

# LMSC Front Clip Dimensions

