

The Bullring at Las Vegas Motor Speedway 2009 Official Rules and Regulations

These rules are in effect as of January 1, 2009. This publication supersedes all previous LVMS rule books and rules updates.

LVMS reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Bullring's Chief Technical Inspector shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of LVMS short track events, and by participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. In the event of a serious or fatal injury, LVMS reserves the right to impound race cars for review and evaluation, and may exercise this right at anytime. The Chief Technical Inspector shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LVMS short track events will be governed. LVMS tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules. LVMS officials can and will disqualify a race car in violation of the spirit and intent of these rules.

Note: If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. Illegal components may be confiscated and become the property of LVMS. No part is deemed to have been approved by LVMS by passing through prior technical inspections.

All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

CLASSES FOR THE 2009 SEASON

MetroPCS SUPER LATE MODELS – NASCAR feature license required to compete in this division.

Modifieds – *Sanctioning body will determine license required.*

Chargers – NASCAR license required to compete in this division.

Legends Cars – INEX license required to compete in this division.

Bandoleros – INEX license required to compete in this division.

Thunder Roadsters – INEX license required to compete in this division.

Bullring Bombers – NASCAR license required to compete in this division.

PIT VEHICLE RULES

1. LVMS reserves the right to reject any motorized pit vehicle based on its design, condition, appearance, or construction.
2. Non-motorized vehicles such as skateboards, roller skates, scooters, “go-peds,” etc., may not be used in the pit area.
3. Auxiliary pit vehicles may be used for **necessary transportation** only. Joyriding, cruising, or recreational riding is prohibited. Vehicles are only allowed on the facility grounds when the owner is actually competing in the event. **Spectators, guests, and non-participants are not allowed to bring pit vehicles onto the property.**
4. All vehicles, whenever possible, are to use perimeter roadways and are to avoid high-traffic areas.
5. The maximum speed limit is 5 mph.
6. All operators must be at least 16 years of age, possess a valid state driver's license and must be covered by adequate general liability insurance and have an LVMS-issued credential clearly visible. All operators must provide proof of insurance, a driver's license and any other applicable credentials upon the request of an event official.
7. Pit vehicles operated after dusk (or sunset) must have a working headlight. Taillights may also be required on an individual basis depending on vehicle design.

SECTION 1 – GENERAL RACE PROCEDURE RULES

The following are the track's procedures for all 2009 events, unless otherwise specified at the drivers' meeting. Any questions about these procedures should be voiced at the drivers' meeting. All on-track or race procedure disputes, protests and concerns must be addressed with the race director for his final decision within 20 minutes of the conclusion of the final race of the night.

1-1.1 CHECK-IN – All participants must present their tech card and race car(s) to a technical inspector or a technical official before the drivers' meeting on race night. All drivers must draw in prior to the posted deadline on race day. Any driver not drawing prior to the posted deadline will automatically start at the rear of the heat races or, for classes that qualify, receive the second-fastest lap time as his official qualifying time.

1-2.1 DRIVERS' MEETINGS – All participants must attend the drivers' meeting. LVMS reserves the right to penalize any driver not in attendance at the meeting by placing him at the rear of the field for the heat race or feature event. Spotters should also attend each driver's meeting.

1-3.1 TECH INSPECTION PROCEDURES – All cars are required to pass a pre-race technical inspection before driving onto the track. Drivers must bring their cars through the tech line (including back-up cars). If a driver has any questions concerns pertaining to the legality of his car(s), it is his responsibility to speak with the Chief Technical Inspector. Post-race inspection procedures are explained at each drivers' meeting.

1-4.1 QUALIFYING AND HEAT RACES – Drivers may not attempt to qualify more than one car during qualifying or heat races. All car changes must be reported to the Chief Pit Steward prior to the line-up of qualifying, heat races or the feature event. A driver may enter the feature event at the rear of the field in an approved back-up or borrowed car if he fails to qualify through time trials or heat races (provided there are less than 26 cars already qualified for the feature event). If a car is damaged during the first feature event on a night of twin features, the driver of that car is guaranteed a starting position in the next feature event of that night in an approved back-up or borrowed car.

1-5.1 PRE-RACE LINE UP – All cars must line up in the designated staging area prior to their respective qualifying session, heat races and feature events. Any car not staged and ready to go when the race is called to the track will not retain the start position, and will start in the rear, in that race. The Race Director may allow that car to enter a subsequent heat race or feature event at the rear of the field. Driver and car are considered one for the entire night, unless the Chief Pit Steward is notified of a change. In the event that a car drops out of the line-up before a race begins, the cars in the line behind that car will be moved straight forward. A car must take the green flag to receive last-place points.

1-6.1 INITIAL RACE STARTS – The Chief Starter starts each race. All initial race starts take place on the front stretch when the green flag is displayed. All initial starts will be double-file, nose-to-tail starts at the speed of the pace car. When the green flag is displayed, cars may not pass the car in front of them until crossing the start-finish line. Any car passing prior to the start-finish line will be penalized to last place on the lead lap at the next caution period or the end of the race, whichever comes first. In the event that a start is waived off, the yellow flag will be displayed as the cars enter the backstretch. Any car deemed to be intentionally slowing the field on a start – or moving out of line prior to the green flag – will be sent to the rear of the field at the Race Director’s discretion. Any car not taking the initial green flag will not be allowed to enter the race.

1-7.1 RESTARTS – The lead car restarts each race. It is the lead car’s responsibility to accelerate at any point between the two stripes painted on the track in Turns 3 and 4. If the lead car elects not to accelerate between these two stripes, the Chief Starter will display the green flag and racing may begin. Cars may not pass the car in front and/or to the left, prior to the start-finish line. A car is deemed to be “in the act of passing” if its front bumper is even with – or in front of – the rear bumper of the car in front of it at the start-finish line. On restarts only: a car may pass to the right prior to the start-finish line after the green flag is displayed. Any car deemed to be “in the act of passing” to the left, or passing to the right prior to the display of the green flag will be penalized to last place on the lead lap at the next caution period or the end of the race, whichever comes first. All restarts will be single-file in a nose-to-tail formation, maintaining the speed of the pace car, until the green flag is displayed. Any car deemed to be intentionally slowing the field on a start or moving out of line prior to the green flag will be sent to the rear of the field at the Race Director’s discretion. Drivers choosing not to go to their designated positions at an official’s request may be sent to the rear of the field or to the pits at the Race Director’s discretion.

1-8.1 PACE CAR – When the pace car’s lights are extinguished, the race will be “going green” the next time past the designated starting spot. It is each driver’s responsibility to be ready to start at this time. All starts and restarts must be at the speed of the pace car. The leaders must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in the lead car being sent to the rear of the field. Any car called to track exit for consultation with an official may be permitted to pass the pace car during caution periods.

1-9.1 JUMPING ON STARTS AND RESTARTS – Any driver who begins racing, passing or is not in a nose-to-tail formation before the green flag is displayed will be penalized for jumping. Any car not in the nose-to-tail formation is subject to penalty for jumping. Any driver considered jumping will be penalized to last place on the lead lap at the next caution period or at the end of the race, whichever comes first, on the

first jump-start. If a driver is caught jumping a second time in the same event, he will be relegated to the pits.

1-10.0 CAUTIONS – At the Race Director’s discretion, the caution flag may be displayed at any time during the race, including on the white-flag lap. The Race Director may decide to conclude a race while under caution due to time – or time limits – allowed for an event. The Race Director may also reduce the posted number of laps due to time limits – or a division not being able to run consecutive laps without cautions periods.

1-10.1 ACCIDENT RULES – When a race is slowed or halted, any and all cars which necessitated the race to be slowed or halted shall be placed to the rear of the field in the order which they completed the last complete lap. But, a car that is initially involved in an accident and continues through the accident scene under its own power could, at the discretion of the Race Director can return to its position just prior to the accident. The Race Director will make this decision, based on his view of the incident. Stopping to avoid an accident does not constitute causing a caution.

1-11.1 TWO-CAUTION RULE – Any driver causing two caution periods in one event – for any reason – will be black-flagged from the event and relegated to the pits. Cars stopping to avoid an accident are not required to leave the track after two cautions. The Race Director will make the final determination regarding this rule.

1-12.1 SPIN-OUTS – Drivers that spin out must make an attempt to continue immediately and not stop the race. The Race Director reserves the right to penalize any driver one (1) lap for intentionally causing a caution.

1-13.1 ROUGH DRIVING – Any driver who is observed causing other drivers to spin or lose control of their car during a race – or during the “cool-down lap” – may be warned, fined, disqualified and/or suspended indefinitely at the track management’s discretion. This rule also applies to lapped cars choosing to re-enter the event. It is important for every driver to respect the equipment of his fellow competitors.

1-14.1 PASSING – It is the responsibility of both the overtaking and overtaken drivers to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race in. A car is ruled to have lost a position when the overtaking car’s hood pins are even with the driver’s side door of the car being passed.

1-15.1 BLACK FLAG – A black flag will be given to any driver that is losing a part on their race car, smoking, leaking badly, or to assess a penalty. Lost parts include front or rear bumpers, hoods, body panels, etc. When a black flag is displayed, that driver should immediately report to the hot-pit lane for consultation. Decisions on black flags will be made by the Race Director.

1-16.1 PITTING DURING A RACE – Any driver going to the pits under during a caution period may return to the race at the rear of the field. The hot-pit lane may only be used for the removal of loose body parts or other minor repairs.

1-17.1 WORKING ON CARS – All work on the race car must be done in the pit area or any area, which is designated by the officials at the driver's meeting. No crew members are permitted on the race track at any time except if requested to be there by an official. Cars in the designated pit area may not be worked on during red-flag conditions.

1-18.1 LAPPED CARS – All lapped cars must move to the outside groove to permit faster cars to pass. On restarts, lapped cars should remain in their position unless they choose to go to the rear of the field. Drivers choosing to go to the rear will remain lapped. If a driver is shown the "move over" flag (blue with yellow

diagonal stripe) for two (2) consecutive laps and does not move out of the racing groove to allow faster cars to pass, the black flag will be displayed to that driver.

1-19.1 CARS MOVING THROUGH THE PITS – Cars moving through the pits must do so with extreme caution and at a maximum speed of 5 mph. Any driver who is observed driving dangerously or at an excessive rate of speed will be fined a minimum of \$100 for the first infraction. No one (except the driver) is allowed to ride in or on the race car at any time. Failure to obey these rules may result in disqualification from the entire race night.

1-20.1 DRIVER SAFETY – Drivers may not get out of their cars while the car is on the track – except in an emergency such as a fire, fuel leak or severe accident. Drivers will comply with the directions of safety personnel.

1-21.1 DRIVER AND CREW BEHAVIOR – Any driver or crew member causing a disturbance at the flag stand or on the track with any official will be suspended for a minimum of one (1) week.

1-22.1 DRAIN PLUGS – Please check all drain plugs and gas caps before every race to minimize caution periods due to leakage. Any competitor “oiling down” the track due to a missing drain plug is subject to a \$250 fine and disqualification for the night.

1-23.1 Any situation or incident not covered by these rules will be dealt with at the discretion of the race officials.

SECTION 2 – LINE-UP PROCEDURES

2-1.1 LINE-UP PROCEDURES – All event schedules, qualifying procedures and line-up orders will be released prior to the start of the season. These may be modified as necessary for special events or circumstances. A copy of the event schedule and line-up procedure will be posted at the credentials building and pit sign-in area.

SECTION 3 – SCORING PROCEDURES

3-1.1 SCORING LAPS – Every lap is scored when the leader has passes the start-finish line under green-flag conditions. Yellow-flag laps may be counted as described in rule 3-4.1. If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up single-file in their designated position, based on the last scored green-flag lap. Any racer unable to complete a green flag lap without two (2) cautions will be started single file. Drivers are guaranteed a “green-white-checkered” finish for all restarts within three (3) laps of the finish. After the initial “green-white-checkered” attempt to complete a race, it is the Race Director’s decision to complete (direct the Starter to wave the checkered flag) the race under caution. If during a “green-white-checkered” finish the caution is displayed with the checkered flag, the drivers involved in causing the caution period will be scored at the rear. The finish will be the last complete lap, with those who were involved in the caution being scored at the rear of the last complete lap.

3-2.1 PASSING UNDER CAUTION – Any driver attempting to improve his position while the race is under caution will be warned and returned to his correct position. Failure to do so may result in disqualification from the event.

3-3.1 RESTART LINE-UPS – All restart lineups will be derived from the Chief Scorer’s lap sheets, or computer transponder sheet, as the field crossed the start-finish line on the last completed green-flag lap.

3-4.1 COUNTING CAUTION-FLAG LAPS: Caution-flag laps are not counted in events that are 75 laps in length or less. Rules and procedures for extended distance races will be posted at racer registration and covered in driver meeting.

3-5.2 LAPPED CARS – Lapped cars must go to the rear of the field for restarts when there are less than five (5) laps remaining in an event.

SECTION 4 – TECHNICAL INSPECTIONS AND PROTESTS

4-1.1 TECHNICAL INSPECTIONS – All cars, car parts, components and equipment are subject to inspection at any time. All decisions regarding the timing and manner of inspection as well as which cars, car parts, components or equipment will be inspected are final.

4-1.2 Only those persons approved by track officials will be admitted into the inspection area.

4-1.3 Track officials will determine whether a car, including any parts, components or equipment meets the specifications for an event as set forth in this rule book. Only the cars, parts, components and equipment determined to meet the specifications are eligible to compete. Such determinations may be made at any time before, during or after an event.

4-1.4 A competitor must take whatever steps are requested, including tear-down of car, to facilitate inspection of the car. This obligation includes, but is not limited to, installing inspection holes, inspection ports and/or any other means of inspection in the roll cage bars, engine components, etc.

4-1.5 If a track official determines prior to the race that the car, including any part, component or equipment, does not meet the specifications, the car will not be permitted to compete unless the deficiency: (a) will not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying or the race; (c) will not provide the competitor with a significant competitive advantage; and (d) is so insubstantial as not to warrant a determination that the car is ineligible to race. If the track official permits the car to compete under these circumstances, the track official will apprise the competitor of the deficiency, and if the deficiency has not been corrected by the next race, a penalty may be imposed and the car will not be permitted to compete until the deficiency has been corrected.

4-1.6 NASCAR and the track officials have the right, for inspection purposes, to seal or impound cars, parts, components or equipment entered and competed in an event. NASCAR, track officials or the promoter are not responsible for payment, reimbursement, damage or loss to the competitor as a result of such sealing or impounding.

4-1.7 Any car that has competed in the event may be inspected at the conclusion of the event. NASCAR and/or track officials have the right to confiscate any part, component, equipment and/or fuel – without obligation for payment or reimbursement – which fails to meet the specifications of the NASCAR or LVMS rule book. If track officials determine that any part, component, equipment or fuel used by a competitor does not meet specifications, track officials may declare the car ineligible for the event, resulting in loss of points and/or prize money.

4-1.8 Track officials have the right to confiscate any part, component, equipment and/or fuel – without obligation for payment or reimbursement – which fails to meet the specifications of the NASCAR or LVMS rule book.

4-1.9 Inspection and/or eligibility decisions are final. All decisions made by LVMS officials will be final – and are not appealable – at the conclusion of the racing event. LVMS officials have the right to postpone a ruling to have an independent third party test the equipment in question. LVMS officials will notify the

competitor at the event if such action is taken. Any competitor that refused tech inspection after competing will forfeit points and prize monies for that event. Second refusal during the same season will result in loss of all track points earned to that date, and loss of points and purse monies for that event.

4-2.1 PROTESTS: If a NASCAR member who is a driver believes that another driver has obtained a significant unfair competitive advantage by some action that the member believes is in violation of NASCAR or LVMS rules, the member may protest such action. The protest must be made in writing by the competitor (may be made by his crew chief if the driver is on the race track) within 20 minutes after the checkered flag is displayed. Each separate protest shall be accompanied by a \$200.00 protest fee; however, a separate protest that involves the removal of the crankshaft from the engine shall be accompanied by a \$750.00 protest fee. Also, a separate protest that involves the removal of a piston and/or connecting rod for the engine shall be accompanied by a \$500.00 protest fee. Track officials will decide whether the manner is eligible for protest, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. If a protest is accepted and deemed to be a valid protest, LVMS will retain \$100.00 for an administrative fee. If the protested vehicle is found to be legal, then the protest fee – less \$100.00 – will be given to the protested vehicle. If the protested vehicle is found to be illegal, the person filing the protest will retain his protest money, minus \$100.00. A track official may decline a protest – even if the matter is eligible for protest – if he determines that the alleged rule violation is so insubstantial as to not provide the competitor with a significant competitive advantage. The decision that the matter is not protest able is final and not eligible for appeal. In deciding the matter, track officials may take whatever action is appropriate to further the interests of fairness and finality in competition results. Such action includes – but is not limited to – revising the official race results, imposing penalties (disqualification, suspension or fines, and/or loss of finishing positions in the event), awarding or subtracting points or taking no action.

4-2.2 Protests will not be accepted on any subject not specifically provided for in these rules. Such subjects include – but are not limited to – timing-and-scoring decisions, inspection decisions and race procedure decisions.

SECTION 5 – IDENTIFICATION

5-1.1 NUMBERS: All car number configuration and design is subject to approval by track officials.

5-1.2 Single and double-digit numbers are recommended; however, three-digit numbers are permitted. Numbers must be at least 18 inches high and positioned on both sides of the car, in the center of the door, and on the roof of the car, readable from the right side of the car. Each car must also have its number displayed on the upper-corner of the front window on the passenger side.

5-1.3 Car numbers must be of a contrasting color with that of the car.

5-1.4 Car numbers must be registered by the car owner with LVMS. LVMS reserves the right to require a competitor to use a different number at any time to avoid duplication. If the car number is not registered, year-end point fund prize winnings will not be awarded.

5-2.1 DECALS AND ADVERTISING: NASCAR, INEX and/or LVMS reserve the right to assign or restrict the display of decals, identification or advertising on race cars.

5-2.2 Contingency sponsor decals must be in place in order to receive awards and/or prize money from contingency sponsors. Contingency sponsor patches must be worn on uniform to receive awards and/or prize money from contingency sponsors.

5-2.3 LVMS reserves the right to ask any competitor to remove decals and/or advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.

SECTION 6 – CONDUCT AT EVENTS

6-1.1 The driver shall be the sole spokesperson for his team (including car owner and pit crew) in any and all matters pertaining to an event. The driver assumes responsibility for the actions of his crew. This includes violations of rule 6-1.4. Only one (1) crew member may accompany the driver into the tech area, unless the Chief Technical Inspector requests more crew members.

6-1.2 Fighting, rough driving and other acts of violence will not be tolerated. Penalties will be issued based on the severity of the incident including – but not limited to – fines, suspension and probation.

6-1.3 LVMS will not tolerate profanity, discourteous gestures or behavior deemed detrimental to the betterment of the sport. Misconduct actions and their subsequent penalties for such actions are outlined below: LVMS officials can modify or change penalties and or suspensions, at anytime without notice.

a. Profanity directed toward LVMS officials or another competitor. First offense: minimum \$100 fine. Second offense: minimum \$250 fine and a two-race suspension.

b. Discourteous gesture directed toward LVMS officials or another competitor. First offense: minimum \$100 fine and a one-race suspension. Second offense: minimum \$250 fine and a two-race suspension.

c. Intentional car-to-car contact with another competitor while under caution or after the completion of an event. First offense: minimum \$250 fine. Second offense: minimum \$500 fine and a one-race suspension

d. Intentional crashing of a competitor's car. First offense: minimum \$500 fine and two-race suspension. Second offense: minimum \$1,000 fine and a four-race suspension.

e. Any physical contact with an LVMS official or another competitor. First offense: minimum \$250 fine and one-race suspension. Second offense: minimum \$500 fine and a two-race suspension.

f. Any premeditated action taken against another competitor. First offense: minimum \$1,000 fine and a two-race suspension. Second offense: minimum \$2,500 fine and a one-year suspension.

g. Any driver stopping on the race track to argue a decision. First offense: minimum \$250 fine and a two-race suspension. Second offense: minimum \$500 fine and one-year suspension.

h. Any action that is not covered under these rules, and is determined to be detrimental to the sport of auto racing, will be penalized according to the severity of the action. All conduct penalties will be announced at a later date by LVMS officials. All fines must be paid to the Las Vegas Chapter of Speedway Children's Charities prior to competing in the next scheduled event or practice.

6-1.4 No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing at LVMS. Any impaired driver or crew member will be suspended for a period no less than six (6) months.

6-1.5 Failure to report to the tech area for post-race inspection or failure to present LVMS officials with a part upon request will result in loss of points and purse for the event. The driver also is subject to a fine of \$150 and/or suspension.

6-1.6 At no time is a car owner, driver or crew member allowed to enter the Race Control booth to dispute a decision while a race is being conducted.

SECTION 7 – TRACK CHAMPIONSHIP POINTS

7.1-1 MetroPCS Super Late Models: The MetroPCS Super Late Model division will follow the NASCAR Whelen All-American Series points program. This is done to ensure that the LVMS track championship and the NASCAR Nevada State Championship point standings are the same (since the Bullring is the only NASCAR member track in the state of Nevada). Drivers in the Super Late Model division will receive points for the feature event only.

7.1 – 2 Modifieds, Chargers, Bombers and INEX Classes: will earn points at each event in which they compete. All events count toward the track championship.

7-2.1 – Heat race points (position, points): 1-5, 2-4, 3-3, 4-2, 5-1.

7-3.1 – Feature points: (position, points): 1-50, 2-48, 3-46, 4-44, 5-42, 6-40, 7-38, 8-36, 9-34, 10-32, 11-30, 12-28, 13-26, 14-24, 15-22, 16-20, 17-20, 18-20, 19-20, 20-20, 21-15, 22-15, 23-15, 24-15, 25-15, 26+-10.

7-4.1 – B-Features: All drivers that compete in the B-Feature event and do not transfer to the A-Feature will be awarded 10 points. B-Feature and heat race points will not apply to Super Late Model Division.

SECTION 8 – SAFETY EQUIPMENT FOR ALL CLASSES

No express or implied warranty of safety shall result from the publication of, or compliance, with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

8-1.1 HELMET: It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. All helmets must have minimum SA2003 rating.

8-2.1 HEAD-AND-NECK RESTRAINT SYSTEMS: The use of an approved head-and-neck restraint system, such as the Hans Device or Hutchins system, is strongly recommended.

8-3.1 FIRE SUITS: It is recommended that the driver wear a driving suit and gloves made of fire-resistant material that effectively covers the entire body at all times. It is also recommended that each driver wear fire-resistant underwear, fire-resistant shoes and a fire-resistant “head sock” (a.k.a. “balaclava”).

8-4.1 SEAT BELT AND SHOULDER HARNESSSES: A) A quick-release belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll cage bar with high-quality bolts, not less than 3/8-in. in diameter. B) Shoulder harnesses must be no less than three (3) inches wide and must come from behind the driver’s seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Shoulder harness inertia reels are not permitted. C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top. D) Where the belts pass through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent the cutting of the belt. E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick-release buckle. F) All seat belts must be dated by the factory and must be replaced after three (3) years of use.

8-5.1 FIRE CONTROL: A) It is recommended that each car have, within driver’s reach, built-in fire extinguishing equipment containing Halon 1211 or equivalent. Dry powder is not permitted. B) Any car that is not equipped with a built-in fire extinguisher must have an adequate fire extinguisher securely mounted within reach of the driver. The fire extinguisher may be secured to the roll bars or mounted on the left side

door area. C) All entrants should have in their garage or pit area as part of their equipment, at all times, a fully-charged 10-or-13-lb. dry chemical, Halon, or equivalent fire extinguisher. D) It is recommended that all crew members involved should wear a fire-resistant suit, gloves, shoes and head/face shield that effectively covers the entire body at all times while the car is being refueled during a pit stop or while fuel is being transported to and from the pit area,

8-6.1 ELECTRICAL CUT-OFF SWITCH: All cars must be equipped with a master cut-off switch, center accessible from either side of the car. The cut-off switch must completely disconnect electrical power and must be clearly marked with an “ON-OFF” decal.

8-7.1 MIRRORS: All cars must compete with at least one (1) rear-view mirror mounted inside the car. Driver’s-side mirrors are allowed in the MetroPCS Super Late Model, Late Model, and Charger divisions only.

COMMUNICATIONS

8-8.1 Two-way radios are permitted for use only in the MetroPCS Super Late Model, and Modified divisions.

8-8.2 All Divisions are required to have a Raceceiver to monitor race control.

SECTION 9 –MetroPCS SUPER LATE MODEL GENERAL RULES AND REGULATIONS

9-1.0 BODY REQUIREMENTS

9-1.1 This class is open to the following American-made, passenger car, production sedans: Chevrolet (Monte Carlo, Lumina); Dodge (Intrepid, Charger); Pontiac (Grand Prix); Ford (Thunderbird, Taurus and Fusion); Buick (Regal); Oldsmobile (Cutlass). Any body not listed here may be approved with prior written notice to LVMS. All bodies must be neat appearing and stock as produced by manufacturer. Bodies must be constructed of steel, aluminum or fiberglass. Carbon fiber and/or kevlar components are not permitted. Flat or slab-sided bodies are not permitted. All Bodies should comply to ABC body guidelines.

9-1.2 The nose and grille area may be cut for the installation of air ducts only. The rear bumper may not be altered, modified or drilled. Approved front air dams must have a minimum of 4 in. ground clearance. A full rear filler panel is required.

9-1.3 The roof must be located in the stock position and may not be crowned or altered in any manner. All other body parts must be securely attached without sharp edges. No rails, fins, or spoilers permitted on rear window.

9-1.4 Belly pans are not permitted.

9-1.5 Exterior nerf bars or any other type of external supporting devices are not permitted.

9-1.6 Interior of the car must be totally isolated from engine compartment and fuel cell, with firewalls of minimum 24-gauge steel. All holes must be sealed. Aluminum interiors are subject to weight penalty.

9-1.7 Rear spoiler height may not exceed 6.5 in., measured from any point along the deck lid to top of spoiler on all cars. Rear spoiler may be a maximum of 60 in. wide on all cars. Rear spoiler must be slotted in

center to allow for template (1/2-in.). Rear spoilers must be constructed of clear material (such as Lexan) for safety and visibility.

9-1.8 Hood must be even with top of front fenders, and may not exceed the height of the fenders, and completely cover the air cleaner and carburetor. A rearward-opening scoop is permitted with a maximum depth of 4 in. and a maximum width of 24 in.

9-1.9 Hood must be within 3/4-in. of windshield along entire cowl surface.

9-1.10 Front and rear fender flares will not exceed a 1-in. flare from outside of tire.

9-1.11 A body template will be used at LVMS officials' discretion. All decisions of Chief Tech Inspector are final.

9-2.0 WINDOWS

9-2.1 A windshield made of clear safety glass or Lexan must be used. Minimum thickness is 1/8-in. Windshield must be supported between the dashboard and roof halo bar with a minimum of 3 evenly-spaced metal strips, 1/8-in. x 1 in.

9-2.2 Each car must have a rear window made of clear safety glass or Lexan. Rear windows must be flat and not "dished" from roof to deck lid.

9-2.3 All side window glass must be removed. Driver's-side window net is required on all cars, and must be dated within 3 years. Window net must have dated tag by manufacturer. Net material must be a minimum 3/4-in. wide and have openings of at least 1 in.. Net must be equipped with a quick-release device on the top-left front corner.

9-3.0 HEIGHT, WEIGHT AND CHASSIS DIMENSIONS

9-3.1 Minimum weight of car and driver is 3,000 lbs., unless competing with an LVMS spec engine or a dry-sump system. Cars competing with the LVMS spec engine must weigh a minimum of 2,850 lbs., including driver. All other weight restrictions and/or penalties still apply (there is a 100 lb. added weight for using a dry sump systems). These weight advantages/penalties may be adjusted in the interest of fair competition at anytime. Cars must be of minimum weight prior to any event, qualifying, heats, dashes, B-Features or A-Features. Car may be weighed after an event (only fuel is permitted to be added and the end of an event to make weight).

9-3.2 Left-side weights: 58%.

9-3.3 Minimum wheelbase permitted is 105 in. Maximum tread width is 68 in., measured at spindle height. Magnetic steel spacers are permitted to utilize maximum allowable tread width. Please note: LVMS will review tread width for 2010 racing season.

9-3.4 Frame rails, body and all added lead must maintain a minimum of 4 in. ground clearance. There must be a minimum of 8 in. ground clearance at the fuel cell. There must be a minimum of 3 in. ground clearance at the oil pan. All height measurements will be made with driver outside of the car.

9-3.5 Added weight must be in minimum 5 lb. blocks, must be painted white, must have car number clearly visible on each piece and may not be added to the outside of the frame rails, ahead of the front spindles, behind the rear axle and must remain within the shell of the body. All added weight must be attached with a minimum of two 1/2-in. Grade-5 bolts.

9-3.6 All cars must have a minimum of 10 in. between the center of the crankshaft and the ground.

9-4.0 LVMS SPEC ENGINE REGULATIONS

9-4.1 The purpose of the LVMS spec engine is to offer an economical alternative to competitors. The LVMS spec engine is intended only for small-block Chevrolet engines.

9-4.2 Maximum displacement is 360 cu. in., including wear.

9-4.3 Maximum compression ratio is 10.5:1.

9-4.4 Engine block must be of cast iron and must originate from a mass-produced type engine.

9-4.5 Titanium is not permitted in engine, except for the valve retainers.

9-4.6 Crankshaft must be cast or forged steel only, weighing a minimum of 50 lbs. The crankshaft may not be “knife-edged” or cut in anyway to lighten the total weight. Polishing of crankshaft is not permitted. The stroke is limited to 3.48 in. (plus-or-minus .020). Crankshaft design and shape must match OEM. Minimum rod journal size of 2.00 (-.030).

9-4.7 Connecting rods must be solid, magnetic steel. Aluminum, titanium, stainless steel or hollow rods are not permitted. GM connecting rods must be used with GM blocks. Interfacing of rods between manufacturers is not permitted (i.e. no Honda rods in GM engines).

9-4.8 Pistons must be of a flat-top or dished design only. A minimum of 3 rings per piston is required. The pistons may not protrude above the deck.

9-4.9 Camshaft must be a solid steel lifter type with a maximum lift of .510 in., measured at the valve. Valve lash adjustment prior to inspection is not permitted. Hydraulic or flat-tappet lifters are permitted and must maintain original manufacturer’s stock diameter. Mushroom, roller or roller-type (including ceramic roller replacements) lifters are not permitted. Camshafts must be designed to maintain contact between each lifter and each lobe at all times. No hard-faced cams are permitted.

9-4.9b Firing order. engine must maintain OEM firing order.

9-4.10 Independent stud, roller tip rocker arms and stud girdles are permitted. Shaft rockers are not permitted.

9-4.11 Cylinder head must be a stock Chevrolet Vortec (casting Nos. 12339906, 12558062) only. Casting number must be clearly visible and not altered in any way. Combustion chamber volume must be a minimum of 61cc. Maximum intake port volume is 173cc and maximum exhaust port volume is 163cc. Angle milling, port matching or grinding of any type is not permitted. The heads may be surfaced /milled only to true the gasket surface. Chemical milling or porting is not permitted. No alterations may be made to the bowl, port or runner area. Combustion chamber volume will be tested using the LVMS Goodson CC Measuring Kit. Windshield wiper fluid will be used in the test and the head will be tested as raced in the event (you will not be allowed to remove carbon).

9-4.12 Maximum intake valve size is 1.94 in. and maximum exhaust valve size is 1.5 in. Valves must be steel or stainless steel only.

9-4.13 Intake manifold must be a stock Edelbrock (part No. 2912 or 2913) only. Intake manifold may not be modified in anyway, including painting. Carburetor spacers are prohibited between the carburetor and the intake manifold.

9-4.14 Engine rules are established based on the use of a wet sump oiling system. Dry-sump systems or external pumps are permitted with a 100 lb. weight penalty on LVMS spec engine. An accusump-type auxiliary oil reservoir is permitted. Oil pans must have an inspection plug with a minimum diameter of one 1 in. on the driver's side, allowing visibility of the crankshaft and connecting rods.

9-4.15 The carburetor must be a Holley 4412 (casting No. 3250). The only modifications permitted are:

- a) The choke air horn may be removed with a square-mill cut.
- b) The butterflies may be drilled with one idle hole each (maximum of 3/16-in. in diameter).
- c) Cam and accelerator pump may be replaced with aftermarket parts.
- d) The choke and linkage may be removed, but screw holes must be filled.
- e) Power valves, metering blocks and floats may be modified.
- f) No device to alter air flow may be attached to carburetor air inlet.

9-4.16 The carburetor and intake manifold are subject to an exchange by the Chief Technical Inspector. The carburetor exchange consists only of the main body. If any part(s) are found to be illegal, the driver is subject to penalties, including: loss of purse, loss of points and/or suspension from future races. Exchange of carburetor and/or intake manifold will take place during post-race inspection following the main event.

9-4.17 All cars are subject to the use of a restrictor plate at the track's discretion.

9-4.18 Any car not passing the bore-and-stroke test with the LVMS P&G tester and/or the compression test with the LVMS Whistler gauge will have the option for teardown to measure bore, stroke and combustion chamber volume for mathematical calculation to determine compression ratio and cubic inch displacement. Refusal for teardown will result in automatic disqualification.

9-5.0 MetroPCS SUPER LATE MODEL ENGINE REQUIREMENTS (NON-SPEC ENGINES)

9-5.1 Cars not using the LVMS spec engine must compete with V-8, pushrod engines.

9-5.2 Maximum displacement is 360 cu. in., including wear.

9-5.3 Maximum compression ratio is 12:1.

9-5.4 Engine block must be of cast iron and maintain the factory-stock weight, design and dimensions. No aluminum or aftermarket blocks are permitted.

9-5.5 Titanium is not permitted in the engine, except for the valve retainers.

9-5.6 Dry-sump oiling systems are permitted. Any car competing with a dry-sump system must carry an additional weight penalty of 50 lbs., making the minimum weight of car and driver 3,050 pounds.

9-5.7 Cylinder heads must be stock, cast iron production components only. The head must contain the original manufacturer's casting number and must have been used in a production vehicle. Bow-tie, Vortec and/or Camel-back heads are permitted. Ford and Chrysler heads are subject to prior approval of Chief Technical Inspector.

9-5.8 Three-angle valve jobs are permitted.

9-5.9 Heads may be resurfaced or milled on gasket surface. Heads may be port matched a maximum of ½ in. into the intake port.

9-5.10 Crankshaft must be cast or forged steel only. Aftermarket crankshafts, similar in design to OEM, are permitted. Odd firing order or 180-degree crankshafts are not permitted. Stroke must be 3.48 in. (plus-or-minus .020). Crankshaft must weigh a minimum of 50 lbs. Polishing of crankshaft is not permitted.

9-5.11 Connecting rods must be solid, magnetic steel. Aluminum, titanium, stainless steel or hollow rods are not permitted.

9-5.12 Camshafts: solid steel (hydraulic or flat tappet). Roller lifter cams are not permitted. Lifters must maintain stock diameter for the engine being used (no interchanging of parts). Roller tappets, mushroom valve lifters or roller type lifters are not permitted.

9-5.13 Independent stud, roller tip rocker arms, shaft rockers and stud girdles are permitted.

9-5.14 The carburetor must be a Holley 4412 (casting No. 3250). The only modifications permitted are as follows: A) The choke air horn may be removed with a square-mill cut. B) The butterflies may be drilled with one idle hole each, maximum of 3/16-in. in diameter. C) Cam and accelerator pump may be replaced with aftermarket parts. D) The choke and linkage may be removed, but screw hole must be filled. E) Power valves, metering blocks and floats may be modified.

9-5.15 Only aluminum or steel, single-piece intake manifolds may be used. The intake manifold must remain stock as sold by the original manufacturer, porting and/or polishing is not permitted. The intake manifold may be port matched a maximum of ½ inch into intake ports at the head.

9-5.16 A maximum 1 in. thick adapter may be used between the carburetor and intake manifold.

9-5.17 Pistons must have a minimum of 3 rings each.

9-5.18 All cars are subject to the use of a restrictor plate at the track's discretion.

9-6.0 AIR CLEANERS AND FILTERS

9-6.1 Any dry-air filter is permitted. The element, filter assembly or the area around these items may not be sprayed or soaked with any type of chemical, liquid, gel or powder. No filter oil may be applied to any air filter element. Air must enter the filter housing in an even and consistent manner without obstruction. LVMS reserves the right to impound all air filters at any time. LVMS reserves the right to mandate a spec air filter at any point during the racing season.

9-6.2 Air filter housing must be round. Fabricated mass produced carbon fiber or fiberglass air box are permitted. No home made carbon fiber or plastic air boxes permitted. No alteration of air flow in air cleaners are permitted.

9-7.0 ENGINE LOCATION AND MOUNTS

9-7.1 Engines must be located so that the forward-most spark plug hole is within 2 in. of the center of the upper ball joint.

9-7.2 Crankshaft must be centered within 1 in. of the vehicle's frame rails. Minimum clearance between the center of the crankshaft and the ground must be 10 in.

9-7.3 All mounts must be securely bolted. Adjustable mounts are not permitted.

9-8.0 ELECTRICAL SYSTEM

9-8.1 Electronic distributors, single or dual breaker points or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered or computerized systems are not permitted.

9-8.2 All cars must have a functional starter located near the stock location.

9-8.3 Batteries must be securely mounted within the confines of the body, but not within the driver's compartment. Batteries must be housed in electrically-insulated container. Dry cell batteries are not required to be contained in leak-proof containers.

9-8.4 Traction control devices – mechanical, electrical or otherwise – are not permitted.

9-8.5 All ignition boxes inside driver's compartment must be of a six-pin connector configuration and must not be within driver's reach. All ignition boxes are subject to inspection at any time.

9-8.6 Maximum of two (2) ignition boxes are permitted. Both ignition boxes must be functional and controlled by a switching device.

9-9.0 ENGINE COOLING SYSTEM

9-9.1 All cars must have a fan guard in place. Fan shrouds or ducts directing air to the radiator are permitted between the frame rails.

9-9.2 Electric fans are permitted, but must be mounted on the back side of the radiator only.

9-9.3 Radiators must be stock appearing and remain in the stock location.

9-9.4 Anti-freeze is not permitted for use in the cooling system.

9-9.5 A minimum 1 gal. overflow catch tank is required in all cars. Catch tank may be located in the engine compartment with a protruding hose which enables driver to view overflow.

9-9.6 Water pump must be mechanically driven, must be located in the stock location and must rotate in the same direction as the crankshaft. All coolant must flow in the same direction as the OEM production engine.

9-10.0 ENGINE EXHAUST SYSTEMS

9-10.1 The use of any exhaust manifold is permitted.

9-10.2 Exhaust pipes from header to the collector may not be larger than 5-in. in diameter (O.D.) and may not extend past body.

9-11.0 DRIVE TRAIN

9-11.1 Any aftermarket or OEM manual or automatic transmission may be used. Transmissions with enclosed clutches are permitted. Transmission must have a functional forward gear and reverse gear.

9-11.2 Minimum diameter of clutch plates and discs must be 5 1/2 in. The pressure plates and discs must be made of magnetic steel only. Aftermarket scatter shields are recommended.

9-11.3 Flywheel must be constructed of steel.

9-11.4 Driveshafts must be made of magnetic steel and painted white.

9-11.5 Quick-change rear ends are permitted. Cambered rear ends are not permitted. Direct drive cars are not permitted. Cars must be self-starting with working clutch.

9-12.0 FRAMES

*9-12.1 Full tube frames or stock sub-frames are permitted. Perimeter style chassis only.

9-12.2 Main frame rails must be constructed of rectangular tubing having a minimum outside circumference of 10 in. and a minimum thickness of .083 in.

9-12.3 Clearly marked tow hooks must be located in both the front and rear of the car for hook-up.

9-12.4 The driver's side door must have at least 3 complete horizontal bars between the pillars and 2 vertical bars extending from the window opening to the frame rails.

9-12.5 Roll cage must be welded to main frame rails in a minimum of 6 locations.

9-13.0 SUSPENSION

9-13.1 Independent rear suspension is not permitted. Independent front suspension is required. Bump stops permitted.

9-13.2 Minimum coil spring diameter is 2 1/2 in. Bottom coil spring mounts must be located on the lower A-arm and top mount must be securely attached to the chassis. Lower A-arms must be made of magnetic steel.

9-13.3 The rear springs must be mounted in the same manner on each end of the rear end housing (both in or both out).

9-13.4 All upper A-arms must be made of magnetic steel. Aluminum cross shafts are permitted.

9-13.5 Shock absorbers may not have external reservoirs. Only one shock per wheel is permitted. Penske 7300 series, Carrera Magnum and Ohlins WCJ series shocks are not permitted. No base valve shocks.

9-13.6 Static weight-jacking devices are permitted. No weight may be moved while car is in motion.

9-14.0 STEERING COMPONENTS

9-14.1 NASCAR-approved quick-release steering wheels are required. All steering wheels must have a minimum 2-in. thick pad in the center.

9-14.2 Steering columns must be collapsible (U-joints are acceptable).

9-15.0 BRAKES

9-15.1 Four-wheel disc brakes with magnetic steel, non-coated rotors are required.

9-15.2 Brake bias valves are permitted.

9-15.3 Aftermarket calipers are permitted.

9-15.4 Brakes must be functional at each wheel during competition.

9-16.0 FUEL SYSTEM

9-16.1 Track-specified fuel is required for competition. The chemical composition of the fuel may not be altered by any means. Fuel may not be cooled by any means prior to entering the carburetor.

9-16.2 All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible.

9-16.3 Fuel cell must be mounted with steel framework (1 in. x 1 in., .065 in. minimum) and attached with a minimum of four (4) ½-in. bolts to the frame rails.

9-16.4 Glass fuel filters, electric fuel pumps and belt-driven fuel pumps are not permitted. Fuel lines may not enter driver's compartment. Fuel may not be cooled in any way from fuel cell to carburetor.

9-16.5 Fuel must be purchased from the LVMS-authorized distributor. Any competitor competing with a fuel product not authorized by LVMS will be considered in violation.

9-17.0 TIRES AND WHEELS

9-17.1 Magnetic steel, 15 in. x 10 in. racing wheels are required. Minimum offset allowed is 3 in. Maximum offset allowed is 5-1/2 in. .

9-17.2 Only one (1) valve stem per wheel. Bleeders are not permitted.

9-17.3 Track-specified tire (Hoosier 970) is mandatory. All tires must be purchased from LVMS and branded. Visiting cars may be eligible for a one-race grace period based on the decision of Chief Technical Inspector. Soaking, softening or otherwise altering the composition of tires is not permitted.

9-17.5 Tires must be branded prior to the drivers' meeting.

9-17.6 Competitors must start the feature event on the same tires used during qualifying.

SECTION 10 – MODIFIED DIVISION GENERAL RULES AND REGULATIONS

10-1. BODIES

A. 1970-or-newer American compact passenger car only – no panel vans or station wagons. Tar racing type bodies with windows are allowed.

B. Firewall is mandatory. Minimum 0.125-in. aluminum, or 16-gauge or 0.060-inch steel, complete floor required. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. No carbon fiber.

C. All cars in competition must have a complete paint job. No reflective doors or quarter panels. No plastic body parts allowed. Body must be the same width, front to rear, and parallel to the frame.

D. Original roof line of vehicle must be maintained. Must be a full-size roof. No wings. Rear spoiler allowed: 4" tall, top 3" clear plastic, cannot be wider than rear body. Total of 240 sq. in. maximum. Three-inch tall spoilers may be more than 60 inches wide, but not wider than the rear body or over 240 sq. in. Sail panels must closely resemble examples shown on body diagram and be the same on both sides of car. Reinforcing lips on rear of sail panels must be 180-degree bends.

E. Engine compartment will remain open, no side panels. Hood sides may have maximum 4-in. drop and must be enclosed at rear of hood. Maximum hood scoop height: 6 in. Passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least 8 in. high. No panel in front of right door to engine compartment. No inner panels.

F. Engine must be enclosed from driver, (hot water, oil and fire) full windshield, or back of hood blocked off will be allowed. No open holes between motor and driver.

G. Mirrors are allowed.

10-2. FRAMES

A. Ground clearance: 4 in. Frame: 3 ½ in. Oil pan without driver. No part of race car can be lower than 4 in. from the ground (exception is front crossmember and oil pan, the head of the bolt will be allowed). Weight: 2,500 lbs.; 57% left-side weight with driver before race (aluminum heads add 100 lbs, 56% left-side weight).

B. Factory production complete full 1960-or-newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36 in. from center of rear end housing. No front clips or tube type allowed. Maximum 2 in. wide by 4 in. tall frame stiffener may be welded directly to outside of frame rail.

C. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front crossmember must remain full and intact. Center of crossmember may be notched and boxed for radiator and/or steering clearance only.

D. No Jeep, Bronco (etc.) or four-wheel-drive frames allowed. No sports car frames allowed. No front-wheel-drive allowed.

E. Minimum wheelbase: 108 in., both sides. Maximum overall width (front or rear) shall not exceed 78 in. from outside of tire to outside of tire. Front tire width will be measured at the top of the tire sidewall with driver in car. (Zero tolerance, i.e. 78 1/16" will not be allowed).

10-3. SUSPENSION AND STEERING

A. Front suspension must be unaltered, approved OEM and be in stock location and must be replaceable with stock parts. Tie rod ends and adjustment sleeve may be replaced by a minimum 0.625-in. rod end and steel tube. (Heim joints allowed.) Weight jack must be in original center line of spring. Stock passenger car spindles only (no fabricated spindles). Spindles may be ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A-frame; aftermarket ball joints are allowed). No offset or bearing-type lower control arm bushings. Tube-type upper A-frames allowed and can be moved. Front sway bar can be an aftermarket type. Chain on one side is allowed. Suspension, steering, and rear end parts must be steel. Steering box must be steel, approved OEM, and must remain within original bolt pattern for type of frame used. No rack-and-pinion allowed. Steel steering shafts and knuckles only. In-

cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. No center steering allowed.

B. No devices allowed that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No air shocks or air bags allowed.

C. Shocks: only shocks allowed are one steel, non-adjustable, unaltered shock per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks, or "Schrader" valves. No valves of any type. Shocks cannot be mounted in center of spring.

D. Springs: Only springs allowed are one steel, non-progressive coil spring and/or steel leaf spring per wheel. All coil springs must be at least 4.5-in. O.D. No torsion bars or air bags.

E. Rear suspension: no independent rear suspension. All components must be steel. No covers allowed. All trailing arms or link bars must be solid tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel or aluminum coil-over kits are allowed, but must conform to shock and spring rules. Minimum 19-in. long panhard bar, measured center to center. No cambered rear end housings. One mechanical traction bar, rubber bumpers allowed.

10-4. ENGINES

A. No aluminum blocks or oil pans. No magnetos. Maximum cubic inches: 410.

B. Any American-make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72 in. forward from the center line of rear axle. Engine offset must be kept within 2 in. of centerline of front crossmember with engine level. Engine height: 11 in. engine height minimum from ground to front center of crankshaft.

C. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine.

D. Wet-oiling system only. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door. External one-stage oil pump allowed.

E. Cooling system may be modified. Any overflow tubes must be directed to the ground, between frame rails. Radiators to be mounted in front of engine only.

F. Conventional air cleaner housings only. No top-flow air cleaner housings allowed. K&N performance air filters are allowed.

10-5. ENGINE EXHAUST SYSTEM

Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage.

10-6. DRIVE TRAIN

A. TRANSMISSION AND DRIVESHAFT: Must have at least one forward gear and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or ASA-approved aftermarket transmissions allowed: two-speed, three-speed, four-speed and automatic. No five-speed transmissions, in-and-out boxes, or quick-

change devices allowed. Functioning shift levers must be in OEM location on all OEM production-type transmissions. All belt drive pumps must be mounted on front of engine. Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bell housing must rotate while car is in any gear.

Transmission must be one of the following designs:

B. OEM manual: must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel bell housing. One flywheel only, minimum 8.5-in. diameter. Diameter of clutch disc must be a minimum of 5.5 in. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bell housing may have only a hole for throwout bearing lever or hose must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel.

C. Automatic: must remain in OEM or OEM replacement case, with a functioning OEM-appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum .125-in. by 3-in. steel, 270 degrees around flexplate. Automatic Transmissions are not allowed

D. Aftermarket manual: must be ASA-approved aluminum case with internal clutch. Must bolt to explosion-proof steel bell housing, and use full, steel, unaltered OEM or OEM replacement flexplate with starter mounted in OEM location. No coatings or paint allowed on transmission case.

E. Driveshaft: minimum 2-in. diameter steel drive shaft and must be painted white. Steel slip-yokes only. Driveshaft loop: 360-degree driveshaft loop required and must be constructed of at least .25-in. by 2-in. steel – or 1-in. tubing, mounted 6 in. back from front U-joint.

10-7. REAR END

A. Any approved OEM passenger car type or truck rear end may be used.

B. No aluminum allowed, except lowering blocks, axle cap and drive flange. A 1-in. inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear ends only. No open or unlocked rear ends. Steel axles only. We will pull rear end out and look for aluminum this season.

C. No quick-change devices allowed. No cambered rear ends. One-piece drive flange only. No electronic or mechanical traction control devices allowed.

10-8. BRAKES

A. Must have a working caliper and rotor on each wheel and must lock up all four wheels.

B. Brake shut-off or pressure-sensitive devices allowed.

C. One proportioning device allowed, front-to-rear only.

D. Brake lines must be outside frame rails and visible.

E. Vented rotors only, no scalloped rotors. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved OEM calipers and they cannot be lightened.

10-9. TIRES AND WHEELS

- A. Track tire is Hoosier 970. No soaking or altering of tire compound in any way.
- B. No wide-five wheel adapters allowed. Aluminum or steel spacers allowed.
- C. May use bead lock on right-rear only. Wheel: must be an ASA or IMCA-approved wheel prior to use as a bead lock wheel. External, steel bead lock only and it cannot make the wheel any narrower than 8 in. and no wider than 8.75 in., measured at the outside of wheel bead. Must use only steel bolts. One foam-type or plastic mud cap allowed on right rear only. Rim-mounted bleeder valves are not allowed.
- D. Must qualify and race on the same tires and wheels.

10-10. ELECTRICAL SYSTEM

- A. One 12-volt battery only, must be securely mounted and shielded. All vehicles must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to rear of that race.
- B. One 12-volt non-adjustable ignition box and coil allowed. Must be out of driver's reach. No additional ignition accessories allowed. The only change that can be made with ignition box is rev limiter setting and only one high-end setting is allowed. This setting can be changed through one chip or an internal setting inside the box.
- C. No electronic or mechanical traction control devices allowed.

10-11. FUEL SYSTEM

- A. Racing fuel cells required and must be mounted by at least two solid steel straps, two inches wide around cell.
- B. Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than ten inches off the ground, protected by roll-cage tubing.
- C. Protective tubing must cover the rear and extend past both sides of fuel cell.
- D. Fuel cell must be a minimum of four inches ahead of rear bumper and no part of fuel cell shall be lower than protective tubing.
- E. Fuel cell vents, including cap vent, must have check valves, and bladders are highly recommended.
- F. Fuel cells are limited to 32-gallon maximum capacity.
- G. Pick-up must not be underneath fuel cell.
- H. A limit of one standard fuel filter allowed between the fuel cell and carburetor.

10-12. CARBURETOR

- A. One two-barrel – or one four-barrel – carburetor allowed. Must be naturally aspirated.
- B. No fuel injection. No electric fuel pumps.

10-13. FUEL

- A. Must be track-specified fuel and purchased from track.
- B. No nitrous oxide. No performance-enhancing fuel additives of any kind.

10-14. CHASSIS AND ROLL CAGES

- A. Must consist of continuous hoops not less than 1.666-in. outside diameter with a wall thickness of at least 0.095-in. Low-carbon mild steel tubing is recommended.
- B. Must be welded to frame in at least six places. No brazing or soldering allowed.
- C. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on and strapped in driver's seat. Must have minimum of one (1) crossbar in top halo of roll cage. Roll cage must be securely supported and braced.
- D. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.
- E. A minimum of three driver's-side door bars, at least 1.5-in. O.D. Must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.
- F. The side bars must be welded to the front and rear of the roll cage members. Must have at least one cross door bar, minimum 1.25-in. O.D. on passenger side of car, either horizontal or angled.
- G. Steel door plates, 18-gauge or 0.049-in. minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat. Must be visible for inspection.

10-15. SEATS AND SAFETY EQUIPMENT

- A. Helmets are required and must be Snell-rated SA90, SA95 or SA2000. Helmet must be worn at all times when car is on the track and must accompany vehicle at time of inspection.
- B. Roll bar padding required in driver compartment.
- C. Fire-retardant padding recommended.
- D. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves are required, fire retardant shoes highly recommended.
- E. Arm restraints and full-size (minimum 16"x20") driver-side window net required (no string-type nets).
- F. Five-point safety belts, sub belt, shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Belts and harness recommended not to be more than one year old, and cannot be more than three years old.

G. Aluminum high-back seats only, must be bolted in and mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail.

H. Kill switch required within easy reach of driver clearly marked "OFF" and "ON."

I. A 360-degree drive shaft loop is required and must be constructed of at least ¼-in.-by-2-in. steel or 1-in. tubing, mounted 6 in. back from front U-joint. Steel drive shafts (minimum two-inch diameter) and yokes only. Drive shaft must be painted white.

10-16. BUMPERS

Center of bumper, front and rear, must be 18 inches, plus or minus two inches, from ground.

A. Steel bumpers must be used both front and rear at all times and securely mounted with minimum 0.375-inch bolts. Must be made of minimum 1.25-inch OD tubing, 0.065 wall thickness on front - 0.095 wall thickness on rear, and must be able to support car if lifted by wrecker. Two-bar front bumpers must be mounted frame end-to-frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.

B. Rear bumper, steel nerf bars and bodies must not extend beyond width of tires, and must not contain any sharp edges. Rear bumper no more than two inches wider than body on each side.

C. Rear bumper must resemble one of three configurations, see diagram on page four.

D. Nerf bars: all cars must be equipped with approved side rail bars and scrub rails constructed of .083-in. minimum magnetic steel seamless tubing with an outside minimum diameter of 1.250 in. Only one (1) side rail bar per side will be permitted and it must be full length from front to rear with minimum tire clearance. Side rail bars must be center-lined with the front and rear axles. Only two (2) intermediate supports per bar will be permitted. Side rail bars and scrub rails must be fastened to the frame. Side rail bars and scrub rails must not extend past outside edge of the rear tires and taper slightly toward the front tires. Rear quarter panel side rail bars, right side will be no wider than four (4) inches to the outside of the side rail. Left side will be no wider than the outside of the left rear tire.

10-17. WEIGHTS

A. Minimum weight limit: 2,500 lbs., before the race with driver in the car. Zero tolerance.

B. Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicles must be securely mounted with at least two (2) half-inch bolts, painted white and have the car number on it.

C. No titanium, magnesium or carbon fiber products, parts or components allowed.

D. No gun-drilled, tubular or hollow bolts or studs.

10-18. WINDOWS

A. Stock-appearing front windshield and rear window support unit (a.k.a. "a-pillar" and "c-pillar"). Painted roll bars not acceptable substitute. May utilize a full-windshield, with no wings, mounted to the roll cage. Must have a minimum of three windshield bars in front of driver. Cowl panel in front of driver can be no wider than cockpit and no farther back than the steering wheel.

B. Driver and passenger side windows must have at least 12-in. opening, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.

C. Window net to be mounted so that latch is at top front of window.

10-19. APPEARANCE AND IDENTIFICATION

A. All cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, be at least four inches wide and at least 20 inches high. Recommended that no holographic or reflective materials be used.

B. Sponsors' names must not interfere with car numbers and must be neatly lettered.

10-20. COMMUNICATION

A. The use of a two-way radio for communication with a spotter and/or pit crew member is recommended.

10-21. ELECTRONICS

A. Radio (recommended).

B. No electronic monitoring computer devices capable of storing or transmitting information except tachometers.

C. No digital gauges, timing retard controls or oxygen sensors allowed.

D. No electronic traction control devices allowed.

10-22. ENGINE CLAIM

A. None.

SECTION 11 – CHARGER DIVISION GENERAL RULES AND REGULATIONS

11-1.0 BODIES

11-1.1 Body must be stock appearing, American-made, rear-wheel drive passenger sedans and must match the make of the chassis.

11-1.2 All body panels must be made of minimum 20-gauge steel or aluminum equivalent. The use of a fiberglass hood is permitted. One-piece fiberglass front ends are allowed.

11-1.3 Air scoops and/or wings are not permitted. Factory installed rear spoilers or aftermarket spoilers are permitted. Rear spoilers may not exceed six (6) inches in height and may be no wider than the rear deck.

11-1.4 Fenders may be trimmed for tire clearance only. Front fender wells may be removed.

11-1.5 Steel front and rear firewalls are required. Front firewall must be stock and rear firewall may be fabricated from minimum 20-gauge steel. Front and rear firewalls must remain in stock location for chassis being used. All holes in the front and rear firewalls must be filled. Full-length and full-width steel floorboards are required. Interior sheet metal can be removed from doors and roof.

11-1.6 All interior upholstery must be removed.

11-1.7 All glass and plastic lenses must be removed (excluding windshield). Headlight and/or taillight openings may be covered. The windshield may be replaced with polycarbonate (i.e. Lexan) at least 1/8-in. thick.

11-1.8 Each car is required to have a window net on the driver's side. Minimum opening of the window net squares is one (1) inch. Net must be permanently attached at base of window with a quick release at the top.

11-1.9 Doors must be welded or securely fastened with a minimum of four (4) ¼-inch bolts.

11-1.10 Body must maintain original manufacturer's dimensions. Narrowing or lowering the body is not permitted.

11-1.11 Hood must be within ¾ inch of windshield along entire surface.

11-1.12 Bumpers must be stock appearing and must be visible from outside the car. Reinforcing is not permitted, except the bumpers may be welded to the stock brackets or welded to the frame horn. Each bumper must be strapped to the front fenders or rear fenders with a minimum 1/8 inch steel straps or conveyor material.

11-1.13 Exterior side rails and/or nerf bars are not permitted.

11-1.14 Car body must remain OEM stock from factory, cutting or shortening roof pillars is not permitted.

11-2.0 HEIGHT, WEIGHT AND CHASSIS DIMENSIONS

11-2.1 Minimum wheelbase is 108 inches. Wheelbase must be within one (1) inch on each side of the car.

11-2.2 Minimum weight for all Camaros , Firebirds, Mustangs with driver is 3,200 lbs. The minimum weight of any other model of car is 3,100 lbs. Cars competing with the engine not in the stock location are required to weigh a minimum of 3,400 lbs., including driver. Maximum left-side weight may not exceed 55% of the total weight. Maximum rear weight percentage is 50%. Weights will be reviewed through out the season and are subject to change.

11-2.3 The frame rails, body and all added lead must maintain a minimum of four (4) inches of ground clearance, with the driver in the car. There must be a minimum of 10 inches ground clearance at the fuel cell.

11-2.4 Added weight must be in minimum five (5) pound blocks and must be painted white, must have car number clearly visible on each piece. Weight may not be added to the outside of the frame rails ahead of the front spindles or behind the rear differential. Weight added ahead of the front spindles and behind the rear differential must be contained on the **inside** of the frame rails. Weight is not permitted inside the driver's compartment. All weight must remain within the shell of the body. All added weight must be attached with a minimum of two (2), ½ inch, Grade 5 bolts.

11-2.5 All cars must have a minimum of 10 inches between the center of the crankshaft and the ground.

11-3.0 ROLL CAGE AND FRAME

11-3.1 Frames may be constructed from any American-made, rear-wheel drive passenger car. Frames must retain original manufacturer specifications and must match make of the body. Fabricated subframes are not permitted.

11-3.2 Frames may be altered for the installation of springs and/or shocks only. Removal of material from the frame, crossmembers or frame supports with the intent of reducing overall weight of the car is not permitted.

11-3.3 Roll cage bars must be a minimum of 1.75in. in diameter and a minimum of .095-in. thick. The driver's side door must have at least three (3) complete horizontal bars between the pillars and two (2) vertical bars. LVMS recommends the installation of minimum 1/8-inch steel plate on the driver's side door.

11-3.4 Roll cage must be welded to main frame rails in a minimum of six (6) locations.

11-3.5 Unibodied cars may connect the front and rear sub-frames

11-4.0 ENGINE SPECIFICATIONS

11-4.1 The engine must match factory brand of chassis being used.

11-4.2 Maximum displacement is 363 cu. in., including wear.

11-4.3 Maximum compression ration is 10:1.

11-4.4 Engine must remain totally stock, unless otherwise specified in these rules. High-performance engines are not permitted. Titanium is not permitted for use anywhere in the engine.

11-4.5 Engine block must be a V-8 type and be of stock factory production. Bow-tie blocks are not permitted.

11-4.6 Overbore size for all engines shall not exceed .060 inches from original manufacturer's specifications.

11-4.7 Crankshaft must be made of cast iron or steel and maintain stock factory specifications for block being used and weigh a minimum of 50 lbs. Knife-edging or otherwise lightening the crankshaft is not permitted. Altering the stroke is not permitted. Polishing the crankshaft is not permitted. Aftermarket racing crankshafts are not permitted.

11-4.8 Connecting rods must be solid steel and exactly match OEM specifications for block being used. Aluminum, titanium, stainless steel, H-beam or hollow rods are not permitted. Connecting rods may be balanced.

11-4.9 A minimum of three (3) rings per piston is required. Pistons may not be altered.

11-4.10 Camshaft must be a solid steel lifter type with a maximum lift of .450-in., measured at the valve. Valve lash adjustment is not permitted prior to inspection. Only solid, flat-tappet lifters are permitted and must maintain original manufacturer's stock diameter. Hydraulic, mushroom, roller or roller type lifters are not permitted.

11-4.11 Shaft rockers are not permitted. Roller rockers and valve guides are permitted.

11-4.12 Only cast iron, stock OEM production cylinder heads are permitted. Part number must be clearly visible and not altered in anyway. No angle milling, port matching or grinding is permitted. The heads may be surfaced/milled only to true the gasket surface. No chemical milling or porting is permitted. No alterations may be made to the bowl, port or runner area. High-performance heads such as “bow-tie,” “camel-back,” Dart or Vortec are not permitted. Maximum intake valve size is 1.94-in. and maximum exhaust valve size is 1.5-in. for GM engines. Maximum intake size is 2.02-in. and maximum exhaust valve size is 1.6-in. for Ford and Chrysler engines. Studded heads are permitted, stud girdles are permitted. Valves must be steel or stainless steel only.

11-4.13 Stock, cast iron intake manifolds are permitted. Intake manifold must be readily available. Intake manifold may not be modified in anyway, including painting. Mounting holes may not be altered. Carburetor spacers are not permitted between the carburetor and the intake manifold, with the exception of a maximum one-inch (1-in.) adapter. Only one (1) single-layer gasket is permitted per mating surface. Any mass-produced aftermarket aluminum intake manifolds are permitted. The aluminum intake must not be altered in any way from manufacturer’s specifications. This includes no acid-washing, port-matching or removal of any materials on intake.

11-4.14 Center-dump exhaust manifolds are not permitted.

11-4.15 Except as described, all other engine parts must retain original manufacturer’s specifications to size, shape, weight and finish. Aftermarket aluminum pulleys are permitted.

11-4.16 All engines must have the forward-most spark plug hole even or ahead of the lower ball joints.

11-4.17 A single Holley 4412 (casting number 3250), 2-bbl carburetor must be used. The specifications are as follows:

- A. The choke air horn may not be removed.
- B. The butterflies may be drilled with one-inch (1-in.) idle hole each, maximum of 3/16-in. diameter.
- C. Cam and accelerator pump may be replaced with aftermarket units.
- D. The choke and linkage may not be removed, but must be wired fully open.

11-4.18 The intake manifold may not be altered in any way to accept the carburetor. Controlled vacuum leaks are not allowed.

11-4.19 Air boxes, ducts, baffles, scoops and/or hole in the hood to direct air to the air cleaner are not permitted.

11-5.0 CRATE ENGINE OPTION

11-5.1 LVMS will allow the use of a crate engine for the 2008 race season. The following GM crate engine will be allowed: GM 350 HP Factory Stock Race Ready Circle Track Crate Engine P/N 88958602 or Mopar/Dodge 355 HP Oval Track Crate Engine. P/N P5001949.

11-5.2 All spec engines must be factory sealed at the intake manifold, cylinder head, front cover and oil pan. Any crate engine that has missing or tampered-with seals will be deemed illegal and will be confiscated by LVMS officials. If any seals are missing or tampered with, engine is subject to tear-down (at the discretion of the Chief Technical Inspector).

11-5.3 All drivers competing with the GM 350 HP Circle Track crate engine must provide LVMS officials with a copy of the serial numbers for the engine being used. Any discrepancy in serial numbers will result in disqualification and confiscation of engine by LVMS officials.

11-5.4 An LVMS-approved Holley 4412 carburetor must be used with the spec engine option.

11-5.5 If an approved crate engine seal is broken, the entire engine is now subject to tear down. A list of all replacement parts must be furnished to tech officials and must meet OEM requirements for crate motor being used.

11-5.0 ELECTRICAL SYSTEM

11-5.1 Any OEM ignition system may be used. Ignition system does not have to match make of chassis being used. High-performance ignition systems are not permitted. Magnetos are not permitted. Type 1 or Type 2 HEI ignition systems only.

11-5.2 Aftermarket ignition components are not permitted. Any spark plug and any spark plug wire may be used.

11-5.3 All vehicles must have a functioning starter. The use of a mini-starter is permitted.

11-5.4 Batteries must be securely mounted in the engine compartment or in an-electrically insulated container that is not within the driver's compartment.

11-6.0 ENGINE COOLING SYSTEM

11-6.1 Engine must have a functioning fan located in the stock location. Electric fans are permitted, but must be mounted behind the radiator.

11-6.2 Top fan guard is required on all cars. Extended shrouds or ducts directing air at radiator are permitted.

11-6.3 A stock-type radiator of any source or capacity is permitted. Radiator must be mounted securely in the stock location.

11-6.4 A radiator protection screen is permitted.

11-6.5 A one-gallon overflow catch tank is required on all cars. Catch tank may be located in the engine compartment with a hose protruding enabling the driver to see overflow.

11-6.6 Anti-freeze is not approved for use at LVMS.

11-7.0 EXHAUST SYSTEMS

11-7.1 Stock, cast iron exhaust manifolds are permitted however spacers between the exhaust manifold and cylinder head are not permitted. Headers are permitted. "Tri-Y" headers or "step" headers are not permitted.

11-7.2 Exhaust must exit behind the driver.

11-7.3 Maximum exhaust pipe diameter permitted is three (3) inches.

11-7.4 Exhaust pipes may be thermal wrapped.

11-8.0 DRIVE TRAIN

11-8.1 Flywheel must be stock for the engine in use and maintain all OEM specifications. No lightening or shaving of the flywheel is permitted. Flywheel must be made of magnetic steel.

11-8.2 Carbon fiber type clutches are not permitted. Minimum diameter of clutch discs and pressure plates is 10 inches.

11-8.3 Steel bell housings and scatter shields are required.

11-8.4 Transmissions must be OEM automatic or manual. Automatic transmissions must have a fully functional, stock torque converter for make/model of car. Aftermarket racing transmissions are not permitted. Transmission coolers, if used, must be located in the engine compartment.

11-8.5 Drive shafts must be made of magnetic steel and painted white. Two steel, 360-degree retaining straps at least 1/8"x2" are required for the drive shaft.

11-8.6 Any OEM type, mass-produced, passenger car or truck rear end is permitted. Floaters are recommended. Non-magnetic components are not permitted anywhere inside the rear end, with the exception of washers, crush collars and/or spacers.

11-8.7 Aluminum brake hats are permitted.

11-8.8 Axles must be solid, magnetic steel. Gun-drilling or boring axles is not permitted.

11-8.9 Only OEM, positively-locked differentials are permitted. Steel spools, steel mini-spools or welded spider gears are permitted. Aftermarket limited-slip rear ends are not permitted.

11-8.10 Panhard bars are permitted.

11-9.0 WHEELS AND TIRES

11-9.1 Wheels must be 15 inches in diameter with a maximum width of eight (8) inches. Wheels must be made of magnetic steel.

11-9.2 All four wheels must have same width and offset. A maximum one-half (1/2) inch spacer is permitted.

11-9.3 Bleeder valves are not permitted. Only one (1) valve stem per wheel is permitted.

11-9.4 Double-center wheels are recommended.

11-9.5 Heavy-duty wheel studs and lug nuts of at least 9/16-in. are required.

11-9.6 Use of the track-specified tire (Hooiser 970) is mandatory. Soaking, softening or otherwise altering the composition of tires is not permitted.

11-10.0 SUSPENSION AND BRAKES

11-10.1 All springs (coil and leaf) must be stock-appearing and mounted in the stock location.

11-10.2 Coil-over suspension is not permitted.

11-10.3 Tubular type A-frames are not permitted. All A-frames must match make/model of car.

11-10.4 Spindles must match make/model of car. Aftermarket or fabricated spindles are not permitted. Spindles must be made of magnetic steel.

11-10.5 Any spring bushing is permitted. Lowering blocks on leaf springs are permitted.

11-10.6 Racing sway bars are not permitted.

11-10.7 Any steel-type, non-adjustable shock absorber is permitted. Shocks must be mounted near the stock locations. Air shocks, coil over shocks and/or aluminum shocks are not permitted.

11-10.8 OEM tie rod ends are permitted.

11-10.9 Static weight jacking devices are permitted. No weight may be moved while car is in motion.

11-10.10 Any OEM brake system is permitted and may be interchanged among make/model. Brake bias valves are permitted.

11-10.11 Brakes must be functional at each wheel during competition. Aftermarket master cylinders are permitted. Only one (1) master cylinder may be used.

11-11.0 STEERING COMPONENTS

11-11.1 Quick-release steering wheels are required. Quick-connect must be made of steel or aluminum. A pad of at least two (2) inches must cover the steering wheel hub.

11-11.2 Aftermarket steering boxes and related components must be mounted in the stock position location. Rack-and-pinion steering or steering reducers are not permitted.

11-11.3 Steering column must be collapsible. U-joints are acceptable.

11-12.0 FUEL SYSTEM

11-12.1 Any non-oxygenated gasoline is permitted. Gasoline may not be cooled prior to entering the carburetor.

11-12.2 All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible.

11-12.3 Fuel cell must be mounted with steel framework (1"x1" – .065 inch minimum) and attached to the frame rails with a minimum of (4), one-half (1/2) inch bolts.

11-12.4 Glass fuel filters, electric fuel pumps and belt-drive fuel pumps are not permitted.

11-12.5 Fuel lines may not enter driver's compartment. All fuel lines must be located under the vehicle.

11-12.6 All cars must have a minimum of two (2) springs on throttle return cable.

11-13 AIR CLEANERS AND FILTERS

11-13.1 Only dry, round paper element filters are permitted for use. Air must enter the filter housing in an even and consistent manner without obstruction. LVMS reserves the right to impound all air filters at any time.

11-13.2 Air filter housing must be round and made of metal

11-14 COMMUNICATION

11-14.1 All drivers are required to have a Raceceiver unit to monitor Race Control. No other communication is permitted. Transponders are mandatory for this division.

Section 12 – BULLRING BOMBERS GENERAL RULES AND REGULATIONS

12-1.0 THE CAR

12-1.1 This is strictly an economy-based, entry-level class.

12-1.2 Eligibility: any American-made passenger car with a minimum wheelbase of 114-in.

12-1.3 All cars must remain stock for year, make and model per the manufacturer's original specifications. In these rules, OEM means stock for that year, make and model. The only exceptions are those contained within these rules. In other words, the engine and components that came with the car when manufactured must be in the car. No changing of block, heads, intake, or internal components etc.

12-1.4 No convertibles, pick-up trucks, SUVs, "t-tops," sports cars, hearses or Jeeps.

12-1.5 All installations and/or allowed upgrades must be approved by LVMS tech officials. LVMS reserves the right to refuse any car from racing that is not built within the spirit of the rules. All safety issues must be addressed before the car can be allowed to compete.

12-1.6 All casting and part numbers must be legible and intact with no alteration.

12-2.0 BODIES

12-2.1 Body must be complete and stock-appearing. The stock floor pan, front and rear firewalls, trunk floor and rear wheel wells must remain intact. No cutting, shortening, channeling or chopping allowed.

12-2.2 All body panels must remain completely stock and not gutted. This includes the roof, hood, dash and trunk lid. Exceptions: inner panels of front doors may be gutted for the addition of door bars. Removal of front fender wells is optional, but cars must have crush panels in place.

12-2.3 All flammable interior and exterior upholstery material must be removed. Exception: dashboard and dashboard pad must remain intact. Partial removal of the dash for roll bar installation is permitted.

12-2.4 Removal of dashboard gauges and wiring is optional. Aftermarket gauges/tachometer allowed. Heater box assembly may be removed and any holes left in the fire wall must be covered.

12-2.5 All holes in the firewall must be covered with minimum 20-gauge sheet metal.

12-2.6 Exterior body molding, antennas and trim must be removed.

12-2.7 All sharp edges outside or inside the car must be flattened. Fenders may be trimmed and minimum tire clearance to compensate for damage.

12-2.8 Doors must be chained, welded or bolted shut.

12-2.9 Added holes or scoops in the hood are not permitted. Cars with stock hood scoops or any holes must have the opening completely sealed off – no exceptions. Cars must have the hood and trunk secured shut either by chain, hood pins or use of stock latches. The hood and trunk must be easily opened from the outside of the car.

12-2.10 Windshield wipers are optional. A functioning horn is required.

12-2.11 Stock bumpers are required. Bumpers must be strapped or chained to the body or frame of the car. No other reinforcements are allowed.

12-2.12 Seat must be secured in an upright position. Stock seats are allowed. Aluminum racing seats are recommended.

12-2.13 All glass must be removed except for the windshield. Lexan windshields of a minimum of 1/8" are allowed. A securely mounted metal strap 1"x1/8" minimum must run from the top of the windshield to the firewall on the outside of the window, no more than 15" from the driver-side A-pillar. Cars with the "Earnhardt bar" are excluded.

12-2.14 All exterior lighting must be removed.

12-2.15 Added weight of ballast is not permitted.

12-3.0 ROLL CAGE

12-3.1 A minimum three-point cage may be purchased commercially or fabricated from the following specs: Upright pipe of at least two inches (2" O.D. between the floor and the roof behind the driver, upright must extend higher than the driver's head when seated. Each end of the upright must have a plate of at least 6"x6"x 1/2". Use a minimum of four (4) 1/2" grade 8 bolts at each plate. A minimum of two-inch (2") O.D. pipe crossbar must run from the door bar on the driver's side to the opposite side of the car. The pipe must be attached to both the door bar and the upright bar.

12-3.2 Any bar that the driver may come into contact with must be padded.

12-3.3 It is recommended that every car have a minimum 6"x 3/8" steel plate or a 4"x1/4" channel located in the center of the driver's side door. Center the plate or channel so that it is at least 12" from the front and rear of the door (or as your body size allows). Round off the outer edges and secure it with a backing plate and at least four (4) Grade-8 1/2" bolts.

12-3.4 Cars may run a NASCAR-style four or six-point cage. All roll bars including kickers must remain within the driver's compartment, no exceptions.

12-4.0 ENGINE

12-4.1 The engine and all of its components must be stock OEM with a maximum .030 overbore allowed for rebuild. Any procedures associated with a common rebuild are allowed. All rebuilt engines must use OEM replacement parts.(what came with the car for that year, make and model only).

12-4.2 Stock, cast iron intake manifold and exhaust manifold only. No altering of any kind allowed.

12-4.3 Carburetor must remain stock OEM specifications, no modifications allowed other than choke plates may be fixed open. Replacement carburetors allowed, must be stock replacement. Casting numbers must be

identifiable and legible. Cars must have two (2) throttle return springs. Heat shields or spacers of 1" maximum thickness allowed.

12-4.4 Exhaust must extend past the driver and exit toward the rear of the car.

12-4.5 Engine mounts must be stock, but may be reinforced or strapped. Engine must be in stock location.

12-4.6 Aftermarket, non-performance air cleaner assemblies allowed, subject to tech approval. Must use paper elements.

12-4.7 Removal of bolt on components such as smog pump and A/C compressor optional.

12-5.0 ENGINE COOLING

12-5.1 Stock radiator, fan and fan shrouds only. Electric fans are not permitted. Must have stock radiator core support intact.

12-5.2 A radiator hoop may be installed. It may not exceed past the inner limits of the front bumper, with a maximum of two (2) down bars and two (2) kicker bars connected to the frame, in front of the upper control arms. Must stay within the width of the frame rails.

12-5.3 No antifreeze allowed in the radiator. An overflow bottle of half-gallon capacity minimum is mandatory.

12-5.4 No external cooling devices are permitted.

12-6.0 ELECTRICAL

12-6.1 Must remain stock OEM. No aftermarket performance ignition parts allowed, including, but not limited to, the coil, cap, rotor, module, etc. Must use OEM distributor set-up.

12-6.2 Battery must be secured in a leak-proof box in either the trunk or located behind the driver's seat.

12-6.3 All cars must have key ignition or a clearly-marked kill switch.

12-6.4 No exterior brake lights are permitted.

12-7.0 TRANSMISSION AND DRIVETRAIN

12-7.1 Automatics only. Must be stock OEM. No internal performance modifications allowed. Mounts must be stock, reinforcing allowed.

12-7.2 Each car must have a functional reverse gear and torque converter.

12-7.3 An aftermarket transmission cooler is allowed, must be properly secured in the engine compartment.

12-7.4 An aftermarket transmission shifter and linkage is allowed, subject to tech approval.

12-7.5 Stock driveline must be painted white. Two hoops, located 12" from each end of the driveline made of 2"x1/8" steel strap are required.

12-7.6 Rear differential must be stock OEM. Exceptions: must be open, no locking of any means allowed.

12-7.7 A maximum gear ratio of 3.55 is required.

12-8.0 BRAKES

12-8.1 Stock OEM brake assembly and components. All four (4) brakes must function properly.

12-8.2 All brake components must be OEM replacement. No cross-drilling of rotors.

12-8.3 Stock proportioning valves only.

12-9.0 TIRES AND WHEELS

12-9.1 Street tires only. DOT Racing Street Tires and recaps of any kind are not permitted. Subject to tech approval. No side walls smaller than 60 series, ex: 235/60/R15.

12-9.2 All four tires must be the same diameter.

12-9.3 Seven-inch (7") or eight-inch (8") steel wheels only. Racing wheels are permitted. Wheel spacers are not permitted.

12-9.4 Oversized lug nuts of 1" are required. Wheel studs must extend past the lug nut a minimum of two (2) threads.

12-10.0 STEERING AND SUSPENSION

12-10.1 The frame must remain stock OEM with no modifications. This includes but not limited to cutting, notching, lightening or moving of suspension points or frame altering allowed. Exception: frames damaged due to accidents may be repaired with equivalent steel material, no further back than the front of the control arms or rear differential hump.

12-10.2 Stock OEM steering system. Power steering pumps optional. Steering wheel must have a minimum of a 2-in. (2") pad in center of steering wheel.

12-10.3 Stock OEM suspension. Control arm/trailing arm bushings may be replaced with a urethane type. Solid bushings are not permitted. Control arms may not be altered from stock OEM in any way. All components must mount in stock location.

12-10.4 Aftermarket stock OEM replacement springs allowed. Springs may not be over 100 lbs. of the maximum rate by OEM specifications. Rear leaf springs must be securely contained and with the stock OEM mountings. Leafs may be added or removed, no spacers allowed. Coil springs may be cut. The use of coil spring spacers are permitted, they may not be adjustable.

12-10.5 Rear sway bars permitted if stock OEM. Front and rear bars must use stock mounting. Adjustable sway bars are not allowed. Bars must be of stock diameter.

12-10.6 Over-exaggerated camber is not permitted. Maximum of one inch (1") in or out. Camber will be measured at the wheel.

12-10.7 Shocks must be stock OEM replacements. Shocks may be gas-filled or oil-filled with a retail value of less than \$25.00 each. Brand and model numbers must be legible.

12-10.8 Adjustable/racing shocks of any kind are not permitted.

12-10.9 All cars must maintain a minimum of six inches (6") ground clearance at any place on the frame.

12-10.10 Shock claim rule: Any competitor running in that day's event may claim all four (4) shock absorbers of another competitor following the completion of the event for \$100.00. Claim must be made before the event starts by giving the tech inspector a sealed envelope with \$100.00 cash. Failure to sell the shocks will result in disqualification from that event and a suspension of the next four (4) Bullring Bomber events. The claimed driver will receive the \$100.00 upon removal of the shocks. Claims will not be accepted the final night of points racing.

12-11.0 FUEL SYSTEM

12-11.1 Stock fuel tank must be removed and replaced with a maximum twelve (12) gallon steel fuel cell or marine fuel tank. Fuel cells must have a ground strap from the filler neck to the car chassis.

12-11.2 The fuel tank must be located as far forward as possible in the center of trunk compartment. Fuel tank must be secured with steel straps or nylon tie-down straps. Station wagons must install a sheet metal barrier between the fuel tank and the driver's compartment.

12-11.3 Fuel line must exit out of the top of the fuel tank only.

12-11.4 No fuel lines in the driver's compartment.

12-11.5 Stock OEM replacement mechanical fuel pumps only. No electrical pumps. No performance pumps. Metal fuel filters only, no glass or plastic.

12-11.6 Gasoline pump-type fuels only. Maximum of 91 octane only. No racing fuel of any type permitted.

12-12.0 DRIVER SAFETY

12-12.1 Helmets required per section 8-1.1 in this rule book. Eye protection is mandatory.

12-12.2 Polyester or nylon clothing is not permitted. Each driver must wear a long-sleeve shirt and long trousers (not shorts) made of cotton, wool – or a Nomex driving suit.

12-12.3 A minimum four-point safety harness is required. Five-point safety harness is recommended. Must be current and have date stamped.

12-12.4 An approved racing seat is recommended for driver.

12-12.5 A mandatory 2-lb. fire extinguisher must be securely mounted within the reach of the driver.

12-12.6 A driver's side window net is mandatory. Must be securely fastened at both the top and bottom, subject to tech approval. Must have a quick release.

13.0 CLAIM RULE: May be imposed with 2 race notice to all drivers in this division.