

12-10 CAR WEIGHT

- 12-10.1** All vehicles must have a sticker on the upper left hand corner of the windshield displaying their appropriate weights. All weights will be taken with the driver, in driving the position. All weight must be securely bolted with a minimum of 2 - ½” diameter bolts. Weights must be painted white and must have the car number on each piece. Weights may be mounted on the outside of the frame between the front and rear tires, but may not be mounted on the outside of the frame behind the rear tires. Weight may not be mounted anywhere ahead of the front tires or inside the drivers’ compartment.
- 12-10.2** Officials may change weight requirements as necessary. The track scales are official weights.
602 Crate Motor 4 barrel Carb = 2500 lbs Pre-Race 58.0% Left side anytime.
Built engine option A = 2500 lbs Post Race 58.0% Left side anytime.
Vortec Head Built engine option A = 2550 lbs Post Race 58.0% Left side anytime.
All post-race weights will be allowed 1.5% for fuel burn off.
- 12-10.3** No mechanical or hydraulic devices for shifting weight permitted.
- 12-10.4** No titanium, magnesium or carbon fiber products, parts or components allowed.
- 12-10.5** No gun-drilled, tubular or hollow bolts or studs.

12-17 WHEELS and TIRES

- 12-17.1** All cars must compete on 15” steel wheels with a maximum of 8” wide and a minimum of 19 lbs. Maximum ¾” wheel spacers may be used. Only 1 valve stem allowed per wheel. No wide-five adapters, no wheel weights or bleeder valves allowed. Wheel studs must be 9/16” minimum with 1” minimum lug nuts. Wheel studs must extend past the lug nut a minimum of 2 threads.
- 12-17.2** All cars will run LVMS tires purchased from LVMS tire dealer. No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. A minimum durometer reading may be enforced at any time. Tire limitation rules apply.
- 12-17.3** LVMS has a “Tire limitation rule” in an effort to help lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in affect for the tires that are eligible to race on, not practice on. Below are the requirements, rules, and guidelines for the Tire Limitation Policy:
- On Opening Day, each competitor who has a car in the pits that attempts to qualify and compete in that evening’s events may record a maximum of 5 new tires. The first event will be the only opportunity to record more than 1 tire at a time for the entire race season unless otherwise notified by LVMS Tech Officials. No banking of tire purchases.
 - On each race day, after the first race event, that LVMS holds a NASCAR Modified event, each competitor who has a car eligible and ready for competition will be allowed to record 1 tire. Cars must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of LVMS officials. If the car does not attempt to qualify and compete, the tire/tires will be considered NEW for the next event and that competitor will not be allowed to record 1 tire. Under no circumstance will an owner, competitor, or his/her agents be allowed to record more than 1 tire per race after Opening Day. Each tire will be branded, logged, and recorded by LVMS Tech Officials. It is the driver’s sole responsibility to record the events tires with LVMS Tech Officials.
 - In the event that a competitor is unable to attend or compete on Opening Day, at their first race to LVMS they may record 4 new tires.
 - In the event that a competitor flattens or damages more than one tire in an accident, only 1 new tire may be recorded for replacement. The Competition Director may approve additional tires to competitors damaging more than one tire in an event. Competitors must present all damaged tires to Track Officials before the end of the night to be eligible for replacement. The replacing tire must be of similar age and quality of the tire it is replacing; i.e. a new tire replaces a new tire or a used tire replaces a used tire.

12-18 GENERAL ENGINE REQUIREMENTS

LVMS will maintain the current Super Stock engine rules for the Modified class as written below: All engines will maintain the rear of engine (bellhousing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. 10½-inch engine height minimum from ground to front center of crankshaft. ‘Wet’ oiling system only. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door.

Option A: The use of GM 350HP Factory/IMCA, IMCA, or J&S Engines Sealed Circle Track Crate Engine P/N 88958602 or 19258602 is permitted with the Holley 4 barrel carburetor.

- 12-18.1** All crate engines must be sealed at the intake manifold, cylinder head, front cover and oil pan. It is recommended that it also has the IMCA seals on it. Any crate engine that has missing or tampered with seals will be deemed illegal, driver will be fined, and engine will be confiscated by LVMS officials.
- 12-18.2** Any evidence of tampering will result in tear down, if driver refuses tear down it will result in disqualification and confiscation of engine by LVMS officials. LVMS has the right to run cars on a chassis dyno to find out if engine has been tampered with.
- 12-18.3** Engine must remain sealed at all times. Any engine altered or modified in any way without prior written approval of LVMS officials, will result in permanent suspension of that driver from all weekly racing series divisions at The Bullring for no less than one calendar year and a fine. This includes but not limited to seal bolts, Non-OEM valve springs, rocker arms, shimming altering, balancer, oil pan, or relocating any part from its original configuration.
- 12-18.4** Any competitor that is determined by LVMS officials to have tampered with the factory seal on their crate engine will be fined \$3000.00 plus all purse monies earned for the season. The competitor will lose all season points and be suspended for the remainder of the season. All suspensions must be served and all fines paid before the competitor is eligible to compete at LVMS.

Option B:

| 12-18.5 | <u>Block</u> | <u>Stroke</u> | <u>Rod length</u> | <u>Max. Bore</u> | <u>Max. C.I.</u> |
|----------------|---------------------|----------------------|--------------------------|-------------------------|-------------------------|
| | Chevy | 3.48 | 5.700 | 4.060 | 360 |
| | Ford | 3.50 | 5.956 | 4.060 | 361 |
| | Dodge | 3.58 | 6.123 | 4.030 | 365 |

- 12-18.6** Maximum compression ratio is 10:1.
- 12-18.7** Engines can have a stock or racing designed oil pan. An added windage tray or internal baffles may be added to the oil pan. A ¾” plug must be installed in the oil pan for inspections, that access hole must be inline with a connecting rod journal. *If an inspection hole does not exist and an inspection is required, oil pan must be removed or disqualification will result.*
- 12-18.8** Engine block must be stock cast iron only. Bow-tie, SVO, MOPAR, or aftermarket blocks are not permitted.
- 12-18.9** Factory OEM cast iron, steel, or aftermarket crankshafts only and must maintain OEM specifications for block being used. Crank must weigh a minimum of 50 lbs. Knife-edging or lightening the crankshaft is not permitted. No “stroker” cranks permitted. Rod journals may not be ground beyond .040” undersize.
- 12-18.10** Connecting rods must be I-beam 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 and the use of aftermarket rod bolts is permitted.
- 12-18.11** Cast or forged aluminum pistons permitted. Press in or floating wrist pins are permitted. A minimum of three (3) rings per piston is required. Pistons may not be altered from original specifications.

- 12-18.12** Camshaft must be a solid steel lifter type with a maximum lift of .450", measured at the valve. Valve lash adjustment is not permitted prior to inspection. Only solid, flat-tappet lifters are permitted and must maintain OEM diameter. Hydraulic, mushroom, roller, or roller type lifters are not permitted. Shaft rockers are not permitted. Roller rockers and valve guides are permitted. Stock-type timing chain and gears only permitted. No belt driven or gear driven timing systems permitted.
- 12-18.13** Only cast iron stock OEM production cylinder heads are permitted. No angle spark plug heads permitted. On Vortec heads, must have stock diameter valve springs. Part number must be clearly visible and unaltered. 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, SVO, MOPAR or Dart are not permitted. Maximum steel intake valve size is 1.940" and maximum exhaust steel valve size is 1.500" for GM engines. Maximum intake size is 2.020" and maximum exhaust valve size is 1.600" for Ford and Chrysler engines. Studded heads are permitted, stud girdles are permitted.
- 12-18.14** Stock cast iron or mass produced aluminum intake manifolds are permitted. Vortec heads must run a dual plane intake manifold, dual plane intake manifold must have a full divider. Intake manifold must be readily available. Intake manifold may not be modified in anyway i.e: painting, acid-washing of ports, port-matching or removal of any materials on intake. The use of carburetor spacers is not permitted, however the use of a maximum 1" straight through adapter may be used on 4 barrel intake manifolds. Maximum thickness of both gaskets and 1" adapter is 1/4" maximum.
- 12-18.15** Any oil is permissible. No oil coolers. No accumulators.
- 12-18.16** All engines must be located so the center of the forward most spark plug hole is even with the center line of the front upper ball joints. Center of crankshaft must be centerline of the inside front clip. Engine ground clearance will be measured from center of crankshaft at pulley mounting. A minimum of 10" from center of crankshaft to ground must be maintained at all times measured with the driver in the car.

12-19 CARBURETOR

- 10-19.1** A single cast Holley 500 CFM #4412; 2-brl carburetor must be used on all built engines. All cars must have a minimum of two (2) springs on throttle return cable. Holley Ultra XP Carburetor or equivalent not permitted. Holley 4-brl carburetor is permitted on IMCA sealed 602 crate engines.
- 12-19.2** No polishing or grinding permitted. The choke assembly must be removed, and all screw holes must be permanently sealed. The choke horn may be removed by square milling. Boosters may not be changed. Size or shape must not be altered. Height must remain standard. Venturi area may not be altered in any manner. Casting ring must not be removed. Cam and accelerator pump may be replaced with aftermarket units.
- 12-19.3** Base plate must not be altered in shape or design. Stock butterflies must not be thinned or tapered. One (1) idle hole may be drilled in each butterfly with a maximum of 3/16" diameter drill bit. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shafts must remain standard and must not be thinned or cut in any way. Any attempt to pull outside air anywhere other than down through the venturi is not permitted. Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted. Carburetor jets must be the same type as furnished by the carburetor manufacturer. No automatic jet systems.
- 12-19.4** Air boxes, ducts, baffles, scoops and/or hole in the hood to direct air to the air cleaner are not permitted.
- 12-19.5** The use of the FAST EFI system will not be permitted.

12-23 ENGINE EXHAUST SYSTEM

10-23.2 Exhaust system must be mounted in such a way to direct exhaust gases away from the cockpit of the vehicle and away from areas of possible fuel spillage. Mufflers are optional.

12-26 FUEL & FUEL CELLS

12-26.1 Track-specified fuel is required for competition. Fuel must be purchased from track-specified distributor. The chemical composition of the fuel may not be altered by any means. No icing or cooling of fuel system, fuel tank, fuel or intake is permitted in pit or racing areas.

12-27 SAFETY EQUIPMENT

12-27.1 Helmets are required and must be Snell SA2010 or newer. Helmets must be worn at all times while on the track surface. Helmet must accompany vehicle at time of inspection. Fire suits, fire resistant gloves, fire resistant shoes and neck braces required. Fire resistant underwear recommended.

12-27.2 Only purpose built aluminum racing seats approved by LVMS officials permitted. It is recommended that all seats have padded rib protectors and leg extensions on both sides. A padded head rest approved by LVMS officials is mandatory. Seat must be mounted inside the frame rails and in front of rear tires to the roll cage. Seat must be mounted to the roll cage, not the floor pan.

12-27.3 Five point racing safety belts required. Metal to metal buckles are required on 3" shoulder and 3" lap belts. Seat belts must be mounted securely to the roll cage with a 3 years old maximum.

12-27.4 Head and Neck restraint systems highly recommended. Neck brace required. Rib type window net (minimum 16" X 20") on driver's window is required and must be in good condition. It must release from the top with seat belt type latches, and it must be securely fastened to the top drivers door bar on the cage.

12-27.5 It is mandatory that all vehicles have a 2-lb. fully charged fire extinguisher. Gauge must be complete and in good operating condition, extinguisher must be securely mounted and accessible within the reach of the driver with fully seat belted in the vehicle.

12-28 ACCESSORIES

12-28.1 No on-board computers, automated electronics, record keeping devices except tachometers. No digital readout gauges allowed.

12-28.3 Transponders will be required. Transponder must be mounted on the right rear frame rail 168" back from the front edge of the vehicle. Car with a transponder that is mounted closer than 168" will be docked 1 position for the race that the infraction accrued.

12-28.4 Radios for this division between spotter and driver are permitted. RACEceiver is **required** in all cars. Cars will not be allowed to compete if the driver does not have a properly functioning RACEceiver. Drivers failing to have correctly functioning RACEceiver during an event are subject to penalties, not limited to loss of points and fines.

12-29 Out of Town Cars

12-29.1 LVMS invites all Out of Town competitors. Due to the differing levels of competition, LVMS reserves the right to adjust gear, total weight, and/or bias on an individual basis.

All race procedures will continue to follow LVMS Bullring Rulebook.