



2020 Pro Late Models Rules

These rules are in effect as of January 1, 2020. This publication supersedes all previous LVMS rule books and rule 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 the 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, crew 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 at all times.

15-1 PRO LATE MODEL RULES

15-1.1 GENERAL RULES FOUND IN THIS SECTION OF THE BULLRING AT LVMS RULEBOOK MUST BE MET TO COMPETE IN ANY CLASS AT THE BULLRING AT LVMS UNLESS OTHERWISE NOTED.

15-1.2 LVMS will require all competitors to have a current 2020 NASCAR CHARGER division license.

15-2 BODY AND CHASSIS

- 15-2.1** Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body, body must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than a small opening at the windshield for air to the carburetor, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location. Maximum quarter panel height is 34.5”.
- 15-2.2** No under body air deflectors or wings of any kind. Teams are allowed to mount two ½” tall roof rails running front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid. No passenger windows are allowed, maximum for the vent window along the top of the door will be 12 inches and must go 90 degrees from the top of the door up to the A-post. No fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal. Ride height rule; all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales, if your car drags on the scales you will not pass tech and will be forced to return to your pit area for corrections.
- 15-2.3** Rear Spoiler may be no wider than 60", and no taller than 6 1/2". Spoiler must be centered on the rear bumper cover and may not be offset in any direction. There may be NO forward support of any kind, no boxed ends or runners. No Gurney lip, or any type of wicker bill on the upper edge of the spoiler. It is mandatory that the Upper 2/3's of the spoiler and the rear window of the car be made of “clear” lexan to enable other drivers to see through them.

15-3 ENGINES

- 15-3.1** Any cast iron block wet sump engine allowed. The only rule on the open engine is that it must be a wet sump engine with only a single 4bbl carburetor allowed. The open engine car weight for a straight rail chassis is 3075lbs and a maximum of 58% left side weight. The open engine car weight for a perimeter chassis is 3025lbs and a maximum of 58% left side weight. Maximum RPM for the open engine is 7,200 and cars must run a 7,200 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192.
- 15-3.2** The CT525 crate engine with an aluminum block will be allowed and will be the only aluminum block allowed. The CT525 will be treated as an open engine at the 3075lb weight with a maximum of 58% left side weight with both the straight rail or perimeter chassis, the engine set back is 2” to the center of the forward most spark plug to the center of the upper ball joint on the same side and left side weight for the CT525 is 58%, all CT525 cars must bolt 40 pounds of weight to the front clip (20 pounds on each side after the kick up just behind the front cross member). CT525 cars may also bolt the 40 pounds to the engine block via a weight belt. CT525 cars must run a 6,800 RPM MSD rev chip. Any single 4bbl carburetor allowed.
- 15-3.3** 602 CRATE ENGINE CARS that have a straight rail chassis are to be a minimum of 2900lbs total weight and a maximum of 60% left side weight. 602 crate engine cars that have a perimeter chassis are to be a minimum of 2850lbs total weight and a maximum of 60% left side weight. Maximum RPM for the 602 crate engine is 6,200 and cars must run a 6,200 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192. 602 engines must remain OEM from factory and may be either break off bolt seals or new style seals.
- 15-3.4** DRY SUMP ENGINE CARS- You may run a steel engine block tour legal car with a dry sump engine in the Pro Late Model series. Track width must not exceed 76" it will be measured from the bulge outside to outside of the front tires at the spindle height. Must use a steel or aluminum shock (aluminum rod end on shaft end ok, aluminum coil over kit ok). Left side weight not to exceed 58%, minimum weight is 3,075 pounds prior to race and qualifying for both a straight rail and perimeter chassis. Must use 8" steel wheel and the Hoosier 8.0-15/970 treaded tire. Maximum RPM for the dry sump engine is 7,200 and cars must run a 7,200 RPM chip from the track or you may use the FAST/Crane ignition box part # 6000-6700 and coil part #730-0192.

15-3.5 The engine set-back rule is 2" back for all open engines (the center of the forward most spark plug hole to the center of the upper ball joint on the same side). Maximum engine set-back for the 602 crate engine is 6" measured the same way. Any single 4bbl carburetor allowed on all engine packages.

15-4 TIRES AND WHEELS

15-4.1 Tires are the Hoosier 8.0-15/970 treaded tire. ALL tires MUST be purchased from the track, and tires MAY NOT be cut, soaked or altered in any way. Any team wishing to run used tires must submit the tires for inspection and scanning prior to qualifying, note these used tires must have been purchased from Madera or LVMS as well. Wheels must be steel and not exceed 8" in width. Competitors must start the race on the tires they qualified with.

15-5 SUSPENSION

15-5.1 Minimum wheel base is 101", rear wheel drive cars only. Any steel or aluminum shock, all external parts must be steel or aluminum (Aluminum rod end on the shaft end ok, and an aluminum thread in body cap on the shaft end is ok). One shock per wheel, no remote adjusters or reservoirs of any kind may be used on a shock. REAR SUSPENSION – No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No bird cages of any kind (3 or 4 link). Trailing arms must mount to the rear end and chassis in a solid manner (heim allowed). No springs, sliders, rubber biscuits allowed on any of the rear trailing arms. Truck arm suspensions will be approved on a race by race basis. Any non-traditional rear suspension layouts will be approved on a race by race basis.

15-5.2 All wet sump cars will not exceed 79" inch track width, it will be measured from the bulge outside to outside of the front tires at the spindle height. Track width on dry sump cars must not exceed 76" it will be measured from the bulge outside to outside of the front tires at the spindle height. No independent rear suspension.

15-6 NO TRACTION CONTROL DEVICES

15-6.1 Only one ignition box allowed and ignition box will be mounted as far to the right side of the car as possible with the chip or RPM dial facing the right side. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.

15-7 FUEL

15-7.1 All cars must run the track fuel, the track spec fuel will be sold at the track or Sunoco E85R race fuel with NO additives and NO mixing of fuels. Teams may also run stock Chevron 91 octane pump fuel with NO additives and NO mixing of fuels.

15-8 DRIVE SHAFT

15-8.1 NO carbon fiber drive shafts allowed.

15-9 SAFETY

15-9.1 Approved seat belts and double shoulder harness and a crotch strap is required, no older than five years. A full face helmet required with a 2010 (recommended 2015) Snell sticker. SFI rated full driving suit and gloves for fire protection mandatory, SFI undergarments are recommended. Driver's window must be equipped with a safety net and quick release latch of minimum size 22" wide by 16" high. Resilient padding must be installed anywhere the driver can reach on roll bars. Onboard charged Fire System Mandatory. Head and Neck Restraint System mandatory. All teams must have a fire extinguisher in their pit at all times. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew. Batteries must be securely mounted outside of the driver's compartment. 1/16" steel side plate in driver's door is mandatory. Roll cage must be constructed of 1 3/4" o.d. steel x.090 round tubing, the main frame and clips from the radiator area to behind the fuel cell must be made of steel, main frame must be minimum 2"x3" rectangular steel.

15-10 ACCESSORIES

- 15-10.1** No on-board computers, automated electronics, record keeping devices except tachometers.
- 15-10.2** Transponders will be required. Transponder must be mounted on the right rear frame rail 12" behind the rear axle. Cars with a transponder that is mounted closer than 12" behind the rear axle will be docked 1 position for the race that the infraction accrued.
- 15-10.3** 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.

15-11 ADDITIONAL

- 15-11.1** The following infractions will result in a penalty which could include a huge fine, suspension or a LIFETIME ban from the division.
 - 15-11.1a** Being caught with traction control.
 - 15-11.1b** Bypassing the RPM limiting control device in any way.
 - 15-11.1c** Altering the 602 crate engine under the seals in any way that is non OEM. (you may run after market valve springs but they must be the same spring pressures as OEM, you may run any carburetor, you may run the approved aftermarket replacement distributor, you must run a mechanical fuel pump in the stock location, and you must run the stock oil pan and stock harmonic balancer).
 - 15-11.1d** Altering the Hoosier 970 tire, such as soaking the tire, or cutting the tire. Tires are to be a stock 970 tire.
 - 15-11.1e** If you are caught cheating the fuel in any way, the fuel must be stock as provided by the manufacturer, and must not have ANY additives whatsoever.
- 15-11.2** Illegal components WILL be confiscated by LVMS and become property of the speedway.
- 15-11.3** LVMS reserves the right to adjust the rules at any time in the interest of safety and maintaining an even playing field.

All race procedures will continue to follow LVMS Bullring Rulebook.