

The BULLRING at LAS VEGAS MOTOR SPEEDWAY

The Senator's Cup Fall Classic "Super Late Model 150"

TRACK: The Bullring at LVMS (.375 Mile Paved)

PROMOTER: Tim Richter

RACE DATE: Saturday, October 21, 2017

TRACK PHONE: (702) 632-8223

DIVISION: Super Late Models

150 LAPS (56 MILES) and Qualifying.....\$34,100 POSTED AWARDS

Will be run in two (2) segments with a 10 minute break at or near the conclusion of lap 75.

SCHEDULE (The following schedule is subject to change)

Thursday, October 19:	12:00 p.m.	Pre-Registered early entry only.
	2:00 p.m.	Credential sales / Pit gates open. (Late entries)
	3:00 p.m.	Open Practice by class \$125 per car & driver, \$25.00 per crew member
Friday, October 20:	9:00 a.m.	Registration / Pit gates open.
	12:00 p.m.	Open Practice / Pill draw for qualifying positions opens
	4:30 p.m.	Qualifying (2 Laps.) (Fastest 8 cars earn starting positions 1 st thru 8th.)
	6:00 p.m.	Fast dashes and Heat races
Saturday, October 21:	9:00 a.m.	Registration / Pit gates open.
	11:00 a.m.	Last Chance Practice (30 minutes)
	3:30 p.m.	Mandatory Driver/Crew Chief/Spotter Meeting.
	4:30 p.m.	B - Features
	7:30 p.m.	"OPEN COMP 150"

RACING PURSE BREAKDOWN

1st - \$15,000	8th - \$700	15th - \$550	22nd - \$500	B-Feature
2nd - \$2,500	9th - \$650	16th - \$500	23rd - \$500	1st Non-transfer \$200
3rd - \$1,600	10th - \$600	17th - \$500	24th - \$500	2 nd Non-transfer \$150
4th - \$1,400	11th - \$550	18th - \$500		3 rd Non-transfer \$125
5th - \$1,200	12th - \$550	19th - \$500		4 th Non-transfer \$100
6th - \$1,000	13th - \$550	20th - \$500		5 th Non-transfer \$75
7th - \$800	14th - \$550	21st - \$500		6 th on back \$50

HOOSIER TIRE ALLOTMENT FOR THE "OPEN COMP 150"

The maximum tire allotment available for this event is as follows: eight (8) Hoosier 10" 2040 tires for practice, four (4) Hoosier 10" 2040 tires for qualifying and to begin the race for a total of twelve (12) tires. *A team representative must designate qualifying/race tires to LVMS Officials at the designated time. Tires from previous LVMS events may be used for practice sessions only, as long as the tires are of the same codes supplied by Hoosier tire for use at The Bullring at LVMS, however the qualifying/race tires must be purchased and impounded by LVMS. All cars must race the A-feature on the tires they qualify on. Competitors may choose to race qualifying Heat Races and B-Feature on practice Hoosier 2040 tires, but must race the A-Feature on their qualifying tires.

QUALIFYING PROCEDURE

The decision of what constitutes an official qualifying attempt shall be at the discretion of the LVMS Official in charge of the event. Two consecutive qualifying laps. Faster lap determines qualifying positions. Adjustments or repairs may not be made on the car after the car has taken the green flag at the start/finish line. LVMS reserves the right to have more than one car engage in qualifying runs at the same time. Starting field for the "OPEN COMP 150" is limited to 24 starting positions. Failure to present car in the order determined by officials will result in 1 qualifying lap at the end of qualifying. After qualifying all cars will proceed immediately to the impound area. LVMS Officials will hold a predetermined amount of vehicles and will oversee and authorize any and all work being done during this time period. Once Qualifying is completed LVMS officials will run the vehicles in impound through a brief technical inspection.

RACE PROCEDURE

The "OPEN COMP 150" is to be run in two segments. There will be a ten (10) minute break at or near the conclusion of lap 75. Once the yellow flag is displayed at the start/finish line for the break, the caution car will pick up the field. Once the field is under control, the caution car will lead the field on to pit road to your assigned pit stall. No work is to be performed at the break until the last car in the field is in its assigned pit stall and the red flag is displayed at the starters stand. All participants in the event will be allowed to make changes that would normally occur during a routine pit stop. **DO NOT RAISE THE HOOD; THE REAR DECK LID MAY BE REMOVED FOR ACCESS TO THE FUEL CELL ONLY.** In LVMS's judgment, any unauthorized adjustments that are performed may be assessed a penalty. A maximum of four (4) crew members in the car servicing area. **ONLY APPROVED TIRE CHANGES WILL BE ALLOWED FOR FLAT OR DAMAGED TIRES/WHEELS.** The break will be ten (10) minutes.

(continued on back)

The time will start when the last car stops on pit road and the red flag is displayed. At the seven (7) minute mark, start moving your car to the track behind the caution car. We will roll the caution car at the ten (10) minute mark and any car that is not on track may be assessed a penalty. At the end of the break, cars will line up with lead lap cars to the front.

STARTING POSITIONS AND STARTING POSITIONS PROCEDURE

The following will be the procedure for determining eligibility for and assigning of starting positions for the 2016 "Open Comp 150" event after starting positions 1st thru 8th have been determined by qualifying times. The starting field for this event will be established as follows: **Starting Positions 1st thru 8th** will be determined from qualifying. . The Top 8 qualifiers will re-draw for starting position to determines the first four rows for the A- Feature. Qualifiers 9th and higher will race 1 of 4 Heat Races on Friday. Line up for heat races will be based off of qualifying times and the top 3 from each heat race transfer to the A-feature. Positions 4th on back in the heat races will race 1 of 2 B-Features; the top 2 out of each B-Feature will advance to the A-Feature. The Heat Races will consist of 15 laps. The B-Features will consist of 20 laps. A-Feature field will consist of 24 starting positions.

SPECIAL RULES: ELIGIBILITY REQUIREMENTS

Competition Rules and Car Eligibility

- This event will be run in accordance with Las Vegas Motor Speedway rules, the provisions of this entry form, special rules applicable to this event and any amendment(s) made prior to the race date. In the event of a conflict between the LVMS rules and the entry form, the LVMS Race Director's decision will be final.
- **NO Traction Control Devices of any kind. If any "traction control" device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid, and the driver and owner will receive a lifetime ban from all LVMS events.**
- All cars must pass inspection before entering the track for practice and qualifying.
- Radios are permitted for this event. All spotters must have a radio that will scan race control frequency at 456.6875.
- ALL cars will be required to have a transponder at all times; if your vehicle does not have a transponder you will not qualify or be scored. You can buy a transponder at www.mylaps.com or rent one from the track. **Transponder will be located 15" behind the rear axle to the leading edge of the transponder. Mounted on the right side of the vehicle.**
- **Straight Frame Rail Cars:** Any chassis measuring less than 56" outside of frame rail to outside of frame rail will be considered straight frame rail chassis.

Bodies

- All bodies must conform to the Version 9.0 ABC (Approved Body Configuration) Official Rulebook. The body must be installed in a professional manner and meet manufactures guidelines. No exotic wedge type or homemade bodies allowed.
- Minimum 4" ground clearance on all components – nose, skirts, rocker panels, etc, without driver. Cross member must have a minimum clearance of three (3) inches. At all times, the ABC "A" measurement must maintain a minimum of 11.5 inches. Also, 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at center, up to the hood seam.
- No Roof Rails permitted
- Rear spoiler height may not exceed 6½" and may not exceed the maximum length of 60" wide. The maximum width of the spoiler will be measured across the rear of the spoiler.
- No under car panning outside of frame rails and no further then drivers' box front or rear.

Tires and Wheels

- Hoosier 2040 is the only tire permitted. Qualifying/race tires will be impounded. Soaking, softening or otherwise altering the composition of tires is not permitted. Tires may be replaced after practice. Cars must start the Feature on the same tires on which they qualified. Only steel wheels with a maximum width of 10" are permitted.
- Tires must be purchased by LVMS approved tire vendor and impounded by LVMS officials. Crew members may air/size tires in the impound area. Tire will be released prior to qualifying and feature after practice has concluded.
- Blowers and/or ductwork for the purpose of cooling tires are not prohibited.

Track width / Wheel Base

- Maximum track width for perimeter chassis is 68", front or rear. Maximum track width permitted for straight-rail chassis is 66", front or rear. All measurements are at spindle height.
- Minimum wheel base of 101". All wheelbase measurements will adhere to the ½" plus or minus on the opposite side.

Weight

- LVMS officials reserve the right to adjust these weight advantages/penalties in the interest of fair competition.
- All weights are taken with driver in the car, and both hands on the steering wheel, prior to qualifying and prior to feature event.
 - ✓ GM Crate Motor 604 with P/N 80541-1 carburetor = 2,700 lbs.
 - ✓ LVMS Spec Engine w/open carburetor = 2,800lbs.
 - ✓ Brodix Spec Heads (up to 360 c.i.d.) = 2,900 lbs.
 - ✓ Approved Hamner, McGunegill, Progressive, and SSPE sealed engine = 2925 lbs.
 - ✓ GM Crate Motor CT525 with P/N 80541-1 carburetor = 2,850 lbs.
 - ✓ Tour 9.5:1 Engines w/Holley "tour legal" or "CRA" 390 carburetor = 2,925 lbs.
 - ✓ Any other Engine option = 2,950 lbs.
- Left-side weight may not exceed 58%. Any car competing with wheelbase more than 104 inches may be 58.5% left side weight maximum. Any car competing with wheelbase more than 106 inches may be 59% left side weight maximum. LVMS scales will be the only method for determining a car's weight.

Carburetors and Intakes

- Intake Manifold: Standard open-plenum mass produced/readily available intake manifold with (1" maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed. Only (1) solid **aluminum** carburetor spacer, maximum 1" thick may be used. The spacer inside hole(s) must be straight cut without a taper or bevel.

- Any Holley carburetor is permitted with a maximum base plate hole diameter of 1-11/16"/ 1.680". Tour Engine option must run Holley "tour legal" or "CRA" 390 carburetor.
- The carburetor for the Factory Sealed 604 Crate motor and CT525 Spec motor must be a "BOX STOCK" Holley 4150 – 650 CFM (P/N 80541-1).

Engines (LVMS Spec Engine)

- Engines must be located so that the forward-most spark plug hole is within 2" of the center line of the upper ball joints.
- Crankshaft must be centered within 1" of the vehicle's frame rails.
- Minimum clearance between the center of the crankshaft and the ground must be 10".
- Maximum displacement is 360 cu. in., including wear. Maximum compression ratio is 10.5:1.
- Engine block must be cast iron and must originate from a mass-produced type engine. Titanium is not permitted in engine, except for the valve retainers. Dry-sump systems are not permitted on any LVMS Spec Engine.
- ***Crankshaft must be cast or forged steel only; weighing a minimum of 49 lbs. Crankshaft will be weighed without timing gear installed.*** 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" (plus-or-minus .020). Crankshaft design and shape must match OEM. Minimum rod journal size of 2.00 (-.030).
- 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. Interchanging of rods between manufacturers is not permitted (i.e. no Honda rods in GM engines).
- 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.
- Camshaft must be a solid steel lifter type with a maximum lift of .510", 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.
- Firing order of engine must maintain OEM firing order and rotation.
- Independent stud, roller tip rocker arms and stud girdles are permitted. Shaft rockers are not permitted.
- 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. Maximum intake valve size is 1.94" and maximum exhaust valve size is 1.5". Valves must be steel or stainless steel only.
- Intake manifold must be a stock Edelbrock (part No. 2912) only. Intake manifold may not be modified in anyway, including painting. Carburetor spacers are prohibited between the carburetor and the intake manifold.

Non-Spec Engines

- Engine rules are established based on the use of a wet sump oiling system; the use of an external oil pump is permitted. Dry-sump systems are permitted on all non-spec engines. An accusump-type auxiliary oil reservoir is permitted.
- Max. Compression ratio is 11.5:1. (25-lb penalty if 11.6:1 and higher).
- LVMS Open motor cars using the Aluminum Brodix Spec head and open carburetor; weight is 2900 lbs.
- Factory GM sealed CT525/Holley 650 carburetor; weight is 2850 lbs., 513 or 529 Spec gears only and 7200 RPM Maximum. No overdrive transmissions.
- For any other engine configuration, LVMS will determine weight and left side percentage at any time.
- **Factory GM Crate engine must be from factory, untouched, unopened and sealed with Data Sheet matching serial numbers. GM 604 Must have GM 6 3/4" harmonic balancer, part# 12551537 or the GM harmonic balancer that comes with the crate engine. The use of GM Valve Springs part# 12551483 and 1.5 ratio rocker arm part# 12367345 is mandatory.**

Fuel

- All cars must use LVMS-approved fuel. No additives of any kind. VP Race Fuels is the official fuels of the Bullring.
- Fuel must be purchased from the on-site LVMS-approved distributor.

Pit Area Parking

- Pit area parking will be on a first-come, first-served basis; pre-registered participants can park early on Thursday the 22nd.
- All RVs will be charged a \$30.00 overnight RV fee for weekend pass. RV pass must be displayed at all times.
- Trailers may be left in the pit area overnight. The pit area will be secured each night of the event. You may also leave your trailer in the pit area Saturday night and pick them up Sunday morning. All trailers must be removed from the Bullring pit area by Sunday at 12:00 p.m.

Pit Area Rules

- Pit area speed limit is 5 mph for all vehicles. **Golf carts, scooters, quads, and/or any other motorized vehicles are not allowed in the Bullring pits at any time; except for handicap use (must provide a handicap placard).**
- All vehicles must be parked in your pit stall or parked in the lot located outside of the pit area.
- There is no minimum age in the pit area. All minors must have a signed minor's release prior to entering the pit area.
- Bicycles are the only means of transportation allowed in the pits and riders must have a valid driver's license. No motorized vehicles are permitted. No pets of any kind are allowed inside the gates at the Bullring.

Tech Inspection

- All cars must go through tech inspection prior to taking the track for practice. All competing cars will declare their engine combination to the tech department and the vehicle weight will be recorded. The vehicle must adhere to the specifications of such declaration. The tech dept. reserves the right to inspect any vehicle at any time to verify engine/weight combinations.
- Once you have completed the initial tech inspection, you will not be required to go through tech until prior to qualifying and prior to the A-Feature. All cars are subject to tech inspection before and/or after qualifying and racing.
- Scales will be set up all weekend for your use in reaching your proper weight for the event.
- Post-feature tech will be required for the Top 3 finishers and any randomly selected competitors.

ENTRY POSTMARK DEADLINE: October 13, 2017

INSTRUCTIONS: Print or type all requested information and sign. Entry will be rejected if all information and signatures are not provided.

THIS ENTRY APPLICATION MUST BE COMPLETED & MAILED OR FAXED TO: LVMS (Attn: Tim Richter) 7000 Las Vegas Blvd. North, Las Vegas, NV 89115 OR **FAXED TO (702) 632-8235.**

In order for this Entry Application to be eligible this Entry Application must be completed in full and submitted to LVMS in accordance with the conditions set forth in this entry blank. Notwithstanding the foregoing, any entrant who performs an act or participates in actions deemed by LVMS Officials as detrimental to the sport or to LVMS, or fails to abide by the provisions set forth in this entry blank, shall be subject to loss of all purse and/or fine and/or suspension as determined by LVMS. Driver and Car Owner must abide by all LVMS rules, regulations and decisions as well as the stipulations in the entry blank.

AGREEMENTS:

In consideration of LVMS's approval of this Entry Application Coupon and for the opportunity to participate in the event, each of the undersigned warrants that all information provided herein is true and accurate and each of the undersigned further agrees as follows:

ACKNOWLEDGMENT AND AGREEMENT TO ABIDE BY RULES.

I acknowledge that I have read and understand all terms and provisions in the Official Entry Blank, in the applicable LVMS Rule Book, and in all Special Rules published by LVMS or the Promoter for this event, and that I will abide by all such terms and provisions, as they may be amended from time to time, and by all decisions by LVMS or its Officials interpreting and applying them.

PERSONAL INJURY AND PROPERTY DAMAGE RELEASE.

I hereby release and waive any and all claims pursuant to the RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT.

ENTRANT'S "GOOD FAITH TO THE PUBLIC PLEDGE".

In recognition of the support of the racing fans, and the effort and monies expended by the sponsors, LVMS and the Promoter in connection with the event, I agree to use my best efforts to compete in the event, including related practice and qualifying activity, and I will not withdraw from competition without the consent of the LVMS Racing Operations Manager or his designee. If the Driver for any reason is unable to compete, the Car Owner will use his/her best efforts to identify and use a substitute driver in order to compete.

DATE: _____

DRIVER'S NAME

(Print): _____ (Email): _____

TEAM CREW CHIEF: _____

DRIVER'S SIGNATURE: _____

STREET: _____ CITY: _____

STATE: _____ ZIP: _____ PHONE: (_____) _____

PURSE WINNINGS PAID TO (Print): _____ (a W-9 form must be filled out)

MAKE OF CAR: _____ YEAR: _____ CAR #: _____

EMAIL: _____

CAR SPONSOR'S NAMES (print):

SUPER LATE MODELS ☐ \$175 Pre entry ☐ \$200 After October 14th, 2016 OPEN PRACTICE ☐ \$125

WEEKEND CREW PASS _____ x \$ 95= \$ _____

TOTAL AMOUNT DUE FOR PRE-REGISTRATION \$ _____

Payment via: ☐ Check ☐ Visa ☐ MasterCard ☐ American Express

Card Number: _____ Exp. Date: _____

Security Code: _____ (3 digit number on back of card)

Name on Card: _____

Signature: _____

Pit pass fees for driver are included in the entry. **Crew members must pay pit pass fees upon entry to track** (\$50 per person per day or \$95 for weekend pass: Weekend passes valid Thursday through Saturday only; \$125 for car and driver on practice day, Thursday, October 19).