



# 2022 Modified Rules

These rules are in effect as of January 6, 2022. 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 and/or Manager 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.

## **12-1 MODIFIED RULES**

**12-1.1 LVMS WILL USE THE CURRENT CONSTRUCTION VERSION OF SPEARS MODIFIED SERIES RULE BOOK LOCATED AT [www.spearsmodifiedseries.com](http://www.spearsmodifiedseries.com) WITH THE FOLLOWING EXCEPTIONS:**

**12-1.2 LVMS will require all competitors to have a current 2022 NASCAR *FEATURE* division license.**

## **12-10 CAR WEIGHT**

- 12-10.1** 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** The track scales are the official weights.
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| 602 Crate Engine, 4 barrel Carb =        | 2500 lbs. Pre-Race 58.0% Left side anytime. |
| 602 Crate Engine Quick Change rear end = | 2525 lbs. Pre-Race 58.0% Left side anytime. |
| Open Motor =                             | 2750 lbs. Pre-Race 56.0% Left side anytime. |
- All post-race weights will be allowed 1 pound per lap raced for fuel burn off. Must maintain left side weight at all times.**
- 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. 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.** No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. A minimum durometer reading may be enforced at any time.
- 12-17.3** Hoosier Tires are the official tire of the Bullring at Las Vegas Motor Speedway. The Modified class will run the Hoosier 970.

## **12-18 GENERAL ENGINE REQUIREMENTS**

The use of GM 350HP Factory/IMCA, or LVMS Sealed Circle Track Crate Engine P/N 88958602, 88869602, or 19258602 is the only permitted engine with a Holley 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. **The use of the PAC Spring PAC-1210X is permitted.**
- 12-18.2** **602 Crate Engines will require a 6200 chip. The use of an open motor will require a 6800 chip.**
- 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 one engine has an unfair advantage over other engines.
- 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, approved valve springs, rocker arms, shimmying 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.

## **12-19    CARBURETOR**

**10-19.1** 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 may 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, and/or scoops 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**

**12-23.1** 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.

## **12-24    REAR ENDS**

**12-24.1** Any steel approved OEM passenger car or truck rear end allowed (housing and carrier) with steel spool (full or mini). **Quick change allowed and must use 10" ring gear with a 25 lbs. penalty. The use of aluminum or steel spool, steel axle tubes, minimum one inch wide spur gears and bolt on rear cover are required on all quick changes.** Safety hubs (floater) allowed. Steel axles only. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one piece drive flange. One inch inspection hole required in housings. No scalloped ring gears, No cambered rear ends, No heavyweight axle tubes (max .250" wall), and No housing braces.

**12-24.2** Quick change rear ends are limited to gear ratios within .06 points of the 9" Ford gear ratios. (i.e.: Ford 9" ratio is 5.83 a quick change can be 5.89 or 5.77) All cars regardless of what rear end being used must qualify and race on the same gear ratios.

## **12-25    SHOCKS**

**12-25.1** No remote canister shocks.

**12-26 FUEL & FUEL CELLS**

**12-26.1** 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 Head and Neck restraint system 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 required on all competitors. Neck brace not allowed. 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 driver's 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.

**12-28.3** Transponders will be required. Transponder must be mounted on the right rear frame rail 160" back from the front edge of the vehicle. Car with a transponder that is mounted closer than 160" 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.

All race procedures will continue to follow LVMS Bullring Rules.