



2025 602 Modified Rules

These rules are in effect as of February 22, 2025.

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 any time. The Chief Technical Inspector and/or Manager 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 SRL modified series rule book located at www.srlsouthwesttour.com/modified-series-info/team-info/2024-rules/ with the following exceptions:

12-1.2 LVMS will require all competitors to have a current year NASCAR CHARGER division license.

12-10 CAR WEIGHT (The track scales are the official weights)

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. 602 Crate Engine, 4-barrel Carb = 2500 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 TIRES AND WHEELS

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 5/8" minimum with 1" minimum lug nuts. Wheel studs must extend past the lug nut a minimum of 2 threads.

12-17.2. Tires are the Hoosier 8.0-15/970 treaded tire. Tires MAY NOT be cut, soaked or altered in any way. A durometer reading may be taken at any time. All tires must read at a minimum of 50 on the durometer, if deemed necessary a tire sample may be taken and sent to lab for testing.

12-18 GENERAL ENGINE REQUIREMENTS

12-18.1 All 602 crate engines must remain OEM from the factory and may be either break off bolt seals or new style seals, or International Motor Contest Association (IMCA) seals, or seals that have been approved by LVMS in writing prior to competition. You may run the PAC Spring PAC-1210X aftermarket valve spring, 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. All engines are subject to technical inspection including but not limited to, rocker arm ratio, cam lift, pushrod length, valve spring pressure, weight of harmonic balancer, cubic inches, compression (compression may be checked with PSI gauge at any time, the max allowed is 160 PSI) etc. Any engine that is deemed to questionable maybe confiscated and taken to engine dyno for further inspection.

12-18.2 Any competitor that is determined by LVMS officials to have tampered with the approved seals 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.

12-18.3 602 Crate Engines will require a 6200-rpm chip

12-18.4 Open Motors are required to be 410 maximum cubic inches, cast iron block, wet sump only,

12-18.5 Open Motors will require a 6500-rpm chip.

12-19 CARBURETOR

12-19. Any 4-brl carburetor is permitted.

12-19.2 Air boxes, ducts, baffles, and/or scoops to direct air to the air cleaner are not permitted.

12-19.3 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. Steel or aluminum carrier. Steel or Aluminum spool (full or mini). Quick change allowed and must use 10" ring gear. The use of aluminum or steel, 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 All cars with a 602 engine must run unaltered track mandated fuel, VP eco 98. Available at the track. NO additives and NO mixing of this fuel. It will be tested regularly. Open motors may run any approved 110 octane racing fuel. 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 Approved seat belts and double shoulder harness and a crotch strap is required, no older than 5 years. A full-face helmet required with a 2015 (recommended 2020) 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 20" wide by 16" high with an SFI rated tag no older than 5 years. 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.

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.

12-28 ACCESSORIES

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

12-28.2 8" Spoiler allowed.

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 a 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.

12-29 NO TRACTION CONTROL DEVICES

12-29.1 Only one ignition box allowed, 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. At any time, tachometers may be removed and inspected at the request of a tech official.

12-30 ADDITIONALLY

12-30.1 The following infractions will result in a penalty which could include a huge fine, suspension or a LIFETIME ban from the division.

12-30.1a Being caught with traction control.

12-30.1b Bypassing the RPM limiting control device in any way.

12-30.1c Altering the 602-crate engine under the seals in any way that is non-OEM.

12-30.1d Altering the tire, such as soaking the tire, or cutting the tire. Tires are to be a stock 970 tire.

12-30.1e 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.

12-30.2 Illegal components WILL be confiscated by LVMS and become property of the speedway.

12-30.3 LVMS reserves the right to adjust the rules at any time in the interest of safety and maintaining an even playing field, including adding weight, a restrictor plate or a chip change. All race procedures will continue to follow LVMS Bullring Rulebook.