



## **2025 Pro Late Models 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.

### **15-1 PRO LATE MODEL RULES**

5-1.1 LVMS will require all competitors to have a current 2022 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 / WEIGHT** (Track Scales are the official weight)

15-3.1 602 CRATE ENGINES ONLY and 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 2875lbs 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 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 aftermarket 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. 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.

15-3.2 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

15-3.3 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. 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 durometer, if deemed necessary a tire sample may be taken and sent to lab for testing. Wheels must be steel and not exceed 8" in width, no wheel weights allowed. Wheel studs must extend past the lug nut a minimum of two threads. Competitors must start the race on the tires they qualified with.

### **15-5 SUSPENSION**

15-5.1 Minimum wheelbase is 101", rear wheel drive cars only. Steel shocks only (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 cars must have a minimum 79"-inch track width, 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, 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.

## **15-7 FUEL**

15-7.1 All cars must run unaltered track mandated fuel for Pro Lates is VP eco 98. Available at the track. NO additives and NO mixing of this fuel. It will be tested regularly. No icing or cooling of fuel system, fuel tank, fuel or intake is permitted in pit or racing areas.

## **15-8 DRIVE SHAFT**

15-8.1 NO carbon fiber driveshafts allowed.

## **15-9 SAFETY**

15-9.1 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 22" 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. 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, the 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 a correctly functioning RACEceiver during an event are subject to penalties, not limited to loss of points and fines.

## **15-11 ADDITIONALLY**

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.

15-11.1d Altering the 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, including adding weight, a restrictor plate or a chip change. All race procedures will continue to follow LVMS Bullring Rulebook.