



2025 LVMS Bullring Super Stock 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.

BODY AND INTERIOR

- A.** Any 1960 or newer sedan. No Station Wagons, Convertibles, Jeeps, etc. All cars must maintain a stock OEM body. Door panels, front and rear quarter panels may be fabricated of steel or aluminum. Body sheet metal may be updated through current models but must exactly replace early sheet metal. No interchanging of MFG bodies and frames. Five Star and AR street stock bodies allowed and mounted correctly per manufacture specs.
- B.** No under body air deflectors, panning or wings of any kind. Roof rails will not be permitted.
- C.** Original bodylines must be maintained, and stock appearing on fabricated panels.
- D.** Hood and deck lid pins required. A minimum of 4 pins across the front hood, and 2 across the rear of the deck lid.
- E.** Front stock steel firewall must be maintained. Stock steel floorboard and tunnel must be maintained back to the B-pillar bar. All holes must be sealed.
- F.** Interior panels must be minimum 24-gauge steel or .040" thick aluminum.
- G.** Rear deck lid spoiler allowed maximum 4" tall and no wider than car or over 60" wide top 3" must be clear plastic. Straight blade spoilers only with no forward braces.
- H.** Fiberglass front ends allowed.

FRAMES

- A. Full NASCAR type roll cages mandatory. Bars must be a minimum of 1½" O.D. / .090" wall thickness (Main greenhouse bars must be 1¾" O.D. / .090"), gusset as necessary for strength.
- B. Minimum of three (3) door bars required on both sides. Right side can be straight.
- C. Fuel cell protector required, no more than the width of the frame rails.
- D. Main roll cage uprights must be fastened to the floor of uni-body cars with a minimum 3/16" thick plate, top and bottom, at all four corners. Plate must be a minimum of 4" square, with (4); 3/8" grade 8 bolts at each location.
- E. Drivers' side door bars must be covered with a minimum 1/16" thick steel metal plate, top to bottom, from front and rear uprights, welded to outside of bars.
- F. Stock frames only. No modifications allowed. Crossmember can only be clearanced for oil pan, headers, and fuel pump only.
- G. Aftermarket Camaro front clip permitted. Must comply with the stock '71 Camaro lower pick up point locations. Approval will be required to install fabricated Camaro front clip. This option is currently only available for cars with 108" factory wheelbase and above. This option will carry a 50 lbs. weight penalty.
- H. Approved front replacement clips: Port City Racing P/N 100-2-205, Victory Circle P/N VCC-02-8055, Race Car Factory P/N 5506, Howe P/N 358-08-01.

WINDOWS

- A. Minimum 1/8-inch LEXAN windshield required. Windshields must be supported between the dash bar and the roof halo bar with a minimum of two (2) evenly placed metal straps 1/8 inch by 1 inch.
- B. LEXAN rear window and B-pillar windows permitted.
- C. All glass must be removed. 12-inch vent windows will be permitted and must go 90 degrees from the top of the door up to the A-post. Driver side window net is required on all cars. Net material must be minimum 1 inch wide and have openings of at least one (1) inch. Net must be equipped with a quick-release device on the top left corner.
- D. All mirrors including mount locations subject to specific tech approval. E. Left side mirrors required.

HEIGHT, WEIGHT, AND WHEELBASE (The track scales are the official weights)

- A. There is no ride height rule, however, if your car drags the scales, you will be forced to go back to your pit to make adjustments.
- B. Chassis minimum weights - Wheelbase 110" and over - 3100 lbs., Under 110" to 108" - 3200 lbs., Under 108" to 101" - 3300 lbs.
- C. Maximum 55% Left side weight.
- D. All cars will be scaled with the driver in seat with all equipment on and hands on the steering wheel. E. Stock wheelbase only.
- F. Wheelbase minimum 101 inches, with max ½" variance left and right. G. Strut type front suspensions may remove 50 lbs.
- H. Cars weight and % (including any added penalty weight) will be displayed on the upper left front windshield.

ENGINE OPEN

- A. Max 10.5:1 Compression Ratio.
- B. Max cubic inch - Ford 360 C.I., Chevrolet 360 C.I., Dodge 365 C.I.
- C. Oil pan must have one inch inspection plug. If no plug is present, pan removal will be required for inspections.
- D. Stock OEM type crankshafts only. Aftermarket cranks must resemble stock. No crank lightening or grinding allowed.
- E. Heads: Stock cast iron heads only. Stock valve angle only.
- F. Aluminum intake manifold permitted. No composite intake manifolds.
- G. No porting or polishing will be allowed.
- H. No exotic materials permitted ANYWHERE.
- I. Engine Blocks: Stock cast iron blocks only. No modifications allowed.
- J. Magnetic steel connecting rods only.
- K. No roller or mushroom lifters allowed.
- L. Double roller timing chain permitted. No belts or gear drives allowed.

602 CRATES

A. The GM 602 crate motor may be ran (will receive a 50lb weight break). 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 valve spring (That's the only aftermarket part allowed) 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.

B. 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.

CARBURETOR

A. Open Motor - Holley #4412 box stock except for the following: Gasket, bowls seal, accelerator pump squirter, cam, power valve, jets, and sight plug. Choke plate and shaft must be removed.

B. GM 602 - Holley #80541-1 650 cfm 4-barrel carburetor box stock except for the following: Gasket, bowls seal, accelerator pump squirter, cam, power valve, jets, and sight plug.

C. Two (2) carburetor return springs required must be mounted to the engine block.

D. Maximum 1" aluminum carburetor spacer/adaptor allowed. Bores in the adapter will not be tapered or bowl shaped.

AIR CLEANERS AND FILTERS

A. No cold air induction allowed.

B. Dry element air filters only.

C. Top and bottom of the air cleaner must be solid and the same diameter.

D. Tubes, funnels, or any device which may control the flow of air, will not be permitted inside the air cleaner or between filter housing and carburetor.

ENGINE LOCATION AND MOUNTS

A. Engine must be in stock location. Maximum set back 1½" from front spark plug to upper ball joint.

ELECTRICAL SYSTEM

A. HEI ignition only.

B. Stock firing order only.

C. MSD Rev Limiter P/N 8727CT permitted.

D. NO MSD ignition systems allowed.

E. Magnetos, crank trigger, optically triggered or computerized systems are not permitted.

F. All cars must be equipped with a master electrical switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from the left side of the car.

G. Batteries must be securely mounted within the confines of the body and behind the driver.

H. Batteries must be contained in electrically insulated containers.

I. Batteries must be mounted in front of the rear axle.

ENGINE EXHAUST SYSTEMS

A. Headers are permitted. Must be 1 5/8" tube, down and back, chassis style headers only. No over the top, step, 180s, TriY's, cones or pyramids. Only one gasket, maximum .075" thickness, may be used between the cylinder head and header. Header must bolt to the head.

B. Exhaust must extend past the driver's compartment.

DRIVE TRAIN

- A.** Clutch will be stock type only. Aftermarket master and slave cylinder allowed.
- B.** No lightweight or racing type disc, pressure plates, or flywheels allowed.
- C.** Steel 10 ½" clutch ONLY. Steel flywheels only.
- D.** OEM transmission: Minimum 2 forward gears and reverse gear mandatory. Internal transmission components may not be lightened or polished. 1st and 2nd gears may be removed, no other modifications permitted.
- E.** Racing transmission: Minimum 2 forward gears and reverse gear mandatory. 50 lbs. weight penalty.
- F.** Steel bellhousing only.
- G.** Steel spools only (full or mini spool allowed). Spool must utilize all ring gear bolts. Ring and pinion may not be lightened or polished.
- H.** Rear end must be centered in car. Cambered and rear ends not permitted.
- I.** Automatic transmissions optional, torque converter must be operational, transmission oil cooler required.
- J.** Steel Ford 9" floater rear end allowed. Must be mounted exactly as old rear end was removed, may be used in any MFR line.
- K.** Two (2) driveline straps, 1" x 1/8" required. Drive shaft must be painted white for on track visibility in the event it should become separated from the car.
- L.** Steel driveshafts only.

SUSPENSION AND BRAKES

- A.** Stock OEM lower control arms only, no crossing OEM lines, no modifications allowed. Outbound shock mounts permitted. Left Front sway bar slapper pad permitted.
- B.** Aftermarket upper A-Arms permitted. Must be steel, either steel or aluminum cross shaft allowed. Any OEM style rebuildable ball joint may be used. No "Mono Ball" ball joints. Spindles must be stock OEM for make of vehicle being used.
- C.** Aftermarket upper A-Arm mounts permitted.
- D.** Aftermarket springs permitted.
- E.** One piece steel "slapper" sway bar permitted.
- F.** Lowering blocks and spring sliders permitted for leaf spring cars.
- G.** Adjustable upper links permitted on 4 link cars.
- H.** Weight jacks permitted.
- I.** All other suspension components must be of original design and origin for the chassis used. No aftermarket look alike parts to widen suspension. Maximum overall width (front or rear) shall not exceed 78" from outside of tire to outside of tire (65" measured by the referee).
- J.** Non-adjustable steel shocks only. No expanded gas chamber shocks, remote canisters, or bladders permitted. No base valves. No Schrader valves. Hyper Screws OK. Rebuildable/Revalvable shocks permitted.
- K.** Absolutely NO bump stops, travel limiting, or travel limiting devices of any kind.
- L.** Four-wheel hydraulic brakes required and must be in good working order. Dual master cylinders are allowed with aftermarket pedals. ONE brake bias adjuster is allowed in the car.
- M.** Rear disc brakes allowed. Brake calipers front and rear must be stock type single piston and made of cast iron.
- N.** Steel aftermarket hubs permitted.
- O.** OEM 3 Link Option - 4 link cars may remove one of the upper links and install a pan hard bar. All chassis pick-up points must not be altered. Lower trailing arms must be OEM stock length for year, make, and model of chassis. (This package is experimental, and may carry a weight penalty in the future.)

STEERING COMPONENTS

- A.** Stock type steering components only. Aftermarket drag link, idler, and pitman arms permitted. Adjustable outer Tie-Rod ends permitted. Inner tie rod must be stock type.
- B.** Steering design must be stock for chassis used. (Example: No rack and pinion steering on cars that didn't come stock with a rack and pinion and vice versa.)
- C.** Quick release steering wheels are required.
- D.** Steering column must be collapsible. Two U joints are acceptable.

FUEL SYSTEM

- A. 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.
- B. All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible. Minimum 10" ground clearance.
- C. Fuel cell must be mounted with a steel framework (1 inch x 1 inch, .065 inch minimum) and must have a vent hose and the hose must have a check valve in the end.
- D. Fuel cell must be totally enclosed in an 18-gauge steel box. Ground strap required from fill neck to frame.
- E. Maximum fuel capacity – 22 gallons.
- F. No electric fuel pumps permitted. Fuel lines may not enter driver's compartment.

TIRES AND WHEELS

- A. Steel 8" wide wheels are mandatory. No wheel weights of any kind allowed. Tire and wheel must stay inside of fender and quarter panel.
- B. 5/8" wheel studs required with 1" minimum lug nuts. Wheel studs must extend past the lug nut a minimum of 2 threads.
- C. The use of any bleeder valve is prohibited.
- D. Wheel spacers allowed.
- E. 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.

ELECTRONICS

- A. No electronic monitoring computer devices capable of storing or transmitting information except tachometers. At any time, tachometers may be removed and inspected at the request of a tech official.
- B. No digital gauges, timing retard controls or oxygen sensors allowed.
- C. Transponders must be mounted on the frame 168" behind the leading edge of the bumper.
- D. No electronic traction control devices allowed.

WEIGHT PENALTIES/BREAKS

Non-conforming body - 50 lbs. weight penalty. Fabricated Camaro front clip - 50 lbs. weight penalty. Racing transmission - 50 lbs. weight penalty. GM 602 crate motor - 50 lbs. weight break. Strut front suspension - 50 lbs. weight break. OUT OF TOWN CARS LVMS invites all Out of Town competitors. Due to the differing levels of competition, LVMS reserves the right to adjust total weight, and/or bias on an individual basis

SAFETY EQUIPMENT

- A. 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.
- D. 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.

ADDITIONALLY

- A. The following infractions will result in a penalty which could include a huge fine, suspension or a LIFETIME ban from the division.
- B. Being caught with traction control.
- C. Altering the 602-crate engine under the seals in any way that is non-OEM.
- D. Altering the tire, such as soaking the tire, or cutting the tire. Tires are to be a stock 970 tire.
- E. 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.
- F. Illegal components WILL be confiscated by LVMS and become property of the speedway.**
- G. 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.