
Veterans Motorplex at The Rim 2022 LIMITED LATE MODEL RULES

6 Racing Events All 40 Lap Events

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation there in. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLAINT WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in his/her opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the speedway officials whose decisions are final.

Overview of this series.

This will be a minimum 6 Race Series based mainly off of Nashville Limited Late Model Rules.. These races will NOT be scheduled to conflict when they are scheduled for Nashville

Each race will be 40 Laps in length.

Each race will pay \$750 To Win. (Full Payout to be announced)

Last place will pay \$75

Previous race winner starts **no better** than behind the inversion

Inversion will be between 2-6 positions

No minimum Fuel amounts to purchase

We will be racing on Used McCreary 10" Pull off Tires.

ALL Race Tires used will be purchased from Veterans Motorplex. Tires may be impounded after the race from any car.

Transponders will be used and possibly race receivers.

Car numbers must be registered with Veterans Motorplex \$35

\$50 Entry Fee per race

SECTION 1-WEIGHTS: All weights are after the race. No Fuel burn off for 40 lap races

1. Minimum weight 3100 pounds after the race
2. Maximum left side weight is 55.0%
3. Weight box will be permitted and highly recommended. Weight boxes are optional, constructed of minimum 3"x 3" x .120 square steel tubing and must be welded completely to frame.
4. Management reserves the right to alter, change or adjust weight limits at their option and all additional weight to non-conforming cars.
5. No weight may be mounted on, or added to, any moving parts. Weight CANNOT be mounted behind the rear end housing.

SECTION 2- WHEELBASE:

1. Wheelbase: Car must be minimum of 105" (+/-1/2")
2. Maximum tread width 65" measurement center to center of tires at spindle height (front and rear)
3. Must be LMSC type complete tubular chassis

SECTION 3A-BUILT ENGINE:

1. Engine must be centered between frame rails
2. Maximum engine set back will be the #1 spark plug (front left plug) even with wedge bolt.
3. A minimum of twelve (12) inches from centerline of the crankshaft, in the front of the ground must be maintained.
4. Must be of standard factory production with standard external measurements in all respects.
5. Ford and Chevy may not exceed 362 cid. Chrysler may not exceed 364.
6. Maximum compression of 10.5:1. If compression exceeds max, add 25 lbs, per 0.5 over 10.5:1.
7. Cast iron blocks only
8. Flat top pistons only.
9. Piston may be flush with block (zero deck heights). Steel connecting rods permitted (must be magnetic) Rods must match engine size (ex. 5.700 inches on 350 Chevrolet)
10. No remote oil systems or filters. No oil coolers, accu-pumps, dry sump or additional oil lines permitted other than line to oil pressure gauge.
11. Standard production type crankshaft only. No altering other than standard grind cleanup.
12. Stroke must be stock stroke within 0.010, may not be increased or decreased. (3.48)'
13. Stock type or and S.F.I. approved balancers only
14. Fifty-pound minimum weight on all crankshafts, including timing chain gear.
15. The cylinder heads must be cast iron, the intake and exhaust ports must be in the original "as cast" configurations.
16. Minimum 62 cc combustion chamber Chevy, Ford 57 cc.
17. Mopar products: Maximum 1.624 in exhaust, minimum 1.920 in. intake valves.
18. Ford Cleveland: Maximum 1.644 in exhaust, minimum 2.041 in intake valves.
19. Ford Windsor: Maximum 1.546 in exhaust, minimum 1.940 in intake valves.
20. Chevrolet Small Block: Maximum 1.500 in exhaust, minimum 1.940 in intake valves
21. OEM cast iron heads only. World Products SR 043610 Stock replacement heads allowed. (1.5/1.940) ALLOWED. No dart, angle plug, 461, 461x 462 or "bowtie" heads allowed. 3/8 or 7/16 rocker studs.
22. Stock steel valves and in stock location only
23. Stock diameter valve spring with steel retainers only. Chevrolet maximum 1,280.
24. No titanium parts. Locks and retainers must be magnetic steel. Guide plates permitted.

25. May run stock 2 bbl or 4 bbl intake, or intake #14098242, GM marine intake on old type heads or Edelbrock performer #2101, 2104, or 2116. All must be stock. No porting, polishing, of the intake.
26. On all engines, only one standard flat gasket may be used between the head and the intake manifold. Maximum gasket thickness .177 inches
27. Any attempt to pull outside air in is not permitted.
28. Only hydraulic flat tappet cams and stock hydraulic magnetic lifters allowed.
29. Maximum valve lift must not exceed .450
30. Camshaft lift checked with solid lifter with zero lash at retainer of valve or maximum .300 at lobe or cam doctor.
31. Lifters must be of stock diameter for engine application.
32. No roller rocker arms permitted. No stud girdles. 1.5 ratio rocker arms only "cool nuts permitted/polly locks". Rocker arms must not exceed 1.55 ratio

SECTION 3B-CRATE ENGINE:

1. GM 602 crate motor approved. By GM yellow book guidelines
2. Compression limit 9.4:1 determined by Veterans Motorplex Whistler

SECTION 4-CARBURETORS

1. Built engines: Holley "box stock" #4412 carburetor required. May change jets, power valves, and remove choke flap. no HP carburetors or components permitted.
2. Crate engines: All 602 crate motors must run Holley 4150 #80541 650 CFM 4 barrel carb. Must remain Box stock, you may change jets, air bleeders and power valves.
3. Crate engine carburetor spacer: 602 crate motors CABURETOR SPACE MAX. Height 1" aluminum with 1 paper gasket per side not to exceed 0.065 in thickness/open or 4 hole type or tapered allowed.
4. Built engine carburetor spacer: Maximum of 1" aluminum with 2 holes not to exceed over 1.690 may be tapered with 1 paper gasket per side not to exceed 0.065 in thickness
5. No E-85 Fuel

SECTION 5- EXHAUST:

1. A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. The track will conduct random testing of exhaust noise; a penalty of 10 lbs for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.
2. Economy 1 5/8" headers with no steps, allowed with a 3" collector into a single pipe that exits under car past driver. No X Pipes.
3. No alterations of any type, except external modifications for clearance purposes only.
4. Will be permitted a 5/16 header flange max with no spacer or any kind between the head of the flange.
5. Mufflers are required. Muffler must be fully functional. Mufflers will be required at all race events, including track rental, open practice and race day. No Schoenfeld shorties, NO EXCEPTIONS.
6. May raise or remove section of floor pan on right side of car for clearance to install large style mufflers. (ex. Brzezinski/Howe). Must box or replace floor pan with 22-gauge steel sheet metal only.

SECTION 6- BODY:

1. Minimum of four (4) hood pins required
2. Floor pan must remain intact in driver's compartment. Interior must remain open and be able to view complete floor pan, except for behind the seat may be boxed.
3. Rear spoiler must be mounted on the trailing edge of the deck lid.
4. Spoiler may not exceed six (6) inches in total height. Must be single plane only. Max width 60"
5. Spoiler must measure MAX 43" from ground to top of spoiler.
6. Front windshields mandatory. Recommended is 1/8 Lexan with a minimum of two (2) center brace required at a stock angle.
7. Stock Appearing Rubber noses and tails allowed.
8. Bodies must be approved by tech official. ABC and conventional LMSC type bodies are legal. No wedge bodies, no down force bodies allowed.
9. Minimum roof height will be 47"

SECTION 7-FUEL SYSTEM:

1. Racing fuels are mandatory, bladder type cells are highly recommended
2. Maximum 22-gallon cells
3. Work fuel cell flapper valve is required. Fuel cap must be tethered.
4. Loop bar mandatory behind fuel cell. Bottom of Fuel cell bar is recommended to be 1" lower than fuel cell can.
5. Two (2) sections of box tubing may also tie the rear frame rails together and act as a fuel cell mount.
6. Fuel cells must be in trunk compartment, equal distance between frame rails and centerline of car.
7. Bottom of fuel cell container must have a minimum ground clearance of 8".
8. Stock type mechanical fuel pump only, in stock location. No electric fuel pumps allowed.
9. No additional fuel reservoir, pressure equalizing systems, or fuel cooling devices allowed.
10. Renegade Racing Fuel permitted
11. NO E-85 fuel

SECTION 8-IGNITION:

1. Stock HEI ignition only. No MSD pickups or modules. No MSD distributors, No boxes or RPM limiting devices allowed.

SECTION 9-BRAKES:

1. Brake pedals must follow stock configurations. Aftermarket hanging pedals allowed.
2. Must have functional brakes on all 4 wheels at all times.
3. Brake pad material optional
4. Four wheel disc brakes allowed.
5. Brake bias devices allowed.
6. GM Style Single piston calipers, steel or aluminum

SECTION 10-STEERING:

1. Conventional steering systems only consisting of stock style steering box are the only type allowed.
2. Steering systems either manual or power
3. Quick release hubs recommended.
4. Steering ratio may be changed only within steering gear box.

SECTION 11-SPINDLES & HUBS

1. Large diameter wheel studs acceptable.
2. After Market 5 on 5 or Wide 5 Hubs are approved

SECTION 12- TRANSMISSION/CLUTCH:

1. Manual cast iron case OEM with all gears operable. (3 speed Saginaw Transmissions only)
2. No 4 or 5-speed transmissions. NO AUTOMATICS.
3. No internal modifications or gear reductions allowed.
4. Manual transmission must utilize stock all steel type pressure plate and steel or cast iron flywheel 14 inches only. 153 tooth, standard with a minimum weight (14.5 lbs) must have counter weight
5. 10.5 inch pressure plate minimum 13.5 pounds, disc 10.5 inch only 6 rigid friction pads minimum, 3 pounds of total weight.
6. Pressure plate must be of stock configuration
7. Hydraulic clutch linkage permitted.
8. Cars must provide inspection holes for clutch
9. Blow proof bell housing mandatory.
10. Stock, steel flywheel only. No lightweight or altered stock flywheel.

SECTION 13- GROUND CLEARANCE:

1. Dragging exhaust systems will result in immediate black flag
2. All cars will have a minimum of 4" frame height clearance; check on the pad with the driver in the car. This will include all post race techs.

SECTION 14- REAR END:

1. Aftermarket racing axles are recommended
2. Quick change or 9" with wide 5 or small 5 hubs
3. Only Spool or Detroit lockers are allowed.
4. NO GLEASON, TRU TRACS or TRACK STAR TYPE Differentials. NO EXCEPTIONS.

SECTION 15- CHASSIS:

1. All cages must be style as set forth in the rulebook and approved for workmanship and design
2. No x bar in right side door. minimum of 3 door bars (4 recommended)
3. Car must have four-point roll cage with diagonal bar behind driver.
4. Top of roll cage may extend to rear frame behind fuel cell. All cars may be allowed front and rear hoop bars.
5. All roll bar tubing must be 1 3/4 inch diameter minimum .090 wall. Gussets required in left door bars
6. Must be "0" zero offset
7. No under slung frames

SECTION 16-SUSPENSION:

1. Steel non-adjustable, re-buildable not exceeding \$300.00 per shock. Claim rule will be \$1200 for set. Non-adjustable, no clickers. Must purchase all 4 shocks. If you claim someone's shocks the Shocks must remain with track promoter and they will be locked up with the impounded tires from that race. They will be released when the tires are released at the next event for this division and the claiming driver **MUST** race them the day they are released.
2. Truck arms or 3rd link trailing arms, 3rd link bars and track bars must be steel. **NO ALUMINUM. Steel Heims only on anything.**
3. Steel driveshaft only
4. **NO COIL OVERS. NO BUMP STOPS.**
5. Under the bottom (Chassis headers) headers **ONLY**. **NO 180 degree headers. NO Over the top headers**
6. Weight **CANNOT** be mounted to any suspension components.
7. Weight **CANNOT** be mounted behind the rear end housing.

SECTION 17 - WHEELS

1. Maximum 15" x 10" Steel Wheels **ONLY** any offset. Must fit within maximum Tread Width

SECTION 18 TIRES

The proposed tire is the McCreary Speed 10" slick. This will be an open test session and we invite ALL interested Limited drivers to attend the tire test to see how this tire wears & repeats.

- 1 This is a 10" Slick that has proven to be a durable tire that repeats well at Veterans Motorplex. ALL Tires and must be purchased through Veterans Motorplex
2. **OMITTED**
3. All 4 tires from the **Top 3 Finishers in each EVENT may be Impounded** and locked in a storage container at Veterans Motorplex until the next scheduled event. Multiple locks may be placed on the storage container
4. Any driver with a lock must be present at the next race to remove your lock. The container will be unlocked at the next scheduled limited event within 30 minutes after the **Official pit gate opening time** Race days are hectic...If you are not there within 30 minutes of the official posted pit gate opening time your lock will be cut off and tires released.
5. You may purchase 4 used tires at each race but they must be used the day they are purchased...EIRI. Any tires purchased for practice will have id numbers removed from them and they cannot be used in a race. **EIRI**
6. No Siping or Treating / cleaning with any type chemicals period.
7. Practice Tires may be purchased at any time however the track will remove serial numbers from these tires and they **WILL NOT be able to be used in any races.**

SECTION 19 INVERSIONS / PREVIOUS WINNERS

1. There will be a roll of the dice for the inversion for all divisions each week.
The dice has a 2,3,4,5,6 & 6.
2. The Previous Race Winner will start no better than behind the Inversion***
***Providing they qualified within the Inversion
3. If the previous race winner does not return for the next scheduled event when they do return to race they will be required to start behind that week's previous race winner***
***Providing they qualified within the Inversion