



Fastest piece of Real Estate in Tennessee

2024 Pro 8 Late Model Rules

Includes CRA/ASA Nashville / National Pro LM Rules Package / Option

You can run a basic Nashville Pro Late Model by Nashville Rules (CRA Jegs / National Pro Late Model Rules) with a few exceptions. Nashville Cars with a Chevy or Ford Crate Engines whether they are the New GM Crate style or Approved Rebuilder Sealed Crate engines that are running the Nashville CRA Package, **BOTH are Required** to Run the 1.25" Restrictor plates on ALL Engines.

May run a 602 Sealed Crate Engine with CRA/Nashville package with 650 Carburetor without using the 1.25" Restrictor Plates)

All AR970 tires must be purchased from Veterans Motorplex @ The Rim for this division and be mounted on 10" maximum width steel racing wheels.

Minimum weight for Nashville Late Model

with 604 crate (Rebuilt or New) Before Race 2800 lbs. 58% LS / After 50 Lap Race 2750 58.0% max. LS

with Ford crate Before Race 2825 lbs. 58% LS / After 50 Lap Race 2775 58.0% max. LS

May run a 602 Sealed Crate Engine with CRA/Nashville package with 650 Carburetor without using the 1.25" Restrictor Plates)

Must run Locked / Spool in Rear End per rules.

Must Run a hooked up and working Rev Limiter with specified working unaltered chip / system per National rules.

Minimum weight for The Rim Pro 8 Late Model with 604 = Before Race 2850 lbs. 58.0% LS / After 50 Lap Race 2800

Any center section / Locker, Gleason, Tru Trac etc.. Rev Limiters not required with the Rim package..

Hydraulic Lifter rule applies to ALL divisions : If your engine specs require Hydraulic lifters.... You must use Hydraulic non roller lifters ONLY.

NO Anti Pump up lifters. Lifters may not be altered nor have components added, removed dented or shimmed. Must be as manufactured and work fully and freely and compress and work as they were expected to work in the GM Yellow book for GM Crate Engines.. (Specs for GM Performance Crate engines Yellow Book). No Special or prototype lifters will be allowed

CANNOT mix the 2 sets of RULES. The Rim Cars run by Rim Late Model Rules and Nashville cars must run Nashville rules including weights, shocks and spring package with a spool / locked rear end. ALL CARS running under Nashville/CRA rules must run any required rev limiters set forth by the National Pro Late Model Rules that Nashville & CRA go by.. Do not assume... call and ask before doing it.

We will be using the Cam Doctor, Whistler, P&G Gage, Cameras etc.. in tech.

Cam Doctor Calculates the profile of your Cam and maps it out. (This shows the lift and duration of your cam)

Whistler Calculates the Compression (This machine will easily show what the compression of your engine is)

There will be required Maximum numbers that your engine combo can whistle before you will be forced to prove the engine is legal for competition. Failure to allow for additional tear down & inspection can result in immediate disqualification.

P&G Gage Calculates the Displacement of the cylinder (This gage shows the displacement of your cylinder)

There will be required Maximum numbers that your engine combo can whistle before you will be forced to prove the engine is legal for competition. Failure to allow for additional tear down & inspection can result in immediate disqualification.

All Racers MUST purchase or Rent a Transponder

Rental is \$25 per night includes monitoring fee. If you own your transponder that is compatible with our system the cost is only \$5 monitor fee per night. Driver is responsible for any damage to the transponder

All Racers MUST purchase or Rent a Raceceiver
Rental is \$10 per night for Raceceivers plus you must supply your own Ear buds as (Ear buds are NOT INCLUDED)

RULE BOOK DISCLAIMER

***** Be sure to read the General Rules and Flag Rules as they pertain to every division*****

The rules 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 rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR 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 a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management of Veteran Motorplex

Pro 8 Late Model Rules

VMP/HRS Ownership / Officials retain the right to determine eligibility.

Windshield DIVISION Sponsor area. Please reserve the top of your Windshield area (Approx. 6" x 48") on ALL cars in all divisions for Veteran Motorplex division sponsors Decals. Division sponsors are impossible without you the racer running their decals. We appreciate your support of your division. All cars not displaying the division sponsors window decal will result in a **25% Reduction** in all monies earned and exclude you from any year end Championship money that may be available.

NOTICE: All equipment is subject to the approval of VMP officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate Manuals, will not be eligible for approval. VMP reserves the right to adjust the total weight and or adjust left side weight when deemed necessary for equal competition purposes.

NOTE: All cars must comply with the rules set forth by the Veteran Motorplex rule book and reference manuals used in the inspection process. All cars and car parts are subject to HRS technical inspection processes. HRS is not required to follow any other sanctioning bodies, race tracks or manufacturers guide lines in its inspection process. **Use of all inspection tools and the inspection process is the sole discretion of VMP tech team. Once a car clears tech the only way it can reenter tech is by tech discretion or competitor protest.**

Entry Fee: All 50 lap races will have nonrefundable / nontransferable Entry fee. Normal entry fee is \$75.

Entry fees will be posted on the entry blank for each race. Race tires must be purchased at the track and may be required to be impounded.

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Section 1: Safety Equipment: Rules apply at all times car is on track.

1.0 All driver and car Safety equipment including the seat is highly recommended to be updated every year.

- 1.1 Safety Equipment 1: Snell rated SA2000, SA2005, SA2010, or SA2015 helmet required. Roll bar padding required in driver compartment. **Recommended:** Fire Retardant padding. SFI-approved full fire suit required. Fire Retardant gloves, and neck brace (or head and neck restraint) required. **Recommended:** Fire retardant shoes and on board fire extinguisher system. **Recommended:** Fire Retardant head sock and underwear. Driver's side window net required, minimum 16 inch x 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved four point system required must be mounted securely to main roll cage. **Recommended:** Five point safety belt assembly. **Recommended:** Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF and ON'
- 1.2 Safety Equipment 2 **Racing Seat. Highly recommend 1/8" minimum thickness containment seats made from aircraft aluminum.** Aluminum High Back seats only, must be bolted in with .0375 inch bolts.

We highly recommend a 1/8" steel plate be welded in the full width of the seat and the full length of the floor board and also up and over to cover the full length of the drive shaft.

- 1.3 **Mirrors.** One (1) inside mirror only; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted
- 1.4 **Fuel Cells.** Fuel Cell Mandatory. Maximum size 22 gallon. Must be mounted in a 20 gauge steel fuel cell container in a safe and approved manner meaning securely strapped by placing two (2) straps longwise and two (2) straps crosswise around steel container that fuel cell is in and bolting straps to trunk floor. Straps minimum 1/8 x 1 inch thickness in width. Must be mounted in the center. Must have a fuel cell guard bar made from 1.75" .083 min. and be 1 lower than the fuel cell container. All cells must have a rollover valve.
- 1.5 **Fuel Cell Container.** Fuel cell must be in steel fuel cell container surrounded by a 1"x 1" .065 wall thickness steel tubing frame. Fuel cells must have working rollover valve.
- 1.6 **Fuel Cell Bar.** 1.5" .083 fuel cell bar must be installed behind fuel cell and must be at least 1" lower than fuel cell container.
- 1.7 **Fuel Cell Height.** Bottom of fuel cell 20 gage steel container must be a minimum of 8" off ground. Recommended fuel cell height 10".
- 1.8 **Fuel.** A minimum amount of Fuel may be required to be purchased from the track at each event. Amount to be specified on all entry blanks. If fuel is not purchased it will be deducted from your pay.
- 1.9 **Fuel Additives.** No fuel additives permitted.
- 1.10 **Fuel Line.** Fuel line may be run under car, but must be higher than lowest point of the frame and securely attached. Fuel line may be run through car from fuel cell, but must be inside a one piece steel pipe and pipe must extend a minimum of 1" out from front and rear firewalls.
- 1.11 **Drive Shaft Loops.** Drive shaft loops required. 2 drive shaft safety loops made of flat steel, 1/4" x 2" minimum size) required. Drive shaft loops should be mounted 12" from each end of the drive shaft to prevent drive shaft from falling onto track in case of u-joint failure; and may help prevent drive shaft from coming through floorboard in case of failure.
- 1.12 **White Drive Shafts.** All drive shafts must be painted white. 1/8" scatter shield surrounding drive shaft highly recommended.
- 1.13 **Quick Release Steering Wheel.** Aftermarket quick release steering wheel hubs are permitted.

Section 2: Bodies & Interiors

- 2.0 **NO GEN 6 Bodies (unless running the CRA / Nashville package).**
- 2.1 **Stock Appearing Body.** Body must be 1999 and newer Stock appearing, Aluminum, Fiberglass or Steel. Approved plastic fenders & quarter panels are permitted.
- 2.2 **ABC Bodies.** ABC Bodies are permitted. ABC bodies must meet ABC measurements and approved manufacturer specs.
- 2.3 **Approved Manufacturers.** All bodies must be from an approved manufacturer.
- 2.4 **Quarter Panel Height.** Maximum quarter panel height 35.5" measured at quarter panel, deck lid and rear bumper cover seam. Measurements taken with Driver in the car
- 2.5 **Spoiler.** Maximum Spoiler size 6.5" x 60".
- 2.6 **Spoiler Angle.** Any angle Spoiler is legal.
- 2.7 **Outlaw/Main Event Home built Type Bodies** are NOT allowed.
- 2.8 **Body templates will not be used at Veterans Motorplex unless absolutely necessary.**
- 2.9 **Maximum Body Width.** Maximum width anywhere on the body 80".

- 2.10 **Nose & Rear Bumper Cover Alterations.** Noses & rear bumper covers cannot be narrowed or widened. Must use as manufactured.
- 2.11 **Muscle Car Bodies.** Stock appearing ARBodies Camaro, Mustang, and Challenger bodies are legal. These bodies will be allowed a 50 pound total weight break.
- 2.12 **Interior.** Interior must completely seal to body. Minimum 24 gauge steel interior highly recommended
- 2.13 **Fabricated Firewall.** Fabricated front and rear firewall and floor pan legal. Firewall must extend full width of body and must be completely sealed off.
- 2.14 **Roof Height.** Minimum Roof Height 47". Measurement taken 10" back from top of Front Windshield
- 2.15 **Aero Under Panning can be no wider than the front duct work. (31" max or lower air intake opening width)**
NO Under panning on front or rear.
- 2.16 **Fans.** All fans underneath the engine compartment must draw air through the lower portion of the nose piece.
- 2.17 **Duct Work.** Duct work sides cannot be lower than center piece of duct work
- 2.18 **Duct work width.** No wider than molded radiator opening in plastic nose.
- 2.19 Nose piece of car must be mounted solid. No spring loaded type mounting.
- 2.20 AR Revolution Series of bodies are approved for competition with no weight break

Section 3: Chassis/Roll cage

- 3.1 **Wheelbase.** Minimum Wheelbase 101".
- 3.2 **Chassis Types.** Offset and perimeter chassis are legal for competition.
- 3.3 **Roll Cage.** Full Roll cages are mandatory with front and rear hoops. **Roll Cages.** minimum 1.75"OD x .095 thickness wall DOM tubing Highly recommended
- 3.4 **Frame Rails.** Frame rail minimum size 2.5" x 2.5" square box tubing or 2"x 3" rectangle box tubing.

Section 4: Battery & Electrical System

- 4.1 **Battery Location.** Battery may be placed in driver compartment behind driver seat. Must be securely mounted and in Approved Sealed & Vented container vented to outside of car with a hose. Battery Location Must be Approved by Competition Director.
- 4.2 **Master Switch.** Must have working emergency cut-off master switch within reach of driver & officials.
- 4.3 **12 volt system only.**
- 4.4 **Alternator.** Alternator systems are approved for competition

Section 5: Communications

- 5.1 **Radios.** Radios are legal in this division. Radio frequency must not conflict with track frequencies, and must comply with all local and national laws regarding radio transmissions.

Section 6: Cooling Systems

- 6.1 **Radiators.** Any metal stock production or racing radiators permitted.
- 6.1a **Minimum Radiator size....** 18" tall x 26" wide.
Cars with Radiators smaller than 18" tall x 26" wide (468 sq. inches) will add 25 lbs.
- 6.2 **Electric Radiator Fans.** Electric radiator fans permitted.
- 6.3 **Radiator Fan Shroud.** Fan must have a 180-degree shroud covering the top 50% of the fan.
- 6.4 **Radiator Overflow Can.** Operational radiator overflow metal catch can and exit tube MUST be installed to exit on the right lower front windshield area. Cannot exit under the car at any point.
- 6.5 **Aluminum Water Pumps.** Aluminum water pumps are allowed.
- 6.6 **Antifreeze.** No antifreeze allowed at any time.
Up to a \$200 fine for spilling antifreeze on the track or caught with it in your car.

Section 7: Suspension / Rearends / Axles / Hubs / Brakes / Rotors / Spindles / Steering

- 7.0 Conventional, Coil overs or leaf springs may be used. **No Coil spring, pre-loaders of any type**
The ONLY Rear suspensions allowed are: 3 Link, 4 Link & Truck Arm.
- 7.1 **Rear Ends.** 9" Ford or Quick Change Type Rear Ends Allowed.
- 7.2 **Differentials.** Detroit Lockers, Gleasons & Tru Trac type torque sensing differentials are allowed
- 7.3 **Axles.** May be Solid or Gundersen. No Titanium axle shafts
- 7.4 **Wrap Up Bar / 3rd Link.** No shock mounted wrap up bars. **No springs or sliders of any type**

- 7.5 **3rd link must be one piece tube with heim joint / Tee mounts on both ends. Mono Balls are legal. No springs or sliders of any type**
- 7.6 **Trailing Arms** must be one pc construction mounted with a heim joint at each end **No springs or sliders of any type**
- 7.7 **No Center Pull or J hook** type trailing arm hook ups. No part of the trailing arm or mount may freely rotate around the rear axle tube
- 7.7a **3 link Trailing arms** must mount a minimum of **2"** directly below the bottom of axle tube.
- 7.7b **3 link Lower trailing arms** must be a minimum of **24"** long.
- 7.8 **Truck Arm Cars** Must be steel 2x3 box tubing or steel I beam. No Aluminum I beam type truck arms.
- 7.8s **Truck arms Cars** must be attached using monoballs at front and U bolts at rear. No rubber bushings. No Rubber mounted lowering pads
- 7:9 **Non independent** , live axle type rear suspension is mandatory. No open Rear Ends
- 7:10 **NO computer** or hand operated suspension components
- 7:11 **No fifth (5th) coil, spring-loaded/hydraulic suspension devices of any type**, No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to the rear end in a solid fashion (Heims, mono-ball, steel bushing type mounts allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All rear suspension links (upper and lower) must be one piece tubular type construction with no moving or adjustable sections. All mounts for trailing arms, third links must be solid mounted. Rubber bushings are approved with a maximum thickness of $\frac{1}{2}$ " adjusters are approved for competition.
- 7:12 NO Suspension Travel Limiting Devices

(Examples: but are not limited to Bump Stops, Coil Binding, Chains, **or shock mounting locations that do not allow for at least 2" of extension and compression (Check at wheel openings) with driver in car when jacked up.**

- 7:13 Cars may be inspected for bumps and coil binding by using a wooden **platform** under each front tire. Nose of car must travel a specific amount when pushed **DOWN and held down by three crew members** or it will be considered not approved for competition. The intent of this rule is to do one thing... **Go back to a conventional type setup for all late models with a spec shock.**
- 7:13a **All 4 corners of the car must be able to be compress a minimum of 2" at the fender opening and must extend a minimum of 2" at the fender opening with driver in the car if jacked up.**
- 7:14 Bumper must be **mounted SOLID**. No hinges or slides –
- 7:15 Solid steel Toe or length adjusters are permitted on all links including tie rod ends

HUBS

- 7:16 Wide Five Hubs / Must have a MSRP of **\$190 or less** No magnesium,
5 on 5 Hubs / No magnesium, Must have a MSRP of **\$300 or less**
- 7:17 **Oil Filled (or oil filled design) hubs are not approved.** Visiting cars may be allowed these hubs for a limited amount of time
- 7:18 Tapered Roller Bearing only. Ball bearings not allowed
- 7:19 No Self Centering hub / rotor setups.
- 7:20 No bearing spacers.
- 7:21 No aluminum Lug nuts

BRAKES

- 7:22 Four Wheel brakes required at all times. Single, Dual or Four (4) piston calipers allowed.
- 7:23 Steel or Aluminum calipers only. Maximum RSRP price of **\$235.00 Retail**
- 7:24 No Thermal Lock Pistons.
- 7:25 Rigid Mount Rotors only. Maximum of 12.25" rotors.
- 7:26 No floating or self-centering hubs or rotors.
- 7:27 No ABS units or floating caliper brackets.
- 7:28 Only one knob style brake bias adjusting unit per car.
- 7:29 #25 weight break for GM type Cast steel single piston calipers
- 7:30 Brake fluid recirculating valves / kits costing less than \$350 are allowed
- 7.31 Brake fluid coolers area approved for competition.

SPINDLES

- 7:32 Any Steel spindle allowed. Aluminum Steering-arm and ball joint mounts allowed.
- 7:33 Aftermarket hubs with 5/8" studs required. No gun drilled studs.
- 7:34 No Aluminum Lug nuts

7:35 No Billet Spindles

STEERING

- 7:36 Rack and Pinion or steering box with center link style.
- 7:37 Quick Release Steering wheel hub required
- 7:38 Steering shaft must incorporate 2 u-joints and deflect force away from the driver
- 7:39 Collapsible Steering shaft highly recommended
- 7:40 No electronic power steering units.

Section 8 Tread Width / Frame heights

- 8.1 **Maximum Tread Width** - Maximum tread width 66" from center of wheel to center of wheel. (76.50" maximum) from face of Left front wheel to face of right front wheel including the toe. You will be allowed to push frame down to 3" frame height for measurement. This is measured center to center of the tires at spindle height on the side closest to the radiator.
- 8.2 Chassis will be set on 4" blocks to measure body heights
Traction Control. No traction control devices of any kind allowed. Possession of traction control or equipment on a car, wiring or use will result in a \$500 fine Automatic Disqualification and loss of all monies for the event. No loose wiring.
- 8.3 Shocks cannot be adjusted from cockpit or any remote means outside of engine compartment.
- 8.4 **ONLY VMP / HRS KONI Brand Shock specific numbers may be used.**
- 8.5 No remote adjustments other than standard knob type brake adjuster is allowed.

Section 9: Shocks / Springs / Sway Bars

- 9.0 **NO BUMP STOPS, NO COIL BINDING, No Coil spring preloaders**
- 9.1 **ONLY one** (1) shock per corner (4 total).
- 9.2 **The KONI Shock numbers below are the ONLY Approved** shocks allowed for competition under Veteran Motorplex Late model rules.
- 9.2a Shock shafts cannot be bent.
- 9.3 **Each car Must have 1 of each of the following shocks numbers mounted on the car. The Right front must have one of the two listed part number shocks.** 9.5A is an Option for cars using 7" length Rear shocks. These shocks are identical to the 9" rear shocks listed in RED below however they are a 7" stroke shock.

ONLY 7" STROKE KONI SHOCKS CAN BE USED ON THE FRONT SUSPENSION (Extensions are allowed)

- | | | | |
|-----|-----------------------------|--|--|
| 9.4 | 7" Stroke FRONT ONLY | Left Front ONLY (Required) Pt# 307499 | 4 compression 9,10,11,12 rebound
You are allowed to run shock extension ends if your car takes 9" shock lengths |
| | | Right Front /Option 1 Pt# 307647 | 6 compression 4,5,6,7, rebound |
| | | Right Front /Option 2 Pt# 307436 | 4 compression 3,4,5,6, rebound |

- | | | | |
|-----|----------------------------|--------------------------------------|--------------------------------------|
| 9.5 | 9" Stroke REAR ONLY | Left or Right Rear Pt# 309325 | 3 compression 2,3,4,5 rebound |
| | | Left or Right Rear Pt# 309436 | 4 compression 3,4,5,6 rebound |

You cannot run 2 of the same number shocks on the Rear. You must use one of each rear shock numbers listed on the rear of the car. It does not matter which side you use the shocks on.... but you MUST use one 325 Valve Shock and one 436 Valve Shock on the REAR of your car.

Optional 7" KONI REAR Shock numbers

- | | | | |
|------|---|--------------------------------------|--------------------------------------|
| 9.5A | 7" Stroke Rear shocks are also available for car requiring 7" stroke rear shocks | | |
| | | Left or Right Rear Pt# 307325 | 3 compression 2.3.4.5 rebound |
| | | Left or Right Rear Pt# 307436 | 4 compression 3.4.5.6 rebound |

- 9.6 **SHOCKS CANNOT BE PAINTED AND PART NUMBER MUST BE UNALTERED AND FULLY LEGIBLE ON ALL SHOCKS.**
- 9.7 **Factory Bump stops / travel indicators that come on the KONI shocks are NOT legal and MUST BE REMOVED. Use a single nylon zip tie for shock bumper**
- 9.8 **Mandatory Shock Swap may be implemented for all LM Feature Winners running the Veteran Motorplex rules package: Feature Race winner & Top 3 Finishers may be required** to swap shocks with HRS TECH when asked or their shock assemblies will be impounded for testing. No exception. Failure to turn in your shocks is Immediate Disqualification. Shocks & Springs may also be impounded for testing and returned if they test correct. **CRA/NASHVILLE Rule Latemodels do not have to remove shocks or springs**
- 9.9 Do not remove your shock until Tech advises you to do so and then only one shock at a time. Tech must watch you pull the shocks one at a time and watch you pull your springs.
- 9.10 Shock rebound settings will be set to zero on all shocks when they are swapped with Race Winners.
- 9.11 Shocks and or suspension cannot be adjustable from the cockpit or any remote means outside of the engine compartment other than using the knob style brake bias adjuster for front to rear brake adjustment.
- 9.11a Shocks cannot be Altered in any way. No dented bodies or bent shafts.

SPRINGS: ONLY one (1) spring per corner (4 total on car)

- Springs rated at 1" of compression after our preload. Barrels springs are permitted.
- 9.12 Swift, Afco, Eibach, Hypercoil are legal springs and or any spring with a MSRP of \$130 or less
- 9.13 **COIL OVER and Conventional Spring Heights: All Coil over Springs must be a minimum of 10" tall and a maximum of 14" tall and mounted outboard .**
Conventional 5 or 5.5 springs must be a minimum of 7.5" tall and maximum of 9.5" tall on the front
Rear Conventional Springs must be a minimum of 11" tall on the rear and a maximum of 14" tall
- 9.14 No Springs taller than 14" at free standing height on coil overs. Plus +.625" tolerance allowed on front spring heights.
- 9.15 **FRONT SPRING RATES COIL OVER :** Minimum Coil Over Front Spring rate (must be mounted outboard) will be a Minimum of 250 pounds and a Maximum of 650 lbs.
- 9.16 **FRONT SPRINGS CONVENTIONAL :** Minimum Conventional 5 or 5.5" Diameter must be mounted inboard in stock location 400 pounds in the Minimum Rate and a Maximum Rate of 950 lbs
- 9.16 Omitted 10/10/23
- 9.17 Springs must be made from magnetic steel.
- 9.18 Car may be rolled up on a 1" block of wood under each front wheel with Driver in the car. With the driver in the car 3 crew members with a maximum weight of 300 pound each must be able to push the front of the nose down and it touch the ground without the nose / bumper mounts swiveling , flexing or moving in any way.
- 9.19 Both Springs and shocks may be impounded after the race for dyno and rate testing and further checking
- 9.20 Make sure if you finish in the top 3 positions that you have a set of strut rods to replace where your springs & shocks go. Your springs and shocks may be impounded Springs and shocks will be available for return by Thursday of the following week) and it is your responsibility to have the appropriate tools and replacement rods to replace your springs and shocks so you can load your car.

SWAY Bars.. Only 2 types are approved

- 9.21 3 pc. Sway bars allowed... Maximum 1.375" OD
- 9.21a Pre bent Howe type bars... Maximum 1.375" OD
- 9.22 No Rear sway bars

Section 10: Engine/Car Weight Combinations/ Exhaust. Max Cubic inch in Late Models 363 ci.

ABSOLUTE MINIMUM WEIGHT AFTER RACE of any CAR / Engine combination with ANY AMOUNT of Weight Deductions will be 2625 @ 58.0% MAX. Left Side

Example

If it had a Muffler that meets the DBA numbers	-25 pounds
If it has a Muscle Car Body	-50 pounds
If it has a Saginaw 3 Speed Tranny	-25 pounds
If it has GM / Howe Type Single Piston Brake Calipers	-25 pounds

In years past the car above could take ALL of the weight reductions above (125 pounds) and weigh #2550 after reductions..
The ABSOLUTE LIGHTEST any car can weigh is #2625 after the race

- 10.0 **NO TUNGSTEN, NO shot or Liquid weight. All weight must be a minimum of #5 pounds blocks.**
All ballast must be painted white with the car number written on it.

- 10.1 **Weight with Driver.** All weights are for car before and after race with driver in car.
- 10.2 ASA Updates include.... 1. GM # 88958604 with the following updates, 1.6 rocker arms, Valve Spring Part # 12586484 from Phil Harper, Comp Cam valve springs #941-16, No inner dampener springs and you must meet GM spring pressure specs. Champ oil pan # CP106LTRB and Balancer.
- 10.3 No engine components made of composite material.. Unless it is approved by HRS .

WEIGHT / ENGINE OPTIONS

Weight must be claimed & posted on the windshield

- 10.3a **Hydraulic Lifters:** If your engine specs require Hydraulic lifters.... You must use Hydraulic non roller lifters **ONLY**.
NO Anti Pump up lifters. Lifters may not be altered nor have components added, removed dented or shimmed. Must be as manufactured and work fully and freely and compress and work as they were expected to work in the GM Yellow book for GM Crate Engines.. (Specs for GM Performance Crate engines Yellow Book). No Special or prototype lifters will be allowed.

		Weight before Qualifying and Race	/	After 50 Lap Race Weight For Fuel Burnoff
10.4	GM 604 Crate Engine (Stock no updates)	2850 lbs. 58.0 % Left max		2800 / 58.0% LS max
10.5	GM 604 Crate Engine with ASA updates & or approved cam change Cams in 604 engines must be part # GM24502586 Cams must be unchanged from GM yellow book specs for all crate engines Over Bore will be allowed providing you use track specified unaltered pistons and rings with added weight see rule 10:ZZ for weight to be added for OVERBORE. Contact Jerry Criswell @ 615-430-3135 for Specific Part numbers that must be used.	2850 lbs. 58.0 % Left max		2800 / 58.0% LS max
10.6	GM 603 Crate Engine	2775 lbs. 58.0 % Left max		2725 / 58.0% LS
10.7	Highland Rim (SPEC Stock) Fuel Injected 5.3 Engine Must run HRS stock tuned Computer and approved Throttle Body.	2725 lbs. 58.0 % Left max		2675 / 58.0% LS
10.8	GM 602 Crate Engine (plus overbore)	2725 lbs. 58.0 % Left max		2675 / 58.0% LS
10.9	Ford Crate #M6007-D347. + 1.5 rocker arms + no spacer plate allowed under carburetor.	2850 lbs. 58.0 % Left max		2800 / 58.0% LS
10.10	Ford Crate #M6007-D347. + 1.65 rocker arms + no spacer plate allowed under carburetor.	2875 lbs. 58.0 % Left max		2825 / 58.0% LS
10.11	Dodge Crate #P5007958.	2800 lbs. 58.0 % Left max		2750 / 58.0% LS
10.12	McGunegill ASA Ford Spec. + 1.5 rocker arms + no spacer plate allowed under carburetor.	2850 lbs. 58.0 % Left max		2800 / 58.0% LS

10:ZZ BORING OF GM CRATE ENGINES TO BE ALLOWED IN ALL DIVISIONS

Because of cost and availability of good engine blocks... We will allow for ALL GM Crate Engines to be bored a Maximum of .030 overbore but you will have to add weight for the overbore. You cannot use any other weight deductions to do away with adding weight for the overbore. Adding the weight for the overbore is the LAST thing you do when figuring weight. If you are running the Minimum weight because of deductions you must add the overbore on top of the minimum weight **NOT to achieve an absolute minimum weight for the Division.** If you have a overbore engine you must declare it on the Windshield (with 602OB or 604OB Sticker available from the track tech) and the additional weight must be added to the car.

Crate engines must run the correct thickness of head gaskets per GM Yellow book rebuild kits.

602 Approx .030 thick

604 Approx .052 thick

See Chart below for amount of weight to be added for the overbore..

.020 or .030 Maximum Overbore... Must add 20 lbs additional weight plus 1 pound per every .001 over stock bore

Example for a .020 over bore you would add 20 pounds plus 20 pounds for a .020 over bore 40 pounds total added

Example for a .030 over bore you would add 20 pounds plus 30 pounds for a .030 over bore 50 pounds total added

You must use a Specific Part number and manufactured PISTONS and RINGS if you chose to bore a GM Crate Engine Block.

These are the ONLY Approved GM Crate Engine Piston/Ring manufacturers and part numbers for 602 & 604 Engines
These part number Pistons and Rings are the ONLY pistons and rings approved for competition to bore a crate engine.

Sealed Power Pistons & Hastings Ring part numbers below are the only approved Pistons and Rings for Competition at Veterans Motorplex at The Rim if you decide to Bore a Crate Racing Engine.

Sealed Power Approved Replacement Pistons

.020 part numbers	602 Sealed Power Dish Piston	#H423DCP.020	Hastings Ring Package	139.020
.030 part numbers	602 Sealed Power Dish Piston	#H423DCP.030	Hastings Ring Package	139.030
.020 part numbers	604 Sealed Power Flat Top piston	#H345DCP.020	Hastings Ring Package	139.020
.030 part numbers	604 Sealed Power Flat Top piston	#H345DCP.030	Hastings Ring Package	139.030

Example Base weight for a 604 crate engine is 2850 and with a .020 overbore you would add 40 pounds for a total of 2890

No Car can Claim more than 100 pounds of Deductions and NO Car can weigh less than 2625 after the race

Weight Burn Off Allowance after the race.

50 Pounds for Fuel Burn off will be allowed for up to a 100 lap Race (Weight Allowance ONLY After the Race).

All other races will be one pound per race laps.

Take your BASE weight above or below and add or subtract weight deductions and allowances. No car can weigh less than 2625 after the race and no car can claim more than 100 pounds in Deductions below.

Minimum any car can weigh is #2625 after the race.

DEDUCTIONS

A	Single Piston Calipers	Deduct	-25 pounds
B	Muscle Car Body	Deduct	-50 pounds
C	Cast Iron GM OEM Saginaw 3 or 4 speed transmission	Deduct	-25 pounds
D	Exhaust system quieter than 88 decibels	Deduct	-25 pounds
E	Steel Drive Shaft	Deduct	-10 pounds
F	Muffler with 85 Maximum DBA on Noise	Deduct	-25 pounds
G	Fabricated Perimeter Nascar type LMSC type chassis with GM steering box		
	With Pitman arm, idler and drag link-assembly	Deduct	-50 pounds
	Must run 55% LS Weight		

No Car can Claim more than 100 pounds of Deductions above

Weight Penalties

M	Hightower Transmissions	Add	+75 pounds
N	Rankin Transmissions	Add	+75 pounds
O	Transmissions with internal Clutch.. Bert, Brinn, Falcon	Add	+25 pounds
P	Jerico Transmissions (with 2 forward working gears with a working reverse)	Add	+50 pounds
Q	Tri Y headers	Add	+25 pounds
R	Overboring a GM 602 or 604 Engine to .020	Add	+40 pounds
S	Overboring a GM 602 or 604 Engine to .030	Add	+50 pounds
T	Cranks other than 3.48/3.50 stroke Chevy cranks must	Add	+25 pounds
U	No 3.75" Stroke cranks		
Y	Omitted		

After Race

10.13	358ci Aluminum Head 9.5 to 1 with a gage legal Holley 4412 500 CFM 2 barrel	2925 lbs.	58.0% Left max / 2875 58.0%
10.13a	358ci Aluminum Head 9.5 to 1 with a gage legal Holley 4412 500 CFM 2 barrel	2875 lbs	55.0% Left max / 2825 55.0%

10.14 Through 10.18 These Engine Combinations will be allowed with a Holley #4412 Gage Legal 500 CFM 2 barrel carburetor.

10.14	358ci Flat Tappet Cam, DART 62cc Steel Head, No Port / No Polish Heads.	2875 lbs.	58.0% Left max / 2825 58.0%
10.15	358ci Roller Cam, DART 62cc Steel Head, No Port or Polish on Heads.	2925 lbs.	58.0% Left max / 2875 58.0%
10.16	358ci Flat Tappet Cam, Any cc Steel Head, No Port or Polish on Heads.	2925 lbs.	58.0% Left max / 2875 58.0%
10.17	358ci Roller Cam Any cc Steel Head No Port or Polish on Heads.	2925 lbs.	58.0% Left max / 2875 58.0%
10.18	358ci Roller Ram Any cc Steel Head, Ported and Polished Heads.	2975 lbs.	58.0% Left max / 2875 58.0%

10.19 Cranks other than 3.48/3.50 stroke Chevy cranks must add 25 pounds

10.20 10.14 Through 10.18 Engine Combinations will be allowed but must use a Holley #4412 Gage Legal 500 CFM 2 barrel carburetor.

- 10.21 **Other Engine / Weight combinations from other tracks may be allowed if you are willing to pay for Chassis Dyno time to check your engine HP / Torque combination against the GM crate 604 engines. After dyno testing it will be determined what weights, restrictor plates etc.. would be needed to make your engine be compatible with the Gm 604 Engine chassis dyno results.**
- 10.22 **Maximum Left Side Weight with any combination 58%.**
- 10.23 **Weight Shifting Devices.** Absolutely no weight shifting devices of any type.
- 10.24 Tech and management has the option to allow cars to come compete with different weight and rules to help grow each division. (However driver and car owner must contact Jerry Criswell / Track owner @ 615-430-3135 to discuss the differences before showing up to race) However once a car is competitive in the top 3 on a regular basis they must correct rule differences in a timely manner to continue to race with us.
- 10.27 **Engine Location.** Engine may be moved rearward so the centerline of the #1 plug at the tip is no more than 4" inches behind the centerline of the left upper ball joint on a Chevrolet.
- 10.28 omitted
- 10.29 **Crankshaft Height.** Engine crankshaft must be no less than 10 inches measured from the center of harmonic balancer bolt to the ground with driver in car.
- 10.30 **Engine ID Display.** All cars must display engine ID (Crate engine/type or Built engine/type) on Hood in 2" tall letters.
- 10.31 **Engine and Body Brand Interchangeable.** Engines may be interchanged within different brand bodies (Ford in a Chevy, etc).
- 10.32 **Ignition Box Claim Rule.** \$275 claim on all ignition boxes. Track reserves the right to exchange Ignition boxes at any time before or after the race. Box for Box. HRS also reserves the right to have any box and components sent off to be inspected.
- 10.33 **Rev limiters** may be required on some or all engines to even the field
- 10.34 **Muffler system Mandatory.** NO Straight headers.. You must have an exhaust pipe muffler system that muffles the sound to 99 or less. City of Millersville, Tennessee enforces 100dba @ 100ft. noise ordinance. Failure to comply with ordinance will prevent car from being allowed on track.
- 10.35 **Tri Y headers** #25 weight penalty.
- 10.36 **No Stainless Exhaust Headers on any engine combination. Tech may choose to allow cars to run stainless exhaust Headers with a 25 pound weight penalty for a limited amount of races.**
Stainless Exhaust pipes and bends may be used to connect to the headers with no weight penalty

Section 11: Old Rim Engines

- 11.1 **Rev Limiter.** No rev limit chip required in any engine combination
- 11.2 **Pistons.** Flat top pistons with zero (0) deck clearance.
- 11.2a **MAX Cubic Inch. Maximum 363ci.**
- 11.3 **Cam Shaft.** Any type of Flat Tappet or Roller cam allowed. No mushroom cam or lifters permitted.
- 11.4 **Lifters.** Lifter bushings permitted. Must be stock lifter size.
- 11.5 **Rocker Arms.** Roller rocker arm permitted. Stud girdle permitted.
- 11.6 **Rods.** Any type magnetic steel rod, no aluminum or composite rods. 6.25" maximum length.
- 11.7 **Balancing.** Balancing allowed.
- 11.8 **Aftermarket Wet Sump Oil Pans.** Aftermarket wet sump oil pans allowed.
- 11.9 **Heads.** Heads must be strictly stock and no less than 62cc.
- 11.10 **Oversize Valve Springs.** Oversize valve springs allowed.
- 11.12 **SB2.** No SB2 Chevy or equivalent Ford or Dodge allowed.
- 11.13 **Dart Head.** "Dart Heads" permitted.
- 11.14 **Valve Seats.** Valve seats can be cut for 202 valves. No more than 3-angle valve job.
- 11.15 **Porting and Polishing Heads.** No porting or polishing of heads anywhere. No deburring.
- 11.16 **Headers.** Headers allowed.
- 11.17 **Ford Engines.** Ford-N-Head - Part # M-6049-N351 or Part #M9429C358. Valves: intake 2.20 Exhaust 1.60. 62cc Runner cc 190 95.
- 11.18 **Chevy Engines.** 492: Part # 3987376 Valves: Intake 2.02 Exhaust 1.60 62CC; Vortek: Part #12529093 Valves: Intake 2.02 Exhaust 1.60 62CC; Bow Tie: Part #10134392 Valves: Intake 2.02 Exhaust 1.60 62CC. Runner cc 190-195.

Section 12: Crate Engines

BORING OF GM CRATE ENGINES TO BE ALLOWED IN ALL DIVISIONS

Because of cost and availability of good engine blocks...beginning in 2023 we will allow for ALL GM Crate Engines to be bored a Maximum of .030 overbore but you will have to add weight for the overbore. You cannot use any other weight deductions to do

away with adding weight for the overbore. Adding the weight for the overbore is the LAST thing you do when figuring weight. If you are running the Minimum weight because of deductions you must add the overbore on top of the minimum weight.

See Chart below for amount of weight to be added for the overbore..

.020 or .030 Maximum Overbore... Must add 20 lbs additional weight plus 1 pound per every .001 over stock bore

Example for a .020 over bore you would add 20 pounds plus 20 pounds for a .020 over bore 40 pounds total added

Example for a .030 over bore you would add 20 pounds plus 30 pounds for a .030 over bore 50 pounds total added

You must use a Specific Part number and manufactured PISTONS and RINGS if you chose to bore a GM Crate Engine Block.

These are the ONLY Approved GM Crate Engine Piston/Ring manufacturers and part numbers for 602 & 604 Engines
These part number Pistons and Rings are the ONLY pistons and rings approved for competition to bore a crate engine.

Sealed Power Pistons & Hastings Ring part numbers below are the only approved Pistons and Rings for Competition at Veterans Motorplex at The Rim if you decide to Bore a Crate Racing Engine.

Sealed Power Approved Replacement Pistons

.020 part numbers	602 Sealed Power Dish Piston	#H423DCP.020	Hastings Ring Package	139.020
.030 part numbers	602 Sealed Power Dish Piston	#H423DCP.030	Hastings Ring Package	139.030
.020 part numbers	604 Sealed Power Flat Top piston	#H345DCP.020	Hastings Ring Package	139.020
.030 part numbers	604 Sealed Power Flat Top piston	#H345DCP.030	Hastings Ring Package	139.030

- 12.1 **Approved Crate Engines.** GM Part #88958602; GM Part #88958603; GM Part #88958604; Ford Part #M6007-D347; or Dodge Part #P5007958.
- 12.2 **Stock Engine.** Engine must remain same as stock except for updates and rebuilds.
- 12.3 **Champ Oil Pan.** Champ Oil Pan #CP 106LTRB allowed with no weight penalty
- 12.4 **GM Small Style Crate Balancer.** GM small style crate balancer allowed with no weight penalty.
- 12.5 **Crate Engine Distributor & Ignition.** All Crate engines may run MSD distributor and Crane Ignition unit same as old ASA rules.
- 12.6 PAC 1210x valve springs may be used on the 602 GM Crate Engine
- 12.7 **All Tear downs, protest and inspections** will refer to GM crate Tech rebuild manual (Yellow book).
- 12.7a **Cam Centerline angularity.** The angularity of the centerline of the cam will be **1 degree** (Not 5 degrees per yellow book).
- 12.7b **Crate Engine Compression** will be a maximum of **10.0 on ALL Crate Engines.**
- 12.8 **No M347sr7 engines.**
- 12.9 **Blue Oval M347 is approved for competition**
- 13.0 **All Crate Engines must go by Official Yellow GM Guidelines. EIRI.**
- 13.1 **EIRI Except in Rare Instances**

Section 13: Intake Manifold

- 13.1 **Permitted Intakes.** Holley #300-38, Edelbrock #5001, or #2912, or Victor Jr. with no more than 2275 c.c. Ford permitted to use Victor Torquer part #2980, #2981, #2940, or #2941 Weind X-celerator # 7515. Chrysler may use Victor XX-2 or Weind X-celerator # 7545. May use two-barrel Edelbrock intake #2901 or #2913.
- 13.2 **Porting and Polishing.** No porting or polishing anywhere on the manifolds. No deburring.
- 13.3 **Vacuum Leaks.** No vacuum leaks between intake valve and top of carburetor.
- 13.4 **Pressure Systems.** No pressure systems.
- 13.5 **Fuel Pressure Gauge Lines.** Lines to fuel pressure gauge must be steel braided type.

Section 14: CARBURETORS

14.0 Carburetor BOOSTERS CANNOT be Epoxied in Holley #4150 (650) Carburetors.

- 14.1 **Highland Rim Built Engines:** Holley 4412 2bbl, must have stock diameter base plate openings 1 11/16 (1.688). You can do anything else to the carburetor as long as you have the proper size base plate openings including HP metering blocks, Air horn removal narrowed throttle shafts, added air bleeds.
- 14.2 **Crate Engines:** Must run Holley carburetor model #4150, part #805411 650 CFM gage legal 4-barrel. This carburetor must remain stock dimensions in all areas. You may change jet, air bleeds jets and power valves. No other modifications of any kind will be considered legal. Choke may be removed. **Carburetor Metering Blocks:** Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. Must be box stock. No modifications.
- 14.3 **Crate Engine Carburetor Claim Rule.** Carburetor may be purchased for \$700. All claimed carburetors will be inspected by track prior to sale. Claiming driver will receive carburetor only as it comes from manufacturer. Purchase can only be made

between the top three finishing positions. Failure to sell will result in disqualification, loss of money and points for the event, and a fine equal to the money seller would have received for feature finish.

Section 15: Carburetor Spacers, Gaskets & Mounting

- 15.1 **Adapter Plates.** Adapter plate must be made of aluminum. No composite or phenolic spacers.
- 15.2 **Carburetor Gasket.** Carburetor gasket, maximum of .060" must be pliable paper gasket material.
- 15.3 **Spacer (Built Engines).** 1" maximum spacer allowed between air cleaner bottom and carburetor for linkage clearance issue only.
- 15.4 **Spacer (Spec. Engines).** One piece, solid, aluminum carburetor spacer maximum 1" thickness, must be installed between intake manifold and carburetor. The spacer must be centered on the intake manifold and have two (2) round holes 1.688" openings located in the center that match the base of the carburetor opposite side may not be tapered.
- 15.5 **Spacer (GM Crate Engines).** #CV156 Spacer 1" 1.688 Bore Only. No Modifications.
- 15.6 **Spacer (Ford Engines).** No spacer allowed.
- 15.7 **Return Springs.** Highly Recommended minimum of two (2) return springs (opposing each other).
- 15.8 **Throttle Stops.** Throttle stops highly recommended.

Section 16: Air Intake

- 16.1 **Hood Opening Size.** 2.5" X 20" Maximum opening size for all hoods.
- 16.2 **Cold Air Boxes.** Cold Air Boxes are legal.
- 16.3 **Air Filter.** Maximum air filter size 16". Must run a complete air filter: Top, Bottom and Element. Paper and Reusable Filter permitted.
- 16.4 **Air Cleaner Top.** Top of all air cleaners must be solid aluminum, steel, or composite materials. No flow-through tops.
- 16.5 **Air Dams and Deflectors.** No air dams or deflectors permitted.
- 16.6 **No additives** in air cleaner, housing, filter or in that area.

5.3 GM FUEL INJECTED CONCEPT ENGINES (LM7 – L59).

The following rules apply to all 5.3 Fuel Injected engines for use in the Pro 8 Late Model Series. 1999-2004 (Other years may be allowed but must be approved before use)

To stop expensive illegal head work.... If you choose to run the 5.3 engine package you must be willing to swap your heads at any time for a set of 706 or 862 heads with a fresh valve job and fresh mill job.

- 17:00
- 17:01 **5.3 Cast Iron Block Engines only.** NO ALUMINUM BLOCKS
- 17:02 Heads: Only the 862 or 706 small valve heads are approved. Must use stock type & size valves. Stock type valve job ONLY. NO unshrouding of the valves. No grinding allowed on the head. Runner cc's must be stock. Minimum of 57cc combustion chamber. Allows for head clean up on rebuilds.
- 17:03 All internal rotating & external components must be stock 5.3 rotating assemblies (except the cam. Cam must be HRS Spec Cam) OEM type parts with stock weight and configuration or approved by Tech and VMP/HRS management. May use Standard Scat or Eagle 5.3 Replacement Rods for durability.
- 17:04 Late Models may use up to a maximum size of 42 pound injectors. All injectors subject to track approval.
- 17:05 We highly suggest Aluminum or Stainless Fuel Rails
- 17:06 Any type oil pan may be used.. Corvette or aftermarket pans such as Champ makes a cost effective 5.3 oil pan for circle track racing. Champ pans are about \$400.
- 17:07 After market remote oil filter housing are approved for competition.
- 17:08 High Volume aftermarket type Melling oil pumps are OK.
- 17:09 We highly suggest using an oil pickup accessory that allows use of both bolt holes to hold the oil pickup tube on. Available for less than \$20
- 17:10 Stock or Stock replacement coil packs **ONLY. NO MSD high voltage type coil packs.**
- 17:11 OEM Stock 5.3 Cranks only.. Stock Bore, Stroke and Weight (less balancing) . Minimum 52# with reluctor wheel
- 17:11a No stroking or destroking
- 17:12 5.3 engines have a Max. .030 over bore. Pistons cannot stick out of block. (Zero deck).. Must be stock type full length piston skirts.
- 17:13 **Pistons:** Stock or stock replacement (must be approved by tech) **5.3 OEM Dish (stock volume dish) Pistons ONLY No Flat Top . Anything other than stock Pistons must have prior approval before racing.**

- 17:14 **Piston Rings:** Only stock or stock replacement type piston rings. **NO FILE FIT RINGS**
- 17:15 ALL Internal components must be OEM STOCK or stock replacement weight and type components for a 5.3 engine.
- 17:16 HRS Spec Cam shaft must be ran in all 5.3 Engines.
- 17:17 Valve springs may be upgraded to an Aftermarket Bee Hive type spring. (contact VMP for approved springs)
- 17:18 Aftermarket hardened push rods may be used. Must be stock dimensions for a 5.3 OEM stock engine.
- 17:19 No metal fabricated, aftermarket or homemade intakes. Stock Plastic truck Intakes ONLY.
No porting or polishing of intakes.
- 17:20 MUST run a maximum of 1- 4" air intake tube and filter. Air must be drawn in through the nose piece.
- 17:21 Computer must be mounted on Right side of car no more than 6" below top of door and the computer must be easily accessible and removeable.
- 17:22 May use stock wiring harness for computer or a custom designed wiring harness is available from HRS.
- 17:23 Only stock type **GM CPU's** will be approved by HRS. You will be required to RACE with HRS owned Late Model Race Tuned Computers for all racing events. Computers with the 411 for the last three digits are good computer to tune. Drive by wire computers cannot be used
- 17:24 VMP/ HRS will supply **All RACE Tuned Computers for all competitors to race with for NO Charge... ALL Competitors with 5.3 engines MUST use the track CPU's to race.** Race Tuned LM Computers will be installed before the race in the infield. You are required to have your own practice computer however you may pay to have it Race tuned as the Track CPU's are however it will be locked when tuned. Cost is \$200 to get your computer tuned.
- 17:25 Only VMP / HRS approved throttle bodies (Stock 99 Chevy truck 78 mm Throttle bodies)
You may use up to 1" thick throttle body spacer / throttle rod assembly to keep from using a throttle cable.
- 17:26 No drive by wire Throttle bodies.
- 17:27 Only 5.3 Stock rocker arms and lifters allowed. Stock OEM ratio. Economical aftermarket versions may be allowed but must be approved by tech before racing and must be stock ratio.
- 17:28 ONLY Schoenfeld over the top 5.3 header are allowed. These are in stock and available from Left Hander Chassis for approx. \$350.
- 17:29 Updated Trunnion kits for durability may be used
- 17:30 May run aftermarket reduction pulleys. These are available from Summit
- 17:31 Minimum of 2 disc 5.5" clutches allowed. (Special button required)
- 17:32 Plastic lifter treys may be drilled for better oil flow back to the oil pan
- 17:33 Use of Holley aftermarket Water pump is recommended
- 17:34 Recommended to drill and tap water pump housing for air bleed for heads
- 17:35 Remote mounting of Coil packs is recommended to keep headers from affecting them.
- 17:36 Must Use 24 tooth Relucter Wheels ONLY
- 17:37 No altering or Decapping of injectors. Injector subject to testing at any time.
- 17:38 No Adjustable timing gears. No advancing or Retarding the timing
- 17:39 Cams must be installed straight up
- 17:40 No mixing of cams and or computer boxes from division to division.
- 17:41 Stock Intake Valve Maximum size of 1.89"
- 17:42 Stock Exhaust Valve Maximum size of 1.55
- 17:43 Electric Fuel pumps are approved for the 5.3 engine program.
- 17:44 Only 93 Octane pump gas must be used in a 5.3 engine. 93 Octane can be purchase at the Track.
- 17:45 For durability you may update the Rocker arm shafts (updated trunnions such as Comp Cams pt#13702-kit).
- 17:46 Crank may be balanced **ONLY**. No cutting lightening or knife edging of the crank.
- 17:47 Aftermarket Hi performance steel bolts allowed

Anyone interested in running the Stock 5.3 engine may contact Jerry Criswell for a build sheet to help save time at 615-430-3135.
We will help show you everything we know about how to make a stock 5.3 truck engine compete with built engine for **MUCH LESS money.**

Section 18: Fuel System

- 18.1 **Racing Fuel Cells.** Racing fuel cells are mandatory, bladder type cells are highly recommended.
Racing Foam is HIGHLY recommended in all fuel cells
- 18.2 **Maximum Fuel Cell Size.** Maximum 22-gallon cells with fuel cell roll over valves.
- 18.3 **Fuel cell Loop Bar.** Loop bar mandatory behind fuel cell. We highly recommend the fuel cell protector bar be mounted one inch lower than the bottom of the fuel steel container. Fuel cell loop bar highly recommended to be made from 1.75 OD .095 or heavier dom tubing with a center vertical support.

- 18.3a **Puncture plate.** We highly recommend a 1/8" steel puncture plate installed between the fuel cell and rear end housing. Should be the width & height equal to the front of the fuel cell.
- 18.4 **Fuel Cell Mounts.** Two (2) sections of box tubing may also tie the rear frame rails together and act as a fuel cell mount.
- 18.5 **Fuel Cell Location.** Fuel cells must be in trunk compartment, equal distance between frame rails and centerline of car.
- 18.6 **Fuel Pump.** Stock type mechanical fuel pump only, in stock location. Electric fuel pumps allowed only on 5.3 engine.
- 18.7 **Reservoirs, Pressure Equalizers, Cooling Devices.** No additional fuel reservoir, pressure equalizing systems, or fuel cooling devices allowed.
- 18.8 **Fuel** A minimum amount of Highland Rim Fuel may be required to be purchased at each event.
- 18.9 A Fuel line safety check valve anti siphon or manual shut off accessible from outside the car is highly recommended
- 18.10 **No E-85 Fuel**

Section 19: Ignition System

- 19.1 **Ignition Box Claim Rule.** \$275 claim on all ignition boxes. Track reserves the right **to impound or** exchange Ignition boxes at any time before or after the race. Box for Box. VMP also reserves the right to have any box and or race car components (electrical or mechanical) sent off to be inspected.
- 19.2 **Traction Control & Timing Control.** No Traction Control Systems, or Timing control devices allowed.
- 19.3 **Crane Ignition Box.** May run stock un-modified Crane ignition box.
- 19.4 **Ignition boxes.** Modifications / changes are NOT allowed on ignition boxes
- 19.5 No loose wires. All wires must be connected.
- 19.6 **Rev limiters** may be required on some or all engines to even the field
- 19.7 **No Magnetos**
- 19.8 **HEI Ignition is approved**

Section 20: Clutches, Starters, Transmissions / Flywheels / Drive Line

- 20.1 **Lightweight Clutches.** Lightweight clutches allowed must be Minimum Diameter 5.5" double disc (2 disc minimum) (Disc Size must be Minimum 5.5" diameter) minimum 5 1/2" in diameter. Solid magnetic steel clutches and pressure plates only... No carbon fiber clutches.
- 20.2 **Starter.** Starter must be in working order.
- 20.3 **Transmissions.** Any OEM 3 or 4 speed Transmission with at least two forward working gears and a working reverse. No drop out gears.
- 20.4 No Automatics.
- 20.5 **Reverse Gear.** Reverse gear must be Operational in ALL transmissions.
- 20.6 **Bert, Brinn and Falcon internal clutch type Transmissions are approved** with a 25lb weight penalty.
- 20.6a **Rankin & Hightower Transmissions** will have a **75 lb. weight penalty.**
- 20.7 **3 or 4 Speed OEM Cast Iron Saginaw Transmission.** **No drop out gears / no direct drive transmissions.** **OEM Cast Iron Saginaw 3 or 4 speed** transmissions will receive a #25 weight break. All gears must work (no altering) No custom or cut gears to lighten.
- 20.8 **Drive Shafts.** Drive shafts must be painted white. No carbon fiber / composite type drive shafts or yokes.

Section 22: Tires & Wheels All bad tires must be carried with you off the property. If you leave your old / bad tires \$5.00 per tire will be deducted from your pay for tire disposal.

- 22.1 **Wheels.** 10" wide Steel Wheels Only minimum recommended weight is 17 pounds. Any offset may be used but must meet tread width rules.
- 22.2 **Tires:** AR970 Treaded Tires.
- 22.3 **Practice Tires:** Each team will be allowed to purchase up to **8 tires before the season starts for practice only.** These practice tires **CANNOT BE USED for RACING... PRACTICE USE ONLY.**
ALL Late Model RACE Teams may purchase 6 new tires for the first race and then 2 tires per race after that.

*****Clarification on how the TIRE BANK works on Late Models*****

For a Late Model Race TEAM to be able to Purchase Two New Tires each race for a LATE MODEL... The Race team MUST have their race car at the track to race, pay the entry fee to get in and start the race. You cannot show up at the track with your car just to purchase tires and go home.

- 22.4 **TIRE RULES for Race Teams coming to race once the season starts.**
New teams may purchase 4 new tires to practice on and race their first night.
- 22.5 **Omitted**

- 22.6 **Payment.** Tires **MUST** be paid for when picked out before mounting. No holding of tires. Once you write on a tire or have a tire mounted **you OWN it**. No swapping of tires. NO returning of unused tires. Any warranty issues will be handle between competitor and tire manufacturer. No refunds on tire purchases.
- 22.7 **Tire Soaking/Softening.** No Soaking or Softening of tires. We will have HOT and COLD minimum durometer readings. Tires being checked before qualifying will be check as COLD TIRES and should meet cold durometer specs.
- 22.8 **Air Bleeds.** No Bleeder Valves
- 22.9 **Altering tires:** No altering of tires such as Siping, cambering or shaving of tires.

Section 23: Protests

- 23.1 **Limits.** You must finish within the top 3 positions to file a protest. Protesting driver must have ran three races prior to protesting.
- 23.2 **Time.** Must present completed protest form and protest money to tech official within 10 minutes of car being protested clearing scale pad. Car being protested then has 10 minutes to file and pay to counter protest.
- 23.3 **Top End Protest (\$300).** Carburetor, Intake, Cylinder Head, Camshaft & Piston Head Configuration.
- 23.4 **Complete Engine Teardown Protest (\$750).** Top End Protest plus Bore, Stroke, Pistons, Rods & Crankshaft.
- 23.5 **Traction Control (\$100).** Check for Traction Control
- 23.6 **Carburetor (\$100).** Protest Carburetor Only.

All post race mechanical protests and appeals may be performed on that night or postponed to the next week with the vehicle in question being impounded. Determination of a questionable part may take an extended time period. **Vehicles may be required to be locked with officials locks in a trailer in the infield or inside tear down garage.**

Section 24: Championship Points / Driver Changes / Points and Race Procedures

- 24.0 **Points will run from 1st race to last race..**
We will honor our Champion and the **TOP TEN** in Championship points at our Championship Points night by RSVP only. All drivers, family and fans are all encouraged to attend the Championship banquet as several awards will be given in each division.
- Only our Weekly Racing Series Champions (Divisions with 20 plus race dates) are eligible for Championship point money if money is available.
- 24:1 **Driver Changes.** Pit Booth must be notified of driver changes other than registered driver **in writing* before races begin. It does not matter whom else you have told; you must notify the pit booth **in writing of a driver change before the feature event*. Failure to do so may result in points being credited to the wrong driver, and may not be changed.
- 24.2 **All Races Count.** All races will count towards point total. **No dropping of bad races.**
- 24.3 **Points.** You must take the green flag in the race to get points & pay unless you have a problem in a preliminary event.
- 24.4 **Points for not starting.** If a car is on the property and has paid entry fees etc. and is unable to take the green flag because of mechanical failure or is damaged in a qualifying dash or preliminary events and not able to compete in the feature event for that division they will receive last place points but no money.
- 24.5 Any **discrepancy** in posted points must be presented in writing to scoring and HRS track owners within 7 days of the event in question.
- 24.6 Points follow the driver (not car owner)

Section 25: Transponders

All competitors may be required to supply a crew member with radio to help with scoring and lineups.
All competitors will be required to rent scoring transponders when used in events.
\$5 monitoring cost on all transponders

Section 26: Test & Tune Sessions

Most Thursdays March through October we have weekly test and tune sessions from 3pm to 7pm.
\$20.00 pit admission per person on Thursday practice days. Fuel and Tires are normally available on these days.

Section 27: Track Rental

Track is available for hourly rental.
Daytime In season Cost is \$125 per hour for one car with a 2 hour minimum.
Daytime Off Season Cost (November through March) \$150 per hour with a 2 hour minimum.

Up to 10 cars can be in the practice. \$25.00 extra per car per hour. Only one car at a time can be on the track at a time for a rented track session. You are responsible for all track cleanup and car removal from a leak or wreck. Track RENTAL DOES NOT INCLUDE any EMS personnel, Fire Fighters, Ambulance Service **or Lights**.

Mon-Wed	9am - 5pm	Engines must be shut off by 4:59pm. \$150 Fine if engines are not shut off.
Thurs-	9am - 3pm	
Fri –	9am - 2pm	Fri nights (When available) 2pm - 9pm (Lights are an extra cost)
Sat Mornings	9am - 1pm	When available

INVERSIONS FOR FEATURE RACE

28.1 Up to the top 6 qualifiers may be inverted for the feature. EIRI

28.2 **PREVIOUS RACE WINNER:** If the Previous Race winner qualifies good enough to be involved in the inversion roll of the dice they will start no better than one position behind the number that is rolled on the dice. For instance if a six is rolled on the dice the previous winner will start in the seventh position (7th) if they were in the top 6 finishers in the qualifying. If the previous race winner did not qualify within the inversion number rolled then they will start where they qualified.

28.3 The Dice will have a 2,3,4,5 and two 6's on it.

28.4 After the first 3 point races are ran any new driver starting up having competed in less than 3 qualifying races at VMP may be required to start behind the points leader in all qualifying races (This is mainly if they are inexperienced) until they have ran at least 3 qualifying races to establish themselves and to help minimize damage

28.5 CHAMPIONSHIP POINTS SYSTEM

Points System will award 75 points to the official Winner and drop one point per position after that for 2023.

1st	75	
2nd	74	
3rd	73	
4th	72	
5th	71	
6th	70	
7th	69	
8th	68	
9th	67	
10th	66	
11th	65	
12th	64	Continues to drop 1 point per position through the field

TAP Out Rule:

When two drivers are involved in an on the track accident the rule is both cars go to the back of the field **we will include a Tap Out Rule for this year. If one of the drivers involved knows they were the one that caused the accident they can drive to the front stretch and stop at the start / finish line and TAP on The Roof of their car signaling the wreck was their fault by accident.** If this happens the driver that tapped their roof (**Tapped out**) will go to the Rear of the field and the other driver will get their position back.

After Race Tech Penalties

The following option simply gives the racer a chance to NOT be DQ'd from the race for a minor infraction and to keep most of their points. If your car is wrong within the following guidelines you may accept the DQ with no fine or pay the fine and keep your position and points.

WEIGHT Infractions	POINTS DEDUCTED	FINE
1-5 LBS LITE	-10 POINTS	-\$100
6-10 LBS LITE	-25 POINTS	-\$200
11 LBS & OVER LITE	DQ	DQ
LEFT Side Weight Percentage %		
Up to 0.2% over	-10 POINTS	-\$100
0.3 to 0.499%	-25 POINTS	-\$200

OVER 0.499%

DQ

DQ

TRACK / TREAD WIDTH infractions

UP to 1/8" WIDE

-10 POINTS

-\$100

1/8" to 15/32" WIDE

-25 POINTS

-\$200

OVER 1/2" WIDE

DQ

DQ

*** Be sure to read the General Rules and Flag Rules as they pertain to every division***