



`Fastest piece of Real Estate in Tennessee

2021 Pro 8 Late Model Rules

For 2021 you can run a basic Nashville Pro Late Model by Nashville Rules (CRA Jegs / National Pro Late Model Rules) however you must purchase and run Veteran Motorplex Pro Late Model tires on your 10" wheels.

Or you can run by Veteran Motorplex Rules below. **You CANNOT mix the 2 sets of RULES.** Nashville cars must run Nashville rules including weights, shocks and spring package with a spool / locked rear end, restrictors and or rev limiters set forth by the National Pro Late Model Rules.

For 2021 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

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

2021 Pro 8 Late Model Rules

VMP 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. (must be within 5 positions to 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 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 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, ¼" 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.**
- 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.
- 2.5 **Spoiler.** Maximum Spoiler size 6.5" x 60".
- 2.6 **Spoiler Angle.** Any angle Spoiler is legal.
- 2.7 **Outlaw/Main Event Bodies.** Outlaw/Main Event style 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.** 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.
- 6.2 **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, \$100 fine.

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

- 7.0 Conventional, Coil overs or leaf springs may be used. **No Coil spring, preloaders 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. Minimum 10" Diameter Ring gear and Pinion setup
- 7.2 **Differentials.** Detroit Lockers, Gleasons & Tru Trac type torque sensing differentials are allowed
- 7.3 **Axles. May be Solid or Gundrilled. If Gundrilled axles are used the ID and OD must be the same on both axles.** No Titanium axle shafts
- 7.4 **Wrap Up Bar / 3rd Link.** No shock mounted wrap up bars heim joints only
- 7.5 **3rd link must be one piece tube with heim joints and mount with both ends Heim joint hook up only. No rubber allowed anywhere in 3rd link**
- 7.6 **Floater Rear End.** Floater rear ends optional.
- 7.7 **Trailing Arms** must be one pc construction mounted with a heim joint at each end **No rubber, springs or sliders of any type**
- 7.7a **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
- 7.7b **Trailing arms** must mount a minimum of 3" directly below the bottom of axle tube.
- 7.7d **Lower trailing arms** must be a minimum of 24" long.
- 7.8 **Truck Arms** Must be steel 2x3 box tubing or steel I beam. No Aluminum I beam type truck arms.
- 7.8s **Truck arms** must be attached using monoballs at front and U bolts at rear. No rubber bushings
- 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 **All Rear Suspension components (upper and lower links) must be solidly mounted (Heim joints / monoball only no rubber bushings, springs, shocks or sliders).**
No fifth (5th) coil, spring-loaded/hydraulic suspension devices of any type, No lift bar suspensions. No birdcage set-up[s] of any kind (3 or 4 link). Trailing arms must mount to the rear end in a solid fashion (heim 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 mounted with one heim at each end. All mounts for trailing arms, third links must be solid mounted with no ability to adjust the length without loosening a jam nut. 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 & 5 on 5 Hubs** allowed. No magnesium, Must have a MSRP of \$190 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 **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 \$220.
- 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 \$300 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). Cost on shocks will be approx. \$160 each
- 9.2 **The KONI Shock numbers below are the ONLY Approved** shocks allowed for competition.
- 9.2a Shock shafts cannot be bent.
- 9.3 **Each car Must have 1 of each of the following shocks numbers in RED below 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.**

- 9.4 7" stroke FRONT ONLY Left Front ONLY Pt# 307499 4 compression 9,10,11,12 rebound

Right Front
Right Front

Pt# 307647 6 compression 4,5,6,7, rebound
Pt# 307436 4 compression 3,4,5,6, rebound

ONLY 7" STROKE KONI SHOCKS CAN BE USED ON THE FRONT SUSPENSION

- 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 or front.

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 for all LM Feature Winners running the Veteran Motorplex rules package:** Feature Race winner 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 at and a Maximum of 650 lbs.
- 9.16 **FRONT SPRINGS CONVENTIONAL :** **Minimum Conventional must be** mounted inboard stock location is 400 pounds Minimum and a **Maximum** of 950 lbs
- 9.16 **REAR SPRINGS for both Coil over and Conventional..** No minimum or maximum rates but the two rear springs **MUST rate within 200lbs** of each other at one inch of compression after preload.
- 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 go. Your springs and shocks may be impounded (Will be available for return on 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.

- 10.0 **NO TUNGSTEN, shot or Liquid weight. No weight allowed unless it weighs at least #5 pounds**

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 dampner springs and you must meet GM spring pressure specs. Champ oil pan # CP106LTRB and Balancer.
- 10.3 No engine components made of composite material

WEIGHT / ENGINE OPTIONS After race weight

Weight must be claimed & posted on the windshield

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| 10.4 | GM Crate 604 (Stock no updates) | 2800 lbs. 58% Left max |
| 10.5 | GM Crate 604 with ASA updates & or approved cam change
Cam must be part # GM24502586 | 2850 lbs. 58% Left max |
| 10.6 | GM Crate Motor 603. | 2750 lbs. 58% Left max |
| 10.7 | GM Crate Motor 602 | 2675 lbs. 58% Left max |
| 10.8 | Highland Rim (SPEC Stock) Fuel Injected 5.3 Engine
Must run HRS stock tuned Computer and approved Throttle Body. | 2700 lbs. 58% Left max |
| 10.9 | Ford Crate #M6007-D347.
+ 1.5 rocker arms + no spacer plate allowed under carburetor. | 2825 lbs. 58% Left max |
| 10.10 | Ford Crate #M6007-D347.
+ 1.65 rocker arms + no spacer plate allowed under carburetor. | 2850 lbs. 58% Left max |
| 10.11 | Dodge Crate #P5007958. | 2800 lbs. 58% Left max |
| 10.12 | McGunegill ASA Ford Spec.
+ 1.5 rocker arms + no spacer plate allowed under carburetor. | 2850 lbs. 58% Left max |

Weight Options No weight burn off for 50 lap races. Weight burn off will be 1 pound per lap for all scheduled laps over 50.
Example a 100 lap race will allow 50 pounds for fuel burn off.

Take your BASE weight above or below and add or subtract weight deductions and allowances

Weight 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 decimals	deduct	-25 pounds
E	Steel Drive Shaft	deduct	-10 pounds

Weight Penalties

F	Hightower Transmissions	Add	+75 pounds
G	Rankin Transmissions	Add	+75 pounds
G	Transmissions with internal Clutch.. Bert, Brinn, Falcon	Add	+25 pounds
H	Jerico Transmissions (must have 4 forward working gears with a working reverse)	Add	+25 pounds
I	Jerico Transmissions (with 2 forward working gears with a working reverse)	Add	+50 pounds
J	Tri Y headers	Add	+25 pounds

Special Left Side Weights Allowances

X	Spool	+ 1 % Left side	59.0% Left Side
Y	Any Built STEEL HEAD engine with a 50lb crank	+ 1 % left Side	59.0 % Left side

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| 10.13 | 358ci Aluminum Head 9.5 to 1. | 2900 lbs. 58.0% Left max |
| 10.14 | 358ci Flat Tappet Cam, DART 62cc Steel Head, No Port / Polish Heads. | 2850 lbs. 58.5% Left max |
| 10.15 | 358ci Roller Cam, DART 62cc Steel Head, No Port or Polish on Heads. | 2900 lbs. 58.5% Left max |
| 10.16 | 358ci Flat Tappet Cam, Any cc Steel Head, No Port or Polish on Heads. | 2900 lbs. 58.5% Left max |
| 10.17 | 358ci Roller Cam Any cc Steel Head No Port or Polish on Heads. | 2850 lbs. 58.5% Left max |
| 10.18 | 358ci Roller Ram Any cc Steel Head, Ported and Polished Heads. | 2950 lbs. 58.5% Left max |
| 10.19 | Cranks other than 3.48/3.50 stroke Chevy cranks must add 25 pounds | |
| 10.20 | Omitted | |
| 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 Aluminum Heads.** 58.0% Maximum left side weight unless specified.
- 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 once a car is competitive in the top 3 on a regular basis they must correct rule differences to continue to run.
- 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 use 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. 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

- 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 Boosters may be epoxied in place in all 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.

- 17:01 **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 of 42 pound injectors.**
- 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. .060 over bore. Pistons cannot stick out of block. (Zero deck)..
- 17:13 **Pistons: Stock or stock replacement (must be approved by tech) 5.3 OEM Dish (stock volume dish) Pistons ONLY No Flat Top**
- 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 may be used in a 5.3 engine.
- 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 HRS STOCK 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 drive shafts.

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 17# weight. 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. Teams may purchase 4 new tires for the first race and then 2 tires per race after that.**
- 22.4 **TIRE RULES for New Teams coming in once the season starts**
New teams may purchase 4 new tires to practice on and race their first night. However they must start the heat race behind the points leader.
- 22.6 **Tire bank follows the driver. Only tires from your tire bank can be used in any qualifying or feature race. If car owner has a NEW DRIVER they will be considered a new team and must go by new team tire rules.**
- 22.8 **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.
- 22.9 **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.
- 22.10 **Air Bleeds. No Bleeder Valves**
- 22.11 **Altering tires:** No altering of tires such as Siping, cambering or shaving of tires.

Section 23: Protests

- 23.1 **Limits.** May protest within 5 positions in front of your finishing position. 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 Monday or Tuesday night with the vehicle in question being impounded. Determination of a questionable part may take an extended time period.

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 unless you have a problem in a preliminary event.
- 24.4 **Exception to 23.3 rule.** If a car 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 only.
- 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. Cost is \$100 per hour for one car 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 EMS personnel, ambulance **or lights.** Out of Season and after regular business hours track rental + additional \$25 per hour.

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

Section 28: LM Heat Races (All heat races are 10 laps. 15 lap heat race if you have 12 or more cars)

The first race of the year we will draw for starting positions in the qualifying race. After we have one feature race completed All heat Races will start in REVERSE points order. Points leader starts at the rear with last racer in points starting first in single file starts for the entire qualifying event to keep car damage to a minimum. (Inexperienced drivers may be required to start behind the points leader).

- 28.1 Heat races will pay points to everyone and the top three will receive pay
- | | |
|------------------------------|--|
| 1 st | \$100 plus 5 points and Winners trophy |
| 2 nd | \$ 50 plus 4 points |
| 3 rd | \$ 25 plus 3 points |
| 4 th | 2 points |
| 5 th back receive | 1 point |
- 28.2 Up to the top 6 qualifiers will be inverted for the feature.
- 28.3 **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.
- 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
- 28.4a **To STOP an experienced driver that starts racing after the season has begun and winning all the qualifying races.... Any Experienced** driver starting to race after the season has begun will only be allowed to start up front in the qualifying races until they have won a qualifying race. After they have won a qualifying race they will be required to start behind the points

leader until they have run 4 races and after that point they will be allowed to start in the qualifying races where they are positioned in points.

28.5 QUALIFYING RACE POINTS SYSTEM

1ST PLACE	5 POINTS
2ND	4 POINTS
3RD	3 POINTS
4TH	2 POINTS
5TH THRU FIELD	1 POINT

28.6 FEATURE POINTS SYSTEM

Points System will award 75 points to the official Winner of any feature event with a 5 point drop to second place. Second position is awarded 70 points with a 2 point drop to 3rd place. Third place will be awarded with 68 points with a 1 point drop for all positions after third place.

1st	75
2nd	70
3rd	68
4th	67
5th	66
6th	65
7th	64
8th	63
9th	62
10th	61
11th	60
12th	59

Continues to drop by 1 point through the field

29.0 No shifting on Starts or Restarts

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***