

2017 Late Model V8 Regulations V-2

Incorporating cars from LMV8, CAMSO, SCSA and ASCARS

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1. SPORTING REGULATIONS - GENERAL

1.1 Jurisdiction:

The Series Organisation reserve the right to alter these regulations **at ANY time** if in their opinion an unfair or un-economical advantage is being gained by an individual or team and or the actions of any driver or team are detrimental to the overall wellbeing of the series.

1.2 Officials:

- 1.2.1 Co-ordinator: ***Bas Peters***
- 1.2.2 Drivers Reps: T.B.A
- 1.2.3 Eligibility / Technical Scrutineer: ***Marc Stegmeijer***
- 1.2.4 Race Stewards: Marc Stegmeijer / **Sjraar Hendriks** / Bas Peters
- 1.2.5 2nd Steward / Safety Scrutineer: Twan van de Sterren / Lau Hermkens
- 1.2.6 Any three (3) of the above in **bold type** may reach a technical decision
Any two (2) of the above in *italic type* may reach a championship decision

1.3 Registration:

- 1.3.1 Entrants must be in possession of a valid LMV8 Licence in order to race in the series.

1.4 Starting Regulations:

- 1.4.1 Before the first heat of the day there will be a Qualifying session to determined the grid positions in the first heat. The fastest driver in qualifying will start on pole position, 2nd fastest driver starts in second position and so on until the slowest driver witch will start at the last position.
- 1.4.2 The starting order for the second heat will be determined by the fastest lap time of each driver in the first heat. The driver with the fastest lap time will start from pole position and so on. If the series runs a third heat on a day the starting order for this third heat will be determined by the fastest lap times in the second heat.
- 1.4.3 The starting order for the final will be determined by the combined fastest lap times for each driver in the previous heats.

1.5 Scoring:

1.5.1 All competing vehicles shall be fitted with a working timing identification module (transponder). The transponder required must be compatible with the My Laps timing system. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the transponder may result in the competing vehicle being untimed and not counted in the final results. Transponders must be mounted at a distance no greater than 40cm from the ground, with clear view to the track and mounted vertically so you can read the transponder number.

1.5.2 *Competitors* points will be awarded as follows:

POSITIE	MANCHE 1	MANCHE 2	MANCHE 3	FINALE
1	75	75	75	99
2	70	70	70	89
3	65	65	65	81
4	60	60	60	75
5	55	55	55	70
6	50	50	50	65
7	45	45	45	60
8	40	40	40	55
9	38	38	38	53
10	36	36	36	51
11	34	34	34	49
12	32	32	32	47
13	30	30	30	45
14	29	29	29	44
15	28	28	28	43
16	27	27	27	42
17	26	26	26	41
18	25	25	25	40
19	24	24	24	39
20	23	23	23	38
21	22	22	22	37
22	21	21	21	36
23	20	20	20	35
24	19	19	19	34
25	18	18	18	33
26	17	17	17	32
27	16	16	16	31
28	15	15	15	30
29	14	14	14	29
30	13	13	13	28

- 1.5.3 A driver who has been issued with the Black Cross during a Heat or the Final will be set back one position in the result. When collected another Black Cross in the same heat the driver automatically will be disqualified for that specific Heat.

1.6 Awards:

- 1.6.1 All awards are to be provided by the circuit.
- 1.6.2 The 'End of Day' trophies will be awarded to the drivers with the highest scores from the total of the day's races. 1st, 2nd and 3rd place will be calculated by adding the driver's scores from H1, H2, (H3) and the final together

2. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for booking in to race prior to the entry closing date after the driver is invited by the LMV8 organisation or Raceway Venray. A fine may be imposed on any driver who fails to book in to the meeting yet turns up to race.
- 2.1.2 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Co-ordinator in writing ASAP. See regulation 3.1.1

2.2 Briefings:

- 2.2.1 **ALL drivers** will be required to attend a drivers briefing which will be held at the beginning of each race meeting. **All drivers will be required to sign in to the briefing.** Any driver who doesn't show up on time at any briefing can be punished, for example, he will be placed at the back of the grid for all races on that day.
- 2.2.2 Any driver failing to attend the briefing, unless specifically excused by the Co-ordinator and /or Race Steward may be liable to a fine, exclusion from the meeting.

2.3 Races:

- 2.3.1 During a race day, the use of only a single racing car is allowed. In free practice the use of spare cars is allowed.
- 2.3.2 The standard minimum scheduled distance whenever practicable shall be 2/3 x 25 Lap Heats and 1 x 35 Lap Final. Any race distance can be reduced at the discretion of the Race Steward/s. Special meetings can be run to a different format. The format will be made available from the organiser prior to the meeting.
- 2.3.3 All competitors must be ready to take their car to the track 15 minutes prior to the start of the race. Competitors arriving after this time may be asked to start from the back of the grid.
- 2.3.4 All competitors must be in the correct starting order prior to joining the circuit.
- 2.3.5 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts are prohibited.

2.4 Pit & Paddock:

- 2.4.1 The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on All Drivers to take all due care and drive at minimum speeds in and around the pits and pit lanes. Any driver seen to be speeding in the pits will be sanctioned.
- 2.4.2 The use of an environmental mat / heavyweight tarpaulin protecting the ground to prevent contamination is compulsory when working on cars in the pit and paddock areas. The mat / tarpaulin must be in one piece and extend beyond the footprint of the car.

2.5 Race Finishes:

After taking the Red Flag drivers are required to:

Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by marshals or officials and to keep the helmets on and harnesses done up while on the circuit.

A minimum of one ASCAR and one Lefthander chosen at random plus the winner of the race will be required to present themselves and their cars for tech inspection immediately after leaving the track.

Failure to adhere to this regulation automatically deems that you will fail any post-race checks and therefore regulation 3.7.1 will be actioned.

3. CHAMPIONSHIP / SERIES PENALTIES:

3.1 Absenteeism:

- 3.1.1 A driver whose booking for a specific meeting has been accepted shall be deemed to have undertaken to drive. A driver who does not honour this commitment (and has not cancelled his/her booking to race at least 48 hours before a meeting) will be liable to a fine of €40. He/she will not be permitted to race again until the fine is paid.

3.2 Cheating:

- 3.2.1 As an individual involved in car racing, it is your duty to protect the sport. If you know of, or suspect, cheating or any infringement of the rules likely to bring the sport into disrepute, report it to the Co-ordinator immediately.

3.3 Intoxicants:

- 3.3.1 Any driver or official who, during the course of a meeting, takes or suffers from the effects of taking and drug or alcoholic liquor, shall be guilty of conduct prejudicial to the interests of the sport. The LMV8 Organisation shall take whatever disciplinary action it deems necessary.

3.4 Deprivation of Rights & Privileges:

- 3.4.1 The LMV8 Organisation has the power to deny an individual or team their rights and privileges.

3.5 Protests and Appeals:

- 3.5.1 All protests and appeals should follow the procedure as outlined below.
Protests and appeals which do not follow the correct procedure will be disallowed.

- 3.5.2 The right to appeal against any decision, act or omission that may have been made or committed in connection with car racing, lies only with a licensed driver under these rules and regulations not his team, family, mechanics, or sponsors. There is no right of appeal against a decision made by the Race Steward, Scrutineer, Co-ordinator, lap scorer or any other race official which has been based on a matter of fact.
- 3.5.3 Representations to the Steward questioning a declared result must be made by the licensed driver only on the day of the race concerned in order that lap sheets, witnesses and/or video evidence may be referred to in order to verify the result. The Stewards decision is final but appeal procedures may be employed in cases of doubt.
- 3.5.4 Protests by a licensed driver regarding the eligibility of a car must be accompanied by a €200 protest fee and may be made only by a licensed driver competing at that race meeting. If the protest is upheld the €200 protest fee will be returned. If the protest fails, the €200 protest fee will be retained by the LMV8 Supercup and used within the formula.
- 3.5.5 The method of lodging a protest at the meeting is as follows:-
- 3.5.5.1 A verbal protest may only be dealt with by the race steward and / or the co-ordinator and must be delivered on the day of the meeting. The protest will be arbitrated upon the first available moment in the proceedings.
- 3.5.5.2 The LMV8 Organisation is the final arbiter in matters of protest and appeal and all parties shall be bound by the decision of the LMV8 Series.
- 3.5.5.3 The LMV8 Organisation shall have the right to publish, or cause to be published, its findings and / or decision relating to a protest or appeal, stating the names of all parties concerned which parties shall have no right of recourse against the publication of such information.

3.6 Behaviour / Attitude:

- 3.6.1 Unexceptional behaviour towards all officials, spectators or drivers will not be tolerated and any such instances will be sanctioned right away.

3.7 Infringements of Regulations:

- 3.7.1 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Co-ordinator or Race Stewards for possible imposition of a fine, loss of points (see below) or a penalty which may include a race day ban and exclusion from the meeting or total suspension of the LMV8 licence and exclusion from the Championship.
- 3.7.2 Competitors are responsible for the action/s of their team, family and friends therefore regulation 3.7.1 (above) also applies to any one associated to the competitor.
- 3.7.3 Loss of points with regards to infringements will be calculated in the following way depending on the severity of the infringement.

First infringement

Loss of 30% of the points achieved in the race prior to the infringement.

Second infringement

Loss of 60% of the points achieved in the race prior to the infringement.

Third infringement

Loss of 100% of the points achieved in the meeting.

Fourth and final infringement

Race Day Ban

Examples

- the winning car in Heat 1 (H1) is found to be under weight.
points awarded for winning Heat 1 (H1) = 65 less 30% = 45.5 (equivalent to 5th) The driver who finishes 2nd will be moved up to 1st, the driver who finishes 3rd will be moved up to 2nd and so on until 5th place.
- the winning car in Heat 2 (H2) is found to be under weight.
points awarded for winning Heat 2 (H2) = 75 less 30% = 52.5 (equivalent to 6th) The driver who finishes 2nd will be moved up to 1st, the driver who finishes 3rd will be moved up to 2nd and so on until 6th place.

4. TECHNICAL REGULATIONS:

4.1 Introduction:

- 4.1.1 These rules have been formulated to provide as level and economic racing as possible **It should be clearly understood that if the following texts do not clearly state that you can do it; you should adopt the principle that you cannot. If in doubt on any of the above seek the advice of the Series Co-ordinator**

4.2 Description:

- 4.2.1 All chassis must be approved by the LMV8 Organisation.
Current approved chassis include Howe, Lefthander, LFR and Tanner.
To seek approval for another chassis manufacturer, please contact the Series Co-ordinator

4.3 Safety Requirements (Competition Car):

4.3.1 Seats

The driver's seat must be professionally manufactured and be designed for use in oval racing and / or FIA Approved. Seats must have as a minimum a rear & right hand side head rest.

4.3.2 Seat Belts

The minimum size of harnesses permitted for use are those of a five anchorage point type, using a minimum shoulder strap size of 3 inches (2 inch shoulder strap size is allowed when combined with a HANS device) with a Latch and link or cam lock release. The only anchorage points to be used are those fitted in the chassis by the licensed chassis constructor. These anchorage points are to be used to retain the seat belts only

4.3.3 Window Nets

A driver's window must have web-type safety net with latch link release mechanism. Spring-loaded releases are not approved. Net must be secured in place and centred in the door area, fastened to the upper roll cage, horizontal member, when the car is on track.

It is not permitted to enclose the passenger side window

4.3.4 Fire Extinguisher

Fire extinguishers must be either a plumbed system or a 1kg hand held extinguisher. The fixings are to be strong enough to resist the rigors of racing.

Fire extinguishers should be provided with a valid inspection.

When using a plumbed in system the pull cable inside the car must be within easy reach and be operational by the driver and be clearly marked with the official logo. When using the 1kg hand held extinguisher this must be within easy reach and be operational by the driver.

All fire extinguishers must be armed at all times when waiting in the holding area, on the circuit and in the pit lane.

4.3.5 **Fire Walls / Bulkheads**

It is required that the bulkhead between the driver compartment and the engine bay is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.

It is required that the bulkhead between the fuel cell, oil tank, auxiliaries and the driver compartment is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.

4.3.6 **Circuit Breaker / Electrical Cut-Off Switch**

An electrical isolation switch is required on all competing cars and be capable of stopping the engine at any time.

On a Late Model car the minimum requirement is to have the externally operated switch located on the driver's side of the rear deck panel. This should be clearly marked with the official logo.

On an ASCAR the minimum requirement is to have an externally operated T pull cable that operates the switch which must be positioned in the area known as the quarter glass aperture in the leading edge of the driver's side (left hand) door. This should be clearly marked with the official logo

4.3.7 A high intensity rear 'Rain' light must be fitted and be in full working order with **No exceptions.**

4.3.8 All cars must have a towing strap fitted to the chassis rail on the front and rear cross member at a height no higher than the front or rear bumper to aid recovery of broken / non running cars

4.4 **Safety Requirements (Driver):**

4.4.1 **Fire proof clothing**

Fire proof Race suits, Underwear, Balaclava, Gloves and Boots are Compulsory. All clothing must have FIA or SFI certification.

4.4.2 **Helmet and Neck Support System**

Helmets must meet or exceed one of the following standards;

- (a) **FIA8860-2010**
- (b) **Snell SA2010 or SA2015**
- (c) SFI Foundation 31.1A, SFI Foundation 31.2A

The European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only. NO POLYCARBONATE helmets are allowed.

4.4.3 **Visors / Goggles**

Shatterproof visors / goggles must be worn at all times whilst on track.

4.4.4 A mandatory head and neck support system must be worn by all drivers at all times whilst on track, Systems must be SFI or FIA approved, for example:

- (a) H.A.N.S device
- (b) Simpson Hybrid device

4.4.5 **Race Radios**

An LMV8 approved raceceiver tuned to the Race Steward & Start Marshall is compulsory.

Radios will be checked prior to the start of each race. In case of a non-working radio the Driver is prohibit to take part in the race.

When a driver is forced to stop on the infield they are obliged to keep listening to Race Control.

4.5 **Chassis:**

4.5.1 **Ground Clearance (minimum)**

Minimum ground clearance is 3,5" (89 mm)

The minimum ground clearance measurement is taken between the lowest point of the main chassis structure and the ground that the car is sitting on. The

4.5.1.1 **Side Skirt Clearance.** A minimum of 2" (50mm) clearance is required, measured in a vertical plane between the bottom of the skirt and the ground.

4.5.1.2 Clearance is to be measured with the driver on-board immediately after the race.

4.5.2 **Dimensions**

4.5.2.1 **Wheelbase** (off-set or straight up) must not exceed 105" (2667mm) side to side maximum tolerance = 13mm.

4.5.2.2 **Track Width**

Late Models must not exceed 77" (1955mm)

SCSA / ASCARS must not exceed 77" (1955mm)

The track width measurement is taken from the lower outer edge of the tyre just in front of the centre line of the axel where the tyre makes contact with the ground and just behind the centre line of the axel where the tyre also makes contact with the ground. These measurements are then added together and divided by two (2) to obtain the final reading.

4.5.3 All dimensions are measured with driver and can be taken at any time during the race meeting.

4.6 **Bodywork**

4.6.1 With the exception of the following, no modifications allowed to external or internal body panels, chassis or unitary construction: It is prohibited to cut holes in any panels unless specifically permitted by LMV8 Organisation.

4.6.2 All bodies not build of Carbon Fibre are allowed in the LMV8 series and have to have the looks of a Late model car.

4.6.3 The bonnet must have a minimum of four (4) positive locating pins on the leading edge Additional locating pins are permitted on the bonnet assembly.

4.6.4 The rear deck panel of body work must be hinged or removable and secured with quick release pins or fasteners

4.6.5 A full, standard shape, moulded front windshield representing the original manufacturer's model must be used. Windshield must be secured to prevent windshield from popping out under internal pressure. A minimum of two (2) windshield braces must be in place.

- 4.6.6 A full, stock dimension shaped rear screen is mandatory and must be held securely in place it must also be securely braced internally to prevent bowing or distortion under racing conditions.
- 4.6.7 Side window apertures (driver and passenger side) must remain as produced. All quarter panel windows must be fitted in stock window openings. No right hand side passenger window is allowed and must remain as an open aperture at all times.
- 4.6.8 The front bumpers/grills must have mesh screen covering the air intake areas.
- 4.6.9 The front skirt, if fitted, must be in a vertical plane.
A minimum of 50mm clearance is required, measured in a vertical plane between bottom of skirt and the ground. Clearance to be measured with full tank of fuel and driver.
- 4.6.10 Vehicles must be fitted with one interior rear view mirror or either standard passenger car type, multi panel type or wide vision type. Vehicles should also be fitted with one driver's side externally mounted rear view mirror. All mirrors will need to be approved prior to use.
- 4.6.11 A windscreen wiper system is permitted and optional
- 4.6.12 Roof mounted air vanes are permitted; If fitted they must be Symmetrical to the cars centre line, maximum width 1066.8 mm (42 inches) Two template gaps 4 mm wide, 304.8mm (12 inches) and 609.6 (24 inches) measured back from the leading edge of the roof. Vane height on roof will be 25.4 mm (1 inch) maximum. Rear window strake must be fitted on the left side only 44.45 mm high (1.75 inches) maximum height.

A tolerance of +2mm – 0mm will be applied to the height measurements in this article
- 4.6.13 The underside of the car must not be belly panned or flush panelled. Panels may not be added from the front bumper to the chassis or from the rear of the chassis to the rear bumper. No fixed or movable air directing devices are permitted underneath the car.
- 4.6.14 No panel maybe bonded together to form a one piece front or rear end, nor is it acceptable to have panels repaired with race tape with the exception of a temporary repair carried out during a race meeting. It is not permitted to tape over any panel joints.
- 4.6.15 The rear spoiler must have a 3mm gap in the centre, Spoiler supports are only allowed to be fitted on the rear face. It is permitted to radius the rear spoilers by 12.5mm.

4.6.16 Dimensions

Late Model + SCSA/ASCAR

Body Width (max)	79.5"	(2020mm)
Nose clearance from ground (min)	4"	(100mm)
Front Skirt clearance from ground (min)	2"	(50mm)
Rear Spoiler Height (max)	7"	(178mm)
Rear Spoiler Height (min)	5"	(127mm)
Rear Spoiler Width (max)	59"	(1498mm)
Rear Spoiler Radius (max)	0.5"	(12.5mm)

4.7 Engines

4.7.1 Late Model Engines

GM 604 Crate Engine 400/400 with NO Alterations

Those engines have a tested standard performance of 425HP +5%. All engines that exceed this performance are considered not original.

Goodwrench Fast Burn 385 ZZ4 Partial Engine 12561723

Engine performance may not exceed performance of GM 604 Crate engine 400/400.

SCSA / ASCAR Engines

SCSA Cars and ASCARS must be fitted with GM LS 1 engine

GM 604 Crate Engine 400/400 with NO Alterations

If an LS1 engine fails beyond repair then the GM 400/400 may be used as a replacement.

Ascar engines may have a maximum tested performance of 450HP +5%.

DNRT Cars

DNRT cars may use an LS2 6.0 litre engine, maximum performance 450HP +5%.

Before entering the LMV8 series all cars must have their engines tested on the Dyno station at Auto Speciaal Uden BV. The performance of the engine should fit the maximum performance mentioned above. After a successful test the engine will be sealed by the LMV8 organisation. It's the drivers responsibility that all seals are intact at all times.

4.7.2 No over boring is allowed without written approval by the Organising.

4.7.3 The engine block must be externally identifiable and of the original material composition it must remain on the original side of the front and rear bulkheads and orientated as fitted as standard.

4.7.4 The engine must remain in its original position plus or minus 3mm in the vertical or horizontal plane. Engine must be located in normal, upright position with both banks of cylinder bores at an equal angle to the vertical. A tolerance of +/- 1 degree is permitted. The measurement is taken when the lower chassis rails are of an average equal distance from either a designated floor area or measuring system.

4.7.5 Un-sealed engines (also after repairs) need to be tested and resealed by the organisation.

4.8 Ignition / Electrical Systems

4.8.1 Ignition systems for Late Model cars must comprise of the following components:

Distributor MSD pro billet type Part numbers: 85551 or 84891

MSD 6AL Digital (6425).

Ignition boxes will be sealed by the organisation and may be exchanged between cars by the organisation at all times.

It is recommend that Late Model type cars use the Bronze Distributor Gear MSD-8471

Rev limit will be set to 6400 Rpm.

Only 1 ignition box per car is permitted.

4.8.2 The LMV8 organisers reserve the right to introduce an official LMV8 ECU (for ASCAR's) which can be used and fitted in to a competing car at any time.

4.9 Suspension

4.9.1 Shock Absorbers

Only the following shock absorbers may be used;

Late Model Cars

QA1 50 and 51 series

SCSA / ASCARS

QA1 50 and 51 series

Penske:

Left Front PS-7546-SA-L

Right Front PS-7546-SA-R

Left Rear PS-7548-SA-L

Right Rear PS-7548-SA-R

The shock absorbers as listed above may be fitted on any corner on the car. Only one shock absorber may be fitted per corner.

4.9.2 Shock absorbers may be re-valved, re-stroked, have the oil changed or be modified in any way as long as original products will be used. No brackets, cowlings or materials may be added to make them work more or less efficiently.

4.9.3 Springs / Anti Roll Bars

4.9.4 Springs must be a single piece unit of up to 2 5/8" in diameter, rates and lengths are free.

4.9.5 The spring must be a replacement to the original unit and fit in the same manner without any modification what so ever.

4.9.6 For SCSA and ASCARS only it is permitted to use a flat type spring assister up to a spring rate weight valve of 5kg to maintain the spring caps in position.

4.9.7 Progressive springs are not permitted.

4.9.8 Springs/Shock Absorbers are NOT permitted to be fitted to the trailing arms.

4.9.9 All corners are to be fitted with coil overs. No leaf springs are allowed.

4.9.10 Front anti roll bars are Free and Optional but must be an 'off the shelf item' It is not permitted to modify the anti-roll bar to gain a different torsional value. It must be mounted on the controlled chassis bracket as original designed. Adjustment is only permitted within its original capabilities.

4.9.11 Rear anti roll bars are NOT permitted.

4.9.12 Active systems that control any part or characteristic of the suspension or steering are not permitted.

4.9.13 Any system or device that enables the ride height or suspension geometry of the Race Car to be controlled by the driver or remotely by any other means is forbidden.

4.10 Transmission

4.10.1 All transmission parts must be "off the shelf" (i.e. stock items available to all).

4.10.2 The Clutch must be entirely mechanically / hydraulically operated by foot.
The hydraulic slave cylinder is permitted to be internal or external to the bell housing.

4.10.3 Gearbox

Late Model Gearboxes

Brinn Gearbox fitted with an integral clutch	BR-70001
Flywheel/Flexplate	GM14088765
Falcon Raptor fitted with an external clutch	60200
Quarter Master Bell housing / Clutch Kit	00810028581ZZ

Other Gearboxes, Flywheel & Clutch 2/3/or 4 Speed may be permitted subject to written approval from the promoter/scrutineer.

The Bell Housing may be cut at the bottom for ground clearance.

SCSA / ASCAR Gearboxes

The specified gearbox is the four (4) speed Jerico WC4 with fixed ratios as listed below:

Gear	Ratio
1st	2.07
2nd	1.58
3rd	1.18
4th	1.00

Taking these ratios it will equate to gears sets of:

Main Drive Set	27 / 22
First Gear Set	32 / 19
Second Gear Set	27 / 21
Third Gear Set	24 / 25
Fourth Gear is	1 to 1

All power train components (bell housing, gearbox, prop-shaft, differential) must be located on the true centreline of the chassis. A tolerance of +/-3mm is permitted.

4.10.4 Prop shafts

The prop shaft manufacturer/supplier is free and must be a one-piece design fitted with a Heavy Duty joint. The prop shaft must be made of steel and be painted white.

4.10.5 Rear Axel

The axle to be used is free, but must be of an "off the shelf" item.

4.11 Brakes

4.11.1 Brake discs / rotors are to manufactured out of steel, carbon discs are prohibited.

4.11.2 Brake linings / pads are free and must be an 'off the shelf' item.

4.11.3 Ducting for the purpose of cooling brakes or removing dust is permitted.

4.11.4 All four (4) wheels must be braked.

4.11.5 In car brake bias valves / adjusters may be fitted.

4.11.6 Brake Discs/Rotors and Calipers

Late Model Brakes - Discs/Rotors must be steel 11.75"

Howe Front 337

Standard Fit Howe Rear 33658

Standard Fit Lefthander Front Wilwood 006-120 7429 L/R or the replacement 120-11136

Wilwood Rear: 120-11576

SCSA / ASCARS

Front Brake discs / rotors vented directional vanes Size 310 x 32mm

Rear Brake discs / rotors vented directional vanes. Size 298 x 32mm

The following callipers may be used at either the front or rear of an ASCAR but they must be matched per axel i.e. both front or rear callipers must be the same specification.

Six pot design. Configuration piston sizes 1.25 – 1.375 – 1.75

Right Hand caliper Part No CP5805 – 250L

Left Hand caliper Part No CP5805 – 350L

Four pot design. Configuration piston size 1.375 – 1.375

Right hand caliper Part No CP4751 – 95OL

Left Hand caliper Part No CP 4751 – 85OL

Ascars are also allowed to use the following Wilwood calipers:

Front: 120-6584-RS/120-6585-RS

Rear: 120-11576

4.12 Carburettors / Fuel

4.12.1 From 2015 only the following type of carburettor may be used on a Late Model race car.

BG/Demon 650 CFM 128-2010

Holley 650CFM 0-80802

Ascars are also allowed to use those types of carburettors but only in combination with Holley intake manifold, type 300-132 and distributor MSD 6010.

4.12.2 No spacers are permitted to be used between the inlet manifold and carb.

4.12.3 Metering blocks must remain as standard.

4.12.4 Roadside Pump fuel is the only one to be used.

Racing fuels are NOT permitted. Fuel samples can be taken at any time during a meeting.

4.12.5 Only the following additives may be used with 'Roadside Pump Fuel' Millers Competition Valve Lubricant.

4.12.5 Air filters are Free but must be an "Off the Shelf" item. No forced air intake is allowed by carburettor engines.

4.12.6 Only mechanical fuel pumps may be used on Off Set Cars. Ascars may use electrical fuelpumps.

4.13 Wheels

4.13.1 The only permitted wheels to be used are an NASCAR type design as supplied by brands as: Diamond Racing Wheel

Aero Wheel
Bassett Wheel
Bart Wheels

- 4.13.2 All wheels must not exceed the maximum width of 10" (inches) and must be made of steel.
- 4.13.3 All Late model wheels must not exceed the maximum backspacing of 5 inches.
The following backspacing's are allowed for SCCA and Ascars:
Left side: 5"
Right side: from 3 to 5"
- 4.13.4 Pop – Off air release valves of any type are NOT allowed.
- 4.13.5 The wheel must be fitted with competition nuts
- 4.13.6 NO weights are to be used to balance the rims / wheels / tyres
- 4.13.7 No wheel spacer is allowed to be used what so ever even within the make-up of the wheel rim centres or the hub assemblies.
- 4.13.8 Wheels and tyres must fit within the confines of the bodywork, for bodywork dimensions see regulation 4.6.16

4.14 Steering

- 4.14.1 Quick release steering wheel hubs are mandatory
- 4.14.2 Steering ratio is free. Power assisted steering may be fitted or removed
- 4.14.3 Competitors are advised to use a collapsible steering column.

4.15 Tyres

- 4.15.1 In dry racing conditions only American Racer EC-84 tyres sized at 27.0/10.0-15S with a maximum stagger of 2" may be used in the LMV8 races. In wet conditions Hoosier rain tyres as supplied by Raceway Venray are permitted.
- 4.15.2 Re-profiling of tyres, rain or dry, is not allowed.
- 4.15.3 **Hendriks Motorsport Service B.V.** is the official tyre supplier for the LMV8 Supercup and only American Racer tyres imported by them can be used. Only 2 NEW (4 new ones at the first racing day of the season) tyres can be used per race day and maximum 8 tyres each racing day in total. Each tyre will have its serial number registered with the LMV8 Supercup. Drivers have to keep a logbook with serial numbers of all tires they've used.
- 4.15.4 It is the competitor's responsibility to ensure that all tyres are logged with the series co-ordinator failure to do this will result in an instant ban.
- 4.15.5 Use of tyre warmers is strictly prohibited.
- 4.15.6 Softening the tyre by using any type of compound is prohibited. Use of any chemical mixture that is placed in the vicinity or applied to the tyre that would restructure the compound of the tyre is also prohibited

4.15.7 If any driver runs out of save tires on any race day he is allowed, after permission of the scrutineer, to add a used tire off his stock off tires previous used in the running season.

4.16 Exhaust and Silencing

4.16.1 Exhaust system is free but must be off the shelf components.

4.16.2 Noise limit is set at ≤ 85 Db(A) at 10 m¹ distance. Cars witch exceed this limit are not allowed to that part in any LMV8 race.

4.17 Weights

4.17.1 The minimum weight limits and maximum left side weights are as follows:-
Minimum Weight

Late Models 1180kg (2600lb) complete with driver

SCSA / ASCARs /DNRT 1230kg (2706lb) complete with driver

Maximum Left Side Weight	Late Models	57%
	SCSA / ASCAR s	57%

4.17.2 Minimum weight and Left Side Weight is the weight of the vehicle after it completes either a heat or a race and will include fuel and driver in full race clothing (including helmet) No topping up of fluids is permitted. The competing car can be weighed at any time.

4.17.3 All ballast weight must be mounted inside the vehicle and be flush with the bottom of the main frame rails or inboard of main frame rails. No ballast weight may be attached to the outside of frame rails of the front clip, centre section or rear clip. No ballast weight may be placed in battery trays. All ballast weight must be securely attached to the mainframe rail or major cross member structures with a minimum of grade 8.8 bolts. It is mandatory that all major ballast weight must be encased in steel tubing; this steel tubing can be welded or bolted to the main chassis structure as detailed above. All steel boxed enclosures must be approved by the LMV8 Organisation. No lead shot or liquid type ballast is permitted.

4.17.4 Absolutely no weight-transfer devices may be adjusted while the car is competing.

4.17.5 There is no maximum weight limit

4.18 Miscellaneous

4.18.1 Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. All repairs must be approved by the LMV8 Organisation.

4.18.2 Nuts, bolts, washers and locking devices are free except for Hollow Fixings which are NOT Permitted

4.18.4 To allow for scrutinisers' wire seals, every installed engine must have 1.6mm (1/16in.) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.

4.18.5 Engines and Final Gear housings may be sealed at any time by an LMV8 appointed scrutineer and only by written permission in advance from LMV8 Organisation may seals be broken.

4.18.6 Competition numbers as allocated in the LMV8 series shall remain as allocated until January 31st proceeding the new season.

- 4.18.7 The LMV8 organisation reserves the right to deviate in specific cases of these regulations without having to be accountable to drivers, teams, sponsors or anyone else. No rights can be deduced through these deviations from the regulations.

5. PRESENTATION / APPERANCE:

5.1 Decals:

- 5.1.1 Cars should feature a full set of correct ID graphics for the body shell of the car being raced this includes as a minimum; Headlights, taillights, manufacturer logo and grille decals

5.2 Body panels:

- 5.2.1 Cars should only use the correct body panels for the model being raced i.e. one style of car, no missing panels and no mixed bodywork unless agreed by the coordinator.

5.3 Race Numbers:

- 5.3.1 The drivers race number must appear on the car at least three times in the following positions; Nearside door, offside door and top-right side at the front windscreen. Each number must clearly be readable and be a minimum height and width T.B.C

5.4 Windscreen Strip

- 5.4.1 The LMV8 Organisation reserves the right to use the windscreen strip for the promotion of the series or series sponsor.

5.5 Slogans / Wording:

- 5.5.1 Any derogatory or rude slogans, wording or images not relative to sponsorship, the series, body styles or general racing will not be accepted.

5.6 Presentation:

- 5.6.1 Cars should not be presented at the start of the meeting with bent or broken body panels, covered in race tape or tyre rubs from previous meetings. All cars within reason should look 'new' at the beginning of each meeting.