

REVISED 3/3/16

General rule statement:

"The rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish a minimum acceptable requirement for such events. These rules shall govern the condition of all Lake County Speedway events and by participating in these events all Lake County Speedway participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/ or specifications. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to participants, spectators or others."

Officials may use weight penalties for any infractions of these rules in an effort to make their car eligible to compete. To encourage participation of outside competitors, the officials may alter the rules for those cars to try and create a level playing field for cars that might fall outside of the normal rules. Rules are subject to change to keep the integrity of the sport. Official's decisions are final.

Anything not covered in the below rules, abuse of rules, and a creative interpretation of the rules will not be tolerated and should be checked with through L.C.S.L.L.C. before proceeding. Any decision on questionable items about rules is up to L.C.S.L.L.C. If you feel a rule should be reviewed or looked at please see the tech man.

Open to any car from 1973 to present year cars or S-10 type trucks. No jeeps, convertibles, blazer types or sports cars. It is for stock autos only; they must be former road cars. Minimum wheelbase is 108" all drivers must be at least 16 years old. Those under 18 years old must have a notarized minor's release form filled out before they can compete. Minor's release forms are available at the track.

1. Chassis

- a. Frames must be stock O.E.M. dimensions front to middle of the rear hump.
- b. Frame may be replaced behind rear wheel using maximum 2 X 3 box tubing. Frame maybe replaced from middle of the rear hump back.
- c. All suspension mounting points must remain stock and meet O.E.M. dimensions.
- d. Frame or cradle cannot be altered for fuel pump clearance.
- e. Frames may be X'ed using maximum 1.5" round or square tubing with .095 wall.
- f. Frame can be no lower than 6" from ground with driver at any point. A 6" block must clear frame at any point.
- g. Car must weigh minimum 3300 lbs. with driver at all times. If weight is lost during a race it cannot be returned to the car after the race for post-race inspection. **Crate engines see note below**
- h. Max left side weight is 54%, max rear weight is 48% with driver at all times. **Crate engines see note below**
- i. All weight must be painted white with car # and class and must be bolted down with minimum two ½" bolts. Hanging weight can be no lower than fuel cell in rear or below frame on side rails.
- j. Engine must be left in stock position. Mid-mounts are permitted.
- k. Any evaluation during inspection may assess a weight penalty for items not covered or demmed non conforming.

2. Suspension

- a. All suspension must remain O.E.M for your car make and model. Cross breeding or interchanging of parts is prohibited. (example: 74 Chevelle spindles on 78 Malibu)
- b. Load bolts only permitted on the rear of the car
- c. Racing springs, 1 per wheel in stock location permitted. Twist blocks and spacers permitted.
- d. Aftermarket stock replacement tubular upper A-frames are permitted, they must be 8" for the right side and 8.5" for the left for metric cars. they must be 9" for the right side and 9.5" for the left for full size/camaro cars. Lowers must remain stock OEM.
- e. No adjustable, rebuildable or screw in ball joints. Longer pin height is allowed.
- f. Fully locked rear end only, no LSD or trick style diff. No Ford 9" rear end.
- g. No aftermarket rear disc brakes allowed. Brakes must be stock for car make and model. Brakes must work on all four wheels. Drum brakes only.
- h. Adjustable brake bias is permitted as long as it is not in reach of driver. No anti-lock or trick brake systems allowed. Coleman Style 2 piece rotor is permitted.
- i. No traction control devices of any kind permitted.
- j. Steering shaft must be collapsible, if not stock, minimum 2 universals.
- k. 55 min tire derometer reading, no tolerance.
- l. Must have 7" or 8" steel wagon wheel or wheel of same specification on right side of car. 8" maximum width on all four wheels. 1" lug nut is mandatory. Maximum 76" width measured from outside of tire to outside of tire front or rear.
- m. No offset front or rear control arm bushings they must be stock replacement or polyurethane. No monoball bushings. Solid steel bushing is permitted.
- n. Shocks must be replacement shock for car year, make, and model. No rebuild-able, adjustable or inverted shocks allowed.

3. Body and Interior

- a. Hoods and trunks may be gutted. Must have hoods and trunks pinned.
- b. All car doors must be welded shut
- c. Spoilers must be no wider than 72" and maximum six inches high will be permitted must be made from clear lexan, NO spill boards.
- d. Bumpers may be gutted and one maximum 2" tubing may be added behind skin.
- e. Trunk floor may be removed
- f. External tow hooks or chains are required front and rear mandatory
- g. All upholstery, lights, and exterior chrome must be removed. Hood and window molding may remain
- h. No rear view mirrors
- i. All holes must be covered with sheet metal. No spray foam. Firewall must be stock appearing.
- j. Floors may be raised no higher than the driveshaft hump on passenger side and back seat, driver's side must remain stock appearing. All sheet metal interior or exterior must be welded or riveted. No screws permitted.
- k. Aftermarket brake pedals and master cylinders permitted.

1. Windshields may be stock glass, screen, or Lexan. If Lexan or screen is used, minimum two 1" safety bars connected to roll cage inside of car behind windshield must be installed. All other glass must be removed.

4. Roll cage

- a. Must be four-point cage and will have min. of four driver's door sidebars at a height to protect driver's legs and torso from side impact. Front and rear hoop may be connected. Tubing must be 1 3/4" seamless with minimum .090" wall thickness or 1 1/2" seamless with minimum .095" wall thickness. All bars must be solidly welded and will be rigidly inspected.
- b. No mounting of any suspension parts to cage.

5. Batteries

- a. Battery may be moved into driver's compartment, but must be mounted in a plastic marine type box.
- b. Battery must be mounted with strap and will be rigidly inspected.

6. Fuel Cell/Gas Tank

- a. Must be mounted on a secure platform bolted or strapped and centered in trunk.
- b. Not to exceed 22 gallons.
- c. Must not be any lower than ten inches (10"), with the frame height set to six inches (6")
- d. Must have 16 gauge can built around cell if it is plastic and is dropped through trunk floor or trunk floor is removed.
- e. If fuel cell is dropped below trunk sheet metal, a protection bar is required. Must be lower than cell and made with a minimum 1 1/2" tubing.
- f. Cam 2 racing gasoline is permitted. No oxygenated fuel permitted.

7. Engines

New for 2013:

Anyone who runs a CT350 Crate Engine (19258602) engine can weigh 3150lbs, 56% left side, 49% rear. 650 4bbl unmodified Holley, No Barry Grant or other carbs allowed. Absolutely NO modifications can be made to the engine. No valve spring upgrades (they may be replaced with original spings, if needed), No balancer changes. If a Crate engine is Dynoed with a horse power over 360, you will be banned from racing for a season from the date found. At any point you can be asked to pull your engine from your car before you leave the speedway, it will be returned by Tuesday. Raw Power Russ Wheeler is a certified rebuilder (440)858-2946. 2393 State Route 193 Dorset Ashtabula, OH 44032-9630

- a. No cross breeding. GM to GM, Ford to Ford, and Chrysler to Chrysler.
- b. Chevy 350, Ford 351, and Chrysler 360 with a maximum .060" over stock bore. No stroked or de-stroked engines. No Bowtie or aftermarket blocks No larger than a 360 cubic inch (No 400, 406).
- c. Only original O.E.M. 23 degree or world product #043600-1, 043610-1, 042660-1, 042670-1 limited to maximum 2.02 intake and 1.60 exhaust valve size. No Bowtie, angle plug or Vortec heads permitted. Compression not to exceed 10.50 to 1
- d. Valve springs must be stock $\text{Ø}1.26 \pm .01$, retainers, and push rods must be magnetic steel only
- e. No roller or roller tip rockers. Only stock 1.5 ratio rockers permitted.
- f. Hydraulic lifters and camshaft with a maximum .450 gross lift at valve. No duration specification. No Rhodes type, No antipump up or roller lifters.
- g. Belt or gear driven cams will not be permitted, must be chain driven.
- h. Minimum 6 1/4" harmonic balancer. Fluid Dampener permitted.
- i. Edelbrock #350-2101 intake must be used. No other intake will be permitted.
- j. No sanding, porting, polishing, port matching, acid dipping, internal painting/epoxy or removal or addition of material of heads or intake permitted.
- k. Must use HEI style distributor. No external coils or M.S.D. boxes, all parts must be under the cap. No high performance chips of any kind.
- l. Headers are permitted. Headers must be 1 5/8" primary, no step headers. must have a three-inch (3") collector
- m. Exhaust pipe must be no more than 2 1/2" in O.D. NO 'H' pipes, 'X' pipes, and no 2 into 1's will be allowed.
- n. Holley 4412 2-barrel carburetor. You may change jets, float level, weld throttle plate. No big boosters, No sanding, grinding, machining, painting/epoxy, or removal or addition of material permitted. Altered gaskets, base plates or drilling of holes will not be permitted. Must have thin paper type gaskets on carburetor. Choke plate must be removed. Air cleaner with filter required. Must have two return springs pulling in different directions.
- o. Must use phenolic carb spacer 85-060
- p. No electric fuel pumps or glass fuel filters.
- q. Radiators must be in good condition and have a one gallon overflow can. Also must have 180 degree upper fan shroud if using a mechanical fan. Only clear water permitted. NO anti-freeze or cooling additives permitted. There will be a \$50.00 fine for track clean up.

8. Transmissions/Flywheel

- a. Automatic transmission must be fully functional O.E.M components. Stock type torque converter no less than 10" and completely functional. All transmission lines must be metal.
- b. Standard transmission must be O.E.M. with no internal or external modifications must have all working gears.
- c. Must be stock OEM clutches, pressure plate and flywheels. Single disc minimum 10 1/2" clutch and pressure plate. No aluminum flywheels, clutch discs, double or triple discs, or 10,000 RPM components permitted. Must have a window in bottom of bell housing for inspection. Clutch assembly and flywheel must weigh 35lbs min.
- d. No lightening or machining of clutch and flywheel assembly permitted.
- e. Stock steel driveshaft and must be painted white.

9. Safety Items

- a. Driver must wear flame resistant driving suits and gloves without holes.
- b. Must have three inch 5 point belt system (shoulder, seat and crotch belt) and must be no older than five years. If belt is damaged or date tag is missing or not legible it must be replaced. Must be bolted to roll cage. Mounting of harness will be rigidly inspected.
- c. Padding must be added to any bar or edge than can be reached by driver while strapped in.
- d. Only Snell rated helmets may be used. Must be in good condition and have all padding intact.
- e. A 2 1/2 lb. minimum dry chemical or halon fire extinguisher fully charged mounted in drivers reach with a quick release mount required.
- f. Must have window net on driver's window with quick release at top of window.
- g. Aluminum racing seat required, headrest optional. Must be mounted with minimum four 3/8" bolts with washers to the roll cage. In no way should it be bolted to the floorboards.
- h. Must have 360 degree drive shaft hoop located front and rear of drive shaft.

10. Numbers

- a. Last year's car number will be reserved until April 1, if you do not apply for your license before that date you may lose your number. Once a car number is picked you must race that number within the first four racing events, or your number may be given away. You must have a car to retain a racing number.
- b. Numbers will be 24" high and no less than 3" wide on front doors and also on roof facing the passenger side. Numbers must also be on the windshield with class letter "C" three inches high under the numbers. Numbers must be on the right front headlight area and right rear taillight area. Numbers cannot be more than two digits (numbers 00-99), have NO letters or fractions. NO spray can numbers or paint rolled numbers.
- c. If car has two drivers, each driver must have his/her own number on the car on the night he/she drives the car.
- d. All cars must be washed weekly and if damaged they must be repaired, straightened and painted neatly. No sharp edges of any kind.

11. Inspection

- a. Safety and pre inspection is required for every car before going onto the track. Any performance enhancing or products determined to be non-conforming must be removed before returning the next week, otherwise two weeks to change items that were found during inspection. Driver/owner is responsible for car returning to tech and passing inspection within two weeks or fines may result. In case where a driver brings a new car after first car has already had safety and pre inspection, he/she must present new car for safety and pre inspection. New car does not get the week for performance enhancing or non-conforming products, it must be legal for racing that night and one week will be allowed for minor safety items found. Any major items must be repaired before racing that night. Minor or major items to be determined by tech inspector.
- b. Top five cars and drivers must report directly to tech after finish of feature for miscellaneous technical inspection. Anything covered in the rules may be checked at any time. If found non-conforming no points and money for that night and the loss of points from last night you competed. If car and driver does not report immediately it is considered to be admission of guilt. Do not stop in your pit area! Top 5 cars must exit through the pit entrance and head directly to the inspection area.
- c. Tear down is at track's discretion. Any car may be asked to remove intake manifold, one exhaust manifold and one head at owner's expense. At any time the track has this right. Refusal is admission of guilt. If found non-conforming, no points and money for that night and the loss of points from last night you competed. The track reserves the right to confiscate the non-conforming item.
- d. To protest a car, you must run in the same class. You must name a part to be protested. Protest must be made before feature by driver or owner. The tech inspector will check the car according to the rules in your division. **For internal engine parts** on the engine the amount is \$750. The track will receive \$100.00. If protested car is found to be legal, the car keeps the remaining \$650.00. If the car is found to be non-conforming, the \$650.00 is returned to the protestor and the non-conforming car forfeits his/her last week of competition points and that night's points and money. If protested car refuses inspection, it is considered admission of guilt and will forfeit his/her last week of competition points and that night's points and money. The protestor will be returned the \$750.00. The track reserves the right to confiscate the non-conforming item. **For external chassis components parts** the amount is \$300. The track will receive \$50.00. If protested car is found to be legal, the car keeps the remaining \$250.00. If the car is found to be non-conforming, the \$250.00 is returned to the protestor and the non-conforming car forfeits his/her last week of competition points and that night's points and money. If protested car refuses inspection, it is considered admission of guilt and will forfeit his/her last week of competition points and that night's points and money. The protestor will be returned the \$300.00. The track reserves the right to confiscate the non-conforming item.
- e. Only the driver plus one other person, such as owner or mechanic, may be present during safety and pre inspection, post-race inspection, track tear down or during a protest. All others will be told to leave, unless approved by inspector.
- f. If a car is found to be non-conforming due to post race inspection, track tear down, protest or admission of guilt, that car must pass inspection prior to competing again.
- g. Transponder location to be installed as directed by tech inspector.

12. General

- a. Do not get out of the car on the track or infield area unless told to do so by an official or in case of fire. If you get out of your car for any other reason than stated prior, you may be suspended and/or have to pay a fine before returning to race.
- b. Know where you are in the lineup, when lineup is called you must be on time in your position or you will be sent to the rear of the lineup.
- c. Must run a heat to run a feature unless car broke in hot laps or dash race.
- d. Anyone running more than three laps under a black flag could forfeit all money and points for the night.