

REVISED 3/3/2016

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 1969 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 107". 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

- Frames must be stock O.E.M. dimensions front to the middle of rear hump
- Frame may be replaced from the middle of the rear hump using maximum 2 X 3 box tubing
- All suspension mounting points must remain stock and meet O.E.M. dimensions
- Frame cannot be altered for fuel pump clearance
- Frames may be Xed using maximum 1.5" round or square tubing with .095 wall
- Frame can be no lower than 5" from ground with driver at any point
- Car must weigh minimum 3400 lbs. and maximum 3700lbs. with a maximum of 55% left side with driver at all times. If weight is lost during a race it cannot be returned to the car for post-race inspection.
- 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.
- Engine must be left in stock position. Mid mounts are permitted.
- Any evaluation during inspection may assess a weight penalty for items not covered or deemed non conforming.
- No excessive reinforcement, you may be asked to remove excessive bars and plating

2. Suspension

- 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)
- Load bolts not permitted
- Racing springs, 1 per wheel in stock location permitted. Twist blocks and spacers permitted.
- 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.
- No aftermarket or adjustable ball joints.
- Locked, welded or limited slip rear ends permitted. No 9" rear-ends allowed.
- No rear disc brakes allowed. Brakes must be stock for car make and model. Brakes must work on all four wheels.
- 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.
- No traction control devices of any kind permitted.
- Shocks must be replacement shock for car year, make, and model. No rebuild-able, adjustable or inverted shocks allowed.
- Steering shaft must be collapsible. If not stock, minimum 2 universals.
- 8 inch Hoosier Comanche with tread must be used for preliminary races (dash, heat, and pursuits). Track tire Hoosier G60 must be used in feature. One (1) set of tires per half of the season.
- Same 4 feature tires must be used for first half and a new set may be purchased for second half. Tires will be marked and checked.
- Must have 7" or 8" steel wagon wheel or wheel of same specification on right side of car in the oval races. Stock rims permitted in figure 8 feature. 8" maximum width on all four wheels. 1" lug nut is mandatory.
- 55 min. tire durometer reading, no tolerance.
- No offset front or rear control arm bushings, they must be stock replacement or polyurethane. No monoball bushings, Solid steel bushing Ok

3. Body and Interior

- Hoods and trunks may be gutted. Must have hoods and trunks pinned.
- Body must be factory, inner panels may be removed. Cross breeding of chassis and body permitted. (example: 81 Monte Carlo Fame and engine with a 89 Ford Ranger body)
- Stock floors may remain or be removed. If removed driver compartment must be made out of .125 steel sheet metal. The rest can be aluminum.
- All car doors must be welded shut.
- Grill, head light buckets, may not be made from plate or tied into the bumper, 14 guage steal only, maximum of 1 layer.
- Max 5" spoiler no wider than deck lid. No spill boards.
- Bumpers may be gutted and one maximum 1 3/4" x .065 tubing may be added behind skin.
- Trunk floor may be removed.
- External tow hooks or chains are required front and rear.
- All upholstery, lights, and exterior chrome must be removed. Hood and window molding may remain.
- No rear view mirrors.
- All holes in floor and firewalls must be covered with sheet metal. No spray foam.
- All sheet metal interior or exterior must be welded or riveted. No screws permitted.
- Windshields may be stock glass, screen, or Lexan. If Lexan or screen is used, minimum three 1" safety bars connected to roll cage inside of car behind windshield must be installed. All other glass must be removed.
- No reinforced bumpers or body panels. Keep in mind we are here to race, not hurt people.
- Nothing may extend farther then the body other then rub rails on the drivers and passengers side
- All cars must be presentable, with complete bodies each week.

4. Roll cage

- Must be four point cage and will have driver's door side bars at a height to protect driver's legs and torso from side impact. You may connect front and rear hoop. Tubing must be 1 ¼" seamless with minimum .090" wall thickness or 1 ½" seamless with minimum .095" wall thickness. All bars must be solidly welded and will be rigidly inspected.

- b. No bars may be connected to the bumpers or kick down (forward) to any point from the radiator protection bars
- c. No mounting of any suspension parts to cage.
- d. If fuel cell is dropped, a protection bar is required. Must be lower than cell and made with a minimum 1 ½" tubing.

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. Not to exceed 22 gallons.
- b. Must not be any lower than ten inches (10"), with the frame height set to five inches (5")
- c. Must have 16 gauge can built around cell if it is plastic and is dropped through trunk floor or trunk floor is removed.

7. Engines

Anyone who runs a CT350 Crate Engine (19258602) engine can weigh 3300lbs, 56% left side. 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 engine to be over 365ci. No Bowtie or aftermarket blocks.
- 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 10.5 to 1.
- d. Valve springs, 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 or roller lifters.
- g. Belt or gear driven cams will not be permitted, must be chain driven.
- h. Minimum 6 ¼ " harmonic balancer. Fluid Dampener permitted.
- i. Edelbrock #350-2101 intake must be used. No other intake will be permitted. Must run phenolic carb spacer 85-060
- 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 stock appearing H.E.I. distributor. No external coils or M.S.D. boxes, all parts must be under the cap.
- l. Stock unmodified center dump or log style cast iron exhaust manifolds or 1 5/8" header and a 2 ½" collector.
- m. Exhaust pipes not to exceed 2 1/2" O.D. and must extend behind driver's seat. No exhausting holes may be drilled or cut into pipes; they must be solid past driver. No tips to exceed 2 1/2" O.D. and no homemade boxes.
- n. Unmodified Holley 4412 carburetor with a 1" inch spacer/adaptor. You may change jets, float level, power valve, No big boosters, weld throttle plate, accelerator pump cam, and accelerator pump discharge nozzles. Holes, top and bottom, in spacer/adaptor can be no larger than the carburetor base holes. 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 and spacer. Choke plate must be removed. Air cleaner with filter required. Must have two return springs pulling in different directions.
- o. No electric fuel pumps or plastic/glass fuel filters.
- p. Radiators must be in good condition and have a one-gallon overflow can. Also must have 180 degree upper fan shroud. 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. After market coolers are permitted
- c. Standard transmission must be O.E.M. with no internal or external modifications. Must have all working gears.
- d. Must be stock OEM clutches, pressure plate and flywheels. Single disc minimum 10 ½" 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. No lightening or machining of clutch assembly and flywheel permitted. Clutch, flywheel and pressure plate must weigh 35lbs min.
- 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 can be used. Must be in good condition and have all padding intact.
- e. A 2 ½ 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 with headrest. 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 drive shaft hoop located near front of drive shaft.
- i. One way race receivers/radios will be required for the prelims. Feature is optional.

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 favorite 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 "F" 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 conforming to the rules for racing that night.
- 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.
- 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 on the rear end housing.

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. 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 that race and/or possibly suspended.