



LAKE COUNTY SPEEDWAY FIGURE EIGHT RULES

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."

Events are open to any car from 1973 to the present year and of American make. No jeeps, convertibles, or sports cars are permitted. This division is for stock autos only; they must be former road cars. The 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

- a. Frames must be stock O.E.M. dimensions front to rear.
- b. Frame may be replaced behind rear wheel using maximum 2 x 3 box tubing.
- c. All suspension mounting points must remain stock and meet O.E.M. dimensions.
- d. Frame cannot be altered for fuel pump clearance.
- e. Frames may be Xed using maximum 1.5" round or square tubing with .095 wall.
- f. Frame can be no lower than 5" from ground with driver at any point.
- g. Car must weigh a minimum of 3,400 lbs. and a maximum of 3,700lbs. 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**.
- h. All weight must be painted white and marked with car # and class, and must be bolted down with a minimum of two ½" bolts. Hanging weight can be no lower than fuel cell in rear or below frame on side rails.
- i. Engine must be left in stock position. Mid mounts are permitted.
- j. Any evaluation during inspection may assess a weight penalty for items not covered or deemed illegal.

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 not permitted.
- c. One racing spring per wheel in stock location permitted. Twist blocks and spacers permitted.
- d. Aftermarket stock replacement tubular upper A-frames are permitted. No offset on tubular A-frames; they must be stock measurements. Lowers must remain stock.

- e. Cambering of front wheels permitted.
- f. No aftermarket or adjustable ball joints.
- g. Locked, welded or limited slip rear ends permitted.
- h. No rear disc brakes allowed. Brakes must be stock for car make and model. Brakes must work on all four wheels.
- i. No adjustable brake bias permitted. Only a stock proportioning valve may be used. No anti-lock or trick brake systems allowed.
- j. No traction control devices of any kind permitted.
- k. Shocks must be replacement shock for year, make and model of car. No rebuildable **or inverted** shocks allowed.
- l. Steering shaft must be collapsible. If not stock, minimum two universals.
- m. Eight-inch Hoosier Comanche with tread must be used. Fusion HRI 215/65/R15 must be used in feature.
- n. Same four feature tires must be used for first half and a new set may be purchased for second half. Tires will be marked and checked.
- o. 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. Eight-inch maximum width on all four wheels. One-inch lug nut is mandatory.
- p. No softening of tires. Must maintain a track-designated durometer reading (minus nothing). To be determined.

3. BODY AND INTERIOR

- a. Hoods and trunks may be gutted. Must have hoods and trunks pinned.
- b. Body must be factory; inner panels may be removed. Cross breeding of chassis and body permitted (example: '81 Monte Carlo frame and engine with an '89 Ford Ranger body).
- c. 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.
- d. All car doors must be welded shut.
- e. Max 5" spoiler no wider than deck lid. No spill boards.
- f. Bumpers may be gutted and one maximum 2" tubing may be added behind skin.
- g. Trunk floor may be removed.
- h. External tow hooks or chains are required front and rear.
- i. All upholstery, lights, and exterior chrome must be removed. Hood and window molding may remain.
- j. No rearview mirrors.
- k. All holes in floor and firewalls must be covered with sheet metal. No spray foam.
- l. All sheet metal interior or exterior must be welded or riveted. No screws permitted.
- m. No aftermarket brake pedals and master cylinders. Stock master cylinder may be mounted under the dash inside the car. Brake pedals will be rigidly inspected.
- n. 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.

4. ROLL CAGE

- a. 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 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.
- c. If fuel cell is dropped, a protection bar is required. Must be lower than cell and made with a minimum of 1 1/2" 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. Must be mounted on a secure platform, bolted or strapped and centered in trunk.
- b. Not to exceed 22 gallons.
- c. Must be no lower than 12" from ground to bottom of fuel cell. If tank other than fuel cell (ex: boat tank) is used it can be no lower than the bottom of the frame rails.
- d. 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

- a. No cross-breeding. GM to GM, Ford to Ford, and Chrysler to Chrysler.
- b. Chevy 350 or 400, Ford 351 and Chrysler 360 with a maximum .060" over stock bore. No stroked or de-stroked engines. 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 Rhoads-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. Stock cast iron two- or four-barrel intake must be used. No marine, Bowtie or aftermarket intake 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 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 ½" 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 ½" O.D., and no homemade boxes.
- n. Unmodified Holey 4412 carburetor with a one-inch spacer/adaptor. You may change jets, float level, power valve, 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. No aftermarket coolers.
- b. Standard transmission must be O.E.M. with no internal or external modifications.
- c. Single disc minimum 10 ½" clutch and pressure plate. No aluminum flywheels or clutch discs, double or triple discs, or 10,000 RPM components permitted. Total weight of flywheel, clutch disc, and pressure plate not to be less than 16 pounds (minus nothing).
- d. No lightening or machining of clutch assembly and flywheel 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. Five-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 that 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. quick-release mount.
- e. A 2 ½ lb. minimum dry chemical **or Halon** fire extinguisher must be fully charged and mounted in driver's reach with a quick-release mount.
- 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 feature event.

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. No metallic or chrome type numbers will be permitted.
- 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, not more than two digits. No letters or fractions. No spray can numbers or paint roller 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 are required for every car before going onto the track. Any performance-enhancing or other products determined to be illegal must be removed before returning the next weeks. Otherwise, two weeks are permitted 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 illegal products; it must be legal for racing that night.
- b. Top three 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 illegal, all points and money will be forfeited for that night of racing. If car and driver do not report immediately, failure to do so is considered to be admission of guilt. Do not stop in your pit 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 illegal, you forfeit points and money for that night, as well as points from the last night you competed.
- d. To protest a car, you must run in the same class. Protest must be made before feature by driver or owner. The tech inspector will check the car according to the rules in your division. The protest will be in the amount of **\$500.00**. The inspector will receive **\$100.00**. If protested car is found to be legal, the car keeps the remaining **\$400.00**. If the car is found to be illegal, the **\$400.00** is returned to the protestor and the illegal car forfeits his/her last two weeks' points and that night's money. If protested car refuses inspection, it is considered admission of guilt and a forfeit of his/her last two weeks points and that night's money. The protestor will be returned the **\$500.00**.
- 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 a protest. All others will be told to leave.
- f. If a car is found to be illegal due to post-race inspection, track tear-down, protest or admission of guilt, that car must pass inspection prior to competing again.

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.
- b. When line-up is called, you must be on time in your position or you will be sent to the rear of the line-up.
- c. Must run a heat to run a feature unless car broke in hot laps or dash race.
- d. IF, AT ANY TIME AND FOR ANY REASON, YOUR CAR GOES FOUR TIRES OFF THE RACING SURFACE DURING THE FEATURE, YOU WILL BE DISQUALIFIED, REGARDLESS OF WHETHER YOU WERE PUSHED OFF OR DROVE OFF UNDER YOUR OWN POWER **UNLESS AVOIDING AN ACCIDENT**.
- e. Anyone running more than three laps under a black flag could forfeit all money and points for that race and/or possibly be suspended.

f. If the rule book doesn't say you can, you must assume you can't. Anything not covered should be checked with tech inspector before proceeding. Rules may be changed at any time for the good of the sport. Any interpretation of or deviation from the rules will be left to the decision of the tech inspector, whose decision is final.