



# LAKE COUNTY SPEEDWAY SPORTSMAN 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, blazer types 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 AND WEIGHT

- a. Car weight minimum is with driver at all times.
- b. If using stock four-link suspension where upper and lower mounts on frame are in stock location and frame is stock O.E.M. dimensions from front spring pockets to behind rear spring pockets, minimum weight is 3000lbs at all times.
- c. If lower rear control arm mounts are in stock location and frame is stock O.E.M. dimensions from front spring pockets to behind rear control arm mounts, or if only using stock front clip (18 inches behind front wheel) and frame is tubing (2" X 3") behind front wheels to rear bumper, weight is 3,300lbs at all times.
- d. Lower control arms must be near stock location and no longer than 23" center to center. Both lowers must be same length.
- e. For Camaro clip cars add 50lbs.
- f. For underslung cars add 50lbs.
- g. No offset chassis.
- h. Frames may be notched for fuel pump and oil pan clearance.
- i. Engine must be centered between frame rails and the #1 spark plug in line with centerline of left upper ball joint.
- j. Centerline of crankshaft can be no lower than 12".
- k. Frame can be no lower than 5" from ground with driver at any point.
- l. If weight is lost during a race, it cannot be returned to the car for post race inspection.
- m. Maximum left side weight is 58% with driver at all times.
- n. 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 or below frame on side rails.
- o. Any evaluation during inspection may assess a weight penalty for items not covered or deemed illegal.

## 2. SUSPENSION

- a. One weight jack per wheel permitted. Two required in front or rear. Must be installed after first two weeks of competition.
- b. One racing spring, minimum five-inch diameter, per wheel permitted.
- c. Racing type shocks permitted, one per wheel. No coilovers.
- d. Aftermarket tubular upper A-frames are permitted, mounting is optional. Lowers must remain stock O.E.M. for front frame section being used and mounted on proper side.
- e. Spindles may be drop or aftermarket steel. No cut and welded or homemade spindles. No drilled spindles. No wide fives.
- f. Cambering of front wheels permitted, no cambered rear ends.
- g. Rear ends must be factory U.S. production type. Floaters permitted. No quick change. Aftermarket axles may be used. Rear end may be locked, limited slip, or similar device.
- h. Hydraulic-type brakes working on all four wheels at all times. Disc brakes permitted. May be aftermarket.
- i. No traction control devices of any kind permitted.
- j. Steering shaft must be collapsible. If not stock, minimum two universals. No rack and pinion.
- k. Stock inner tie rod ends must be used. Center link must stock O.E.M. and must be for clip used.
- l. Aftermarket sway bars permitted except for splined (NASCAR) style is not permitted.
- m. Eight-inch Hoosier Comanche with tread must be used.
- n. Must have four steel racing wheels with a 10" maximum. 5/8" wheel studs are mandatory with threads showing past the nut.
- o. No softening of tires. Must maintain a track-designated durometer reading (minus nothing). To be determined.
- p. Car tire width measured from outside of tire sidewall to outside of tire sidewall, front and rear. Maximum is 78".

## 3. BODY AND INTERIOR

- a. Cross-breeding of bodies permitted (example: '81 Monte Carlo frame and engine with an '89 Ford Ranger body).
- b. All cars must have complete steel, aluminum, or fiberglass car or truck body. Stock, template or wedge bodies permitted. No homemade. Open tail section permitted.
- c. Hoods and trunks may be gutted. Must have hoods and trunks pinned.
- d. 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.
- e. All car doors must be welded shut.
- f. Max 8" x 66" clear spoiler. No spill boards.
- 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. A 5"x5" or 5" diameter spot mirror located at driver's side front door window may be used.
- k. All holes 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 passenger side windows permitted. Rear Lexan window may be installed. No tinting or obstructions on rear window or windshield.
- n. Windshields may be stock glass, screen, or Lexan. Lexan must have two supports from top to bottom. If screen is used, minimum three 1" safety bars connected to roll cage inside of car in front of driver must be installed. All other glass must be removed.

## 4. ROLL CAGE

- a. Must be six-point cage and will have four 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. If fuel cell is dropped, a protection bar is required. Must be 1 1/2" lower than cell and made with a minimum 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. It also may be mounted outside driver's compartment but not behind rear end. Plastic box not required if mounted outside driver's compartment.
- c. Battery must be mounted with a metal strap and will be rigidly inspected.

## 6. FUEL CELL/GAS TANK

- a. Must be mounted on a secure platform bolted or strapped in trunk.
- b. Not to exceed 22 gallons.
- c. Bottom of fuel cell must be no lower than 10" from ground.
- 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. Racing fuel permitted. No methanol, nitro, or nitrous oxide will be allowed.

## 7. ENGINES

- 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 aftermarket blocks. No aluminum heads or blocks.
- c. Minimum 6 ¼" harmonic balancer. Fluid dampener permitted.
- d. Exhaust pipes must extend behind driver's seat.
- e. Holey 4412 carburetor. You may change **boosters**, jets, float level, power valve, weld throttle plate, accelerator pump cam and accelerator pump discharge nozzles. **Choke horn may be removed.** 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.
- f. Intake must be two- or four-barrel unmodified stock O.E.M cast iron (1" spacer/adaptor permitted) or Edelbrock Victor Jr. part # 2975 or Bowtie with no carb spacer. Holes, top and bottom, in spacer/adaptor can be no larger than the carburetor base holes. No modifications whatsoever can be made to any intake.
- g. Roller cams and roller rockers permitted.
- h. No dry sump systems.
- i. Aftermarket distributors allowed. No magnetos or gold boxes allowed. MSD box can be any 6 or 6AL. No electronic adjustable timing. All boxes must be visible for inspection.
- j. Cast iron exhaust manifolds or headers (with a maximum 1 ¾" O.D. tube) may be used. The only over-the-top header permitted will be the Schoenfeld #146.
- k. No electric fuel pumps or plastic/glass fuel filters.
- l. Radiators must be in stock location, 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. Standard transmission must be O.E.M. with no internal or external modifications. Reverse must be operable.
- c. Single disc minimum 10" clutch and pressure plate. No double or triple discs, hubs or 10,000 RPM components permitted. Must have steel blow-proof-type bell housing.
- d. No lightening or machining of clutch and flywheel assembly permitted.
- e. Driveshaft 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 it 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. Neck/head restraint is strongly recommended.
- 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.
- 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 to the roll cage with minimum four 3/8" bolts with washers. In no way should it be bolted to the floorboards.

h. Must have 360-degree drive shaft hoop located near front 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 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 "B" 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 week. 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. If 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, 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 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 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 preliminary 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 be suspended.
- e. 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 or deviation from the rules will be the decision of the tech inspector.