



2017 COMPETITION GUIDE & RULEBOOK

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Drivers: Brad Powell, Justin Mullikin, Brian Hesselberg, Adam Degenhardt, Steve Bachman

Advisors: John Scott, John Henderson

Officials: Jim Compton, Don Sneller, Jeff Garbers, Greg Oliver, Andy Barney

Ray Loughan, Chuck Deery & Gregg McKarns

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* SCHEDULE UPDATES * BREAKING NEWS**

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LACROSSE FAIRGROUNDS SPEEDWAY 2017 GENERAL RULES & SPECIFICATIONS

PAGES 2-8 APPLY TO ALL DIVISIONS COMPETING AT LACROSSE SPEEDWAY

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

PROMOTIONAL RELEASE

Any competitor who wishes to compete, consents to the use of his name, pictures of himself and his car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events, and consents to the publication or sale of such photos as the Speedway so desires.

THIS RULE BOOK IS A SUPPLEMENT TO THE NASCAR ALL-AMERICAN SERIES RULE BOOK.

The rules and regulations in this book *have precedence* over the NASCAR All-American Series Rule Book, as they pertain to the weekly racing program at La Crosse Fairgrounds Speedway.

A WALK THROUGH A NIGHT AT THE RACES

1. It is best to register your car the week before you intend to compete, although you may register the day you plan to race. Registrations are required each season. Go to the Pit Registration Office (orange building at the entrance of the pits). Tell the person on hand that you are ready to begin racing. Fill out the forms she or he gives you. (Remember-minors will need a special form) and he or she will assist you in selecting a number for the car (it's best to call the office for car number availability in advance).
2. On the night you are ready to race, come to the pit entrance building and register for the night if you have not already registered. Prior to every program it is necessary to secure a "Pit Pass" for pit entry. You must read and sign the "waiver and release". You may take a copy of the waiver and release form with you to read at any time. Proceed to the area of the pits and if you have not pre-arranged a designated parking space, please contact one of the pit officials. They should be able to show and tell you where to park, or find the correct person who can help you. Pit parking assignments take place at the orientation meeting (Late March / Early April), and after that, they are filled on first-come, first served basis.
3. Locate one of the La Crosse Fairgrounds Speedway Technical Staff to inspect your car, or he will tell you when and where Inspections are to be held. Your car must be approved prior to competing in any events (including Time Trials).
4. Locate the race line-up board. It is on the back of the Pit Concession building. It is from this board that the line-ups and order of races are posted.
5. Now..It's time to Hot Lap. Provided you have made arrangements with the Tech Staff, get in your car, get ready to race - belts, helmet, shoes, and uniform in place - proceed to the track entrance. In most cases, a staff member will be here to check you and tell you when to proceed to the track. Hot Lap Sessions rotate by division, and are announced over the pit

public address. It is currently the procedure to pull to the inside groove of the track and take several slow laps familiarizing yourself with the track. When you feel ready, and green light and flag are shown, speed-up and move into the upper grooves. *****NOTE: AT ALL TIMES WHILE ON THE TRACK - BE AWARE OF WHAT IS GOING ON AROUND YOU - WATCH THE FLAGMAN, THE CONTROL SIGNALS, AND THE TRAFFIC.** When your session is complete, the flagman will wave the checkered flag. Enter the pits off the backstretch at ALL Times - Do NOT Use the Turn 4 pit entrance (Only Exception: during Qualifying).

6. After hot laps, return to your pit and wait for your division to be called for Time Trials (For Some Race meets Time Trials are eliminated). It is your responsibility to go when your division is called - **YOU WILL NOT BE CALLED INDIVIDUALLY.** Know when it is your turn to qualify, as a different "car number" is drawn to start each week's session. Cars qualify in order by car number - for those divisions that qualify (Late Models, Sportsmen & Outlawz).

7. Time Trials - Proceed to the back stretch of quarter mile (or designated staging area). When the official gives you the signal, pull out on the track and proceed around ready to get the green as you cross the Start Line. Make one complete lap (You are on the clock) and watch the flagman as you end your first lap - If checkered is displayed, proceed back to the pits. Watch the Flagman. Have your scanner on and listen to the officials. The top five are held in the turn four staging area until the completion of qualifying.

8. The races are lined up according to time or points average so now watch the lineup board for your number in a race for your division. While the race before yours is beginning, you should be in your car and lining up in the Staging Area (located behind turns 3 & 4 of the small track), in order shown on the board. When examining the board look at who is ahead of you, next to you, and behind you so you know where to line up at. Proceed on to the track when the staging staff gives the signal and realign yourself as you pull up to the start line. A note: We will never hold or delay a race while you are getting ready; get staged in plenty of time and have all your gear in place before entering the track surface. If for some reason you would like to or need to start at the back of your race, please tell an official.

9. THE BIG MOMENT...One thing we can't tell you is how to race so do your best but remember the following items. Watch the flagman...Know what the flags mean...if your division requires a scanner, be sure it is on and working....be alert and be aware...and GOOD LUCK! Have Respect for the track, your competitors' cars, and others' property.

10. Payoff...When the races are over, if you have won any money, it can be collected at the designated pay-off window (typically the beer stand in the grandstands). The pit stewards will announce when payout is ready.

11. Thank you for choosing to race at LaCrosse Fairgrounds Speedway. Read the rulebook, know and respect all the rules, have fun, and if you don't know...PLEASE ASK!

LACROSSE FAIRGROUNDS SPEEDWAY GENERAL RULES

This general rule section applies to each and every racer, mechanic and/or pit personnel. Some *items*, obviously, do not apply to each class - you can easily determine which rules do not apply to you. You are expected to know the rules; ignorance will not be tolerated as an excuse.

GENERAL RULE STATEMENT

"THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS, AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL LA CROSSE FAIRGROUNDS SPEEDWAY EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, LA CROSSE FAIRGROUNDS SPEEDWAY RACERS, MECHANICS AND/OR PIT PERSONNEL ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS."

CONDUCT

1. Any fighting or reckless driving in the Pit area may subject the offender to suspension depending upon the seriousness of the incident and the decision of the Management. Any continuing problems from the same individual may result in permanent suspension. A fine of no less than \$100.00 may be assessed to the participants of any fight. NASCAR Rule Book may dictate fines and/or penalties for this offense.
2. LaCrosse Fairgrounds Speedway is a member of P.O.W.A.R. (Promoters Of Wisconsin Auto Racing). Any member track of P.O.W.A.R. that suspends a race team/ driver, that suspension may be upheld as well at LaCrosse Fairgrounds Speedway.
3. We demand courteous conduct from all participants at all times. We do not tolerate profanity or obscene gestures in front of race fans, Officials, or Management. Profane signs on your car, sex signs, etc. are taboo; Swastikas or Nazi symbols on your car or clothes, or unusual dress or hair styles. We expect you to look like a professional and act like one! Be clean, uniformed and look respectable.
4. Penalties and fines for violation of the conduct, race, procedure, and general rules may be implemented per the NASCAR Rule Book to all participants (NASCAR members and non-members) at the discretion of the officials.
5. The possession, consumption or distribution of ANY alcoholic beverage or recreational/controlled substances at any time while in the restricted areas is strictly prohibited.
6. Officials will use the NASCAR procedure on ALL participants as it relates to alleged use, distribution or possession of drugs, narcotics or alcohol. By entering the restricted area, all participants agree to accept this policy and procedure Penalties are determined by the NASCAR officials.
7. At any time the display of any type of weapon or threat of bodily harm, may result in permanent suspension for the entire racing crew and may result in arrest of all parties involved.
8. When in the Pit Area, maintain a constant watch for your own protection. Drivers: Speeding through the Pit area is dangerous to everyone, and will not be tolerated!
9. For any race team, including but not limited to: driver, crew member, spectator, or relative that is associated with a race team - that suggests, makes threats thereof, and/or participates in any litigation against the La Crosse Fairgrounds Speedway etal, will forfeit the privilege of participating or attending any events at the La Crosse Fairgrounds Speedway for a time specified by the speedway management.

BENEFITS AND INSURANCES

1. Participants legally entering the pits and/or restricted areas are covered by insurance for specific limits. When involved in an accident involving an injury, advise the racing Officials in charge so the necessary insurance forms can be handled properly. NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY THAT DAY / NIGHT / EVENT.
2. For All participants: Any insurance claim filed on any injury sustained on Speedway property must be filed through your insurance carrier first. NASCAR's (or others) is supplement insurance and will cover any charges not covered by your insurance carrier. If you do not have insurance, NASCAR (or others) will become your primary insurance carrier.
3. Posted on the Pit Office wall is a certificate of benefits which covers everyone signed into the Pits. Call us or discuss any aspect of the insurance at any time. You and your crew members are covered with as broad benefits as the racers in the major racing associations in the U.S. If any question or problem comes up about benefits, contact the Speedway Management.

4. When involved in an accident involving an injury to you, advise the racing officials immediately so the necessary reporting will be accomplished. Contact the safety crew and give them a full report before you leave the Speedway. If physically unable, your crew must be responsible for this report.
5. Ambulance transportation fees are NOT covered by Speedway insurance.

LIABILITY INSURANCE

Our liability insurance insures the race track, the car owner and Sponsors. (Certificates are available for review by sponsors. Policy reviews and/or additional insured's can be arranged at prevailing cost.)

GENERAL INFORMATION

Every driver must inspect the racing surface and the race track to learn of any defects, obstructions, or anything which, in his opinion, is unsafe and they shall report that condition in writing to the Speedway Management. Any driver entering any racing event is considered to have inspected the track and all conditions are satisfactory to him/her...if not, DO NOT RACE. The participant further indicates that they are aware that auto racing involves risks and assumes the risks with full awareness and knowledge.

1. The Speedway assumes no responsibility for damage to or loss of your equipment, vehicle, tow vehicle, or any parts by any means whatsoever.
2. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition
3. Passing "tech" does not imply your car is free of defects. You are personally responsible to be sure that your car is safe and race ready.
4. MINORS: See us well in advance so we may prepare the necessary minors' releases for your parent's' or guardian's signature. Don't wait till race day!! (10 yrs. thru 17 yrs. for pit entry)
5. Benefit and insurance questions must be presented in a timely manner.
6. We recommend you familiarize yourself with available benefits and insist that you understand the waiver and releases.
7. No children age 9 and under are allowed in the pits or track at any time. Parent and guardian must sign for all persons under 18 years old. Every one of all ages is welcome to the pit area following the racing events to visit the drivers, see the race cars up close, and get autographs.
8. At any time, before, during, or after an event, officials may require additional measures of equipment or make additional determinations, as they deem necessary to further reduce any possible risk to competitors

PERSONAL SAFETY EQUIPMENT

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. NASCAR, TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.
2. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment available.
3. All entrants are recommended to have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound dry chemical or its equivalent fire extinguisher with a visible, operating pressure gauge.
4. Helmets: Drivers are required to wear at all times on the race track a helmet, with a performance rating no less than SA 1995 or SA 2000 Standard Snell Sticker.
5. Drivers are required to wear eye protection for all divisions.
6. Drivers in all divisions are required to wear flame retardant gloves at all times.
7. Seat belts must be used and engaged for all events, and at any time vehicle is on racing surface.
 - A. A 3" shoulder harness and additional V-Type seat belt with a quick release is mandatory for any weekly competitor. Belts must be secured to roll bar cage and frame with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. A shoulder harness inertia reel may not be used.
8. No person will be permitted to ride on the outside of any car or ON any trailer or hauler at any time.
9. Nomex driving suits required for any division competing weekly. Nomex shoes are required for all Late Model drivers. At minimum, all other drivers shall use leather or other flame retardant shoes. Nomex driving suits are recommended for all other divisions. At minimum, flame retardant clothing required for all other drivers.
10. Aluminum racing seats required for any weekly division competing on the 5/8th mile track. No plastic or carbon fiber seat allowed. Seat must be fasted to frame. Additional right side head restraints allowed.
11. A. Window nets are required and used at all times for any weekly division competing on the 5/8th mile. A NASCAR type seat belt buckle method of mounting must be used and must be full size ribbon type.

PRACTICE & TRACK RENTAL

FOR ALL PRACTICE AND TRACK RENTALS, EVERYONE ENTERING PIT AREA MUST SIGN WAIVER AND RELEASE OF LIABILITY FORM. Anyone who is subleasing the track for testing, practicing, and/or any other activity, is the party whom is responsible for everyone entering the restricted area to have signed the waiver and release. The waiver and release must be signed by everyone inside the restricted area prior to any car entering the racing surface or restricted areas. Failure to do so may subject your race team to monetary fine, and/or loss of future sublease (track rental) opportunities. IN ADDITION, everyone inside pit area during track rental must sign Safety / Ambulance acknowledgement waiver. There are no Safety or Ambulance personnel on grounds for any practice or track rentals. Ambulance can be arranged with advanced notice of 5 (five) days for testing purposes at additional cost.

1. THURSDAY PRACTICE

A. Held every first and third Thursday of each month, starting the third Thursday in April, and ending after the third Thursday in September. Open practice sessions start at 5:00 p.m. and run until 7:00 p.m. Cars are to line up in the staging area to await their rotation. Each car is allowed a maximum of 8 laps per rotation. Cars may re-enter the line as many times as time permits.

B. Other scheduling may preempt practice days.

2. TRACK RENTALS

A. The track is available for exclusive use at other times. Call track office for availability and reservation.

B. Rental times are Half Day: 10 a.m. until 1:15 p.m. or 1:15 p.m. until 4:30 p.m., or full day 10 a.m. until 4:30 p.m., M-F.

C. *There are no evening or Sunday rental periods.* Saturdays available only on scheduled race days, per availability. YOU MUST CALL TO RESERVE TRACK TIME ON SATURDAYS (or any other day) and to check availability.

D. Rental fee is PER CAR. Contact Speedway for a rental fee pricing. Discounts may apply for multiple teams on the same rental date. Teams that do not compete weekly are assessed a 30% Track Maintenance Surcharge, payable to the LaCrosse Co. Agricultural Society. Rental fees must be paid prior to departure of race track.

E. A \$25.00 "clean-up" may be charged if area is not returned in like manner.

F. Multiple cars may be allowed during a track rental session. **ONLY one car on the track at a time, at ALL TIMES.**

G. The PIT GATE must remain CLOSED during all Track Rental Time.

NOTICE

Before entering the pit area, unloading a car or any other activity, all drivers and participants must complete rental forms and waiver / release forms at track office. Failure to do so will end session, forfeit all money paid and be subject to a cash fine.

GENERAL POLICY

1. ANY DISAGREEMENT OVER TECHNICAL QUESTIONS OR OPERATIONS WILL BE RESOLVED BY THE RACING OFFICIALS AND MANAGEMENT. WHEN THEIR DECISION IS RENDERED, SUCH DECISION IS FINAL AND BINDING.

2. The Speedway Management and Officials will establish the length, frequency and administration of all events and programs and when their decisions are rendered, that is FINAL AND BINDING. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Speedway Management.

3. The Management and Officials will determine all finishing positions and their decision is final!

4. Any complaints, disputes, questions or problems must be directed to the Speedway Management immediately following the event for their action or follow NASCAR Rule Book.

5. It is the duty of all drivers, car owners and mechanics to bring to the attention of the Officials any unsafe equipment or practices, or any rule infraction of any car or driver.

6. Continuous developments in racing may necessitate changes that we cannot anticipate at the time rules are formulated. Hence, we may, if necessary, update, modify and add to, or delete rules. The "Except in Rare Instances" (E.I.R.I.) rule is always applicable. E.I.R.I. is in effect at all times.

7. Shoes, shirts and pants are required on all personnel at all times in the pit area.

8. You must be 16 years old to participate as a driver in any weekly or organized division competing at this speedway, 15 year old drivers are allowed to compete with speedway approval. Touring series drivers restrictions are subject to individual series' rules.

9. Every racer is expected to participate in every event in which is possible for him/her to run. When a racer refuses to participate because of his disagreement with the length, type, or style of the race he is subject to suspension for a period determined by the Management.

10. Any car involved in a serious accident, may be impounded by the speedway or by the sanctioning body.

11. ALL CARS MUST BE NEAT APPEARING WITH A GOOD PAINT JOB. A number of at least 20 inches or more in height and 18 inches in width must appear on both doors of the car in contrasting color. Cars must display roof top numbers of 24 inches high readable from the right side. No metallic, reflective, or foil numbers are allowed. Be sure your car looks great from a distance as well as up close so fans and scorers can easily identify your car on the track.

12. For all divisions, two tow-cables or hooks must be located on front and rear of cars.
13. For weekly divisions- driver's last name and number must be placed on top of windshield at least 5" tall. Driver's Twitter "handle" or likewise may be used instead of name.
14. This rule book does not address all aspects of a race car in detail. Any variance or interpretation to the rules is the Techman's discretion - not yours, thus any part, altered part, item, equipment not specified or approved by Tech Officials, will be declared illegal.

RACE TRACK OPERATING PROCEDURES

1. The only people allowed on the racetrack and outside the infield pit guard rail boundaries are Racing Officials and Speedway Management. Everyone must stay away at all times unless requested by official to assist for some special reason. Drivers may seek a place of safety in the infield following disablement...when crashed, stay in your car. DO NOT get out and inspect the damages on the track. NEVER EXAMINE YOUR CAR WHILE THE CARS ARE RACING ON THE TRACK!! Pit crews, car owners, and personnel related to any car are not allowed on the track following an accident or injury.
2. Do not enter the racing surface without express authorization. Official will O.K. your entry at the track entrance(s) and signal for you to proceed (i.e. cross-over to pits and exit).
3. The track may not be used for practice at any time other than designated in these rules.
4. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem or slows track activity may be removed from the racing surface at the discretion of the Officials. Watch for black flag or listen to scanner.
5. Our racing program is based on the availability of enough vehicles qualified. If this number is not available, alternate scheduling or programming will be used. Racing events will be "lined up" in various ways to accomplish the best racing program.
6. A driver may change cars (with approval of tech officials) prior to start of race. (Start of race is the field accepting the "one to go" (until green flag) signal by the flagman). Driver must start at rear of field. Any variations of this rule must be approved by the Director of Competition and/or Management.
7. A driver may re-qualify an additional car. However, doing so disqualifies the first car and the qualifying time.
8. No driver may get out of his car on the track or infield to argue or discuss the race with the Starter or Officials. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
9. Any event is completed when over one-half of the scheduled length (laps OR time) has been run by the leader or terminated by the Officials for safety reasons.
10. Any participant who refuses to allow Tech Officials to inspect their car will be subject to the following: First refusal - loss of points and money for night. Second refusal - loss of points for year, loss of money for night, one race event suspension, Third refusal - loss of money and all points earned, suspension for remainder of year, and a \$100 fine (ineligible to compete until paid).
11. NASCAR confiscation rule in effect for ALL divisions. Any team refusing to relinquish a confiscated part will be immediately suspended from all speedway operations for a period set forth by the speedway.
12. A division may be lined up from qualifying. Any team that turns two or more (consecutive) laps during competition that are "faster" than their qualifying time is subject to a one lap penalty. Any lap greater than .350 for the Late Models and Sportsmen is considered "faster".
13. No hauler over 9'6" in height is allowed in pits during racing events.
14. At no time is any team member or driver allowed to stand ON or BEHIND the 1/4 mile wall. This blocks the view of the spectators.
15. A race team will forfeit two times the number of earned points and fined two times the amount of purse won per violation - for any race team, whose registered driver has been replaced before or during a race event, by any other driver, without informing the proper officials of the driver change. Fines must be paid before car and drivers may compete again.
16. A car left on Speedway/Fairgrounds property without approval for more than 48 hours will be considered abandoned and be removed at owner's cost.
17. Race teams are required to help dry racetrack in inclement weather. Failure to do so may result in loss of starting positions or race team may not be permitted to participate in the race event itself.
18. Absolutely No "for sale" signs allowed on cars while on the racetrack.
19. Compression limits and testing: For 9:1 motors -compression ratio of 9.0:1 is set; a tolerance of .4 is allowed, 9.5:1 will be declared illegal. For 10.5:1 motors -compression ratio of 10.5:1 is set; a tolerance of .3 is allowed, 10.9:1 will be declared illegal.
Compression ratio is defined as the difference between actual cylinder volume at B.D.C. and T.D.C. which will be determined by the volume gauge and/or electronic sonic tester (whistler). The whistler reading is final. A "re-check " can be requested by race team, however, the re-check must take place within 20 minutes of original test. An illegal engine will result in the following penalties:
 - 1) Loss of earned points and monies won from that day's event.
 - 2) A cash fine of \$400.00 in lieu of confiscation may be assessed.

3) Off premise compression testing is \$15.

20. Transponders required for each team competing on the 5/8th mile. Transponders will be available for rent each race night. Race finishes are determined by the race tower exclusively. Transponder must be installed no more than 12" above track surface, with unobstructed path to track, and arrow pointing down. Location is mandatory: forward from center of rear axle to center of transponder is 25 1/2".

Miscellaneous

1. Drivers (only) in the Late Models, Sportsmen, Thunderstox, **Outlawz and Hornet** divisions are required to have an operating scanner or Raceceiver. Any driver without an operating scanner will NOT be allowed to race. Any driver not heeding the tower's commands through the scanner will be sent to the rear of the field or pits. The scanner/Raceceiver frequency is: **454.000**. **No two way or one way communication is allowed from driver to crew (or any other party). The only communication allowed is through the Speedway's race control and the driver via the scanners.**
2. There is a 30 minute "no move" rule in effect at the end of the last race. This means no race team or haulers may enter or leave the Speedway until approved by Tech Official. Teams that have special circumstances may leave early, but **MUST** contact a NASCAR Official **first**.

PAY-OFF PROCEDURES

1. All points shall be earned by the starting driver. All payments will be made to the starting driver, unless prior arrangements have been made in writing.
2. Payoff will be made only for events actually COMPLETED. Never will any event be paid when it was not run.
3. When a program is shortened by rain or some unforeseeable or fortuitous event, yet is considered complete and no rain checks issued, payoff will be made for events completed. In this event, a lengthened feature may be run at the next practical time.
4. All race results will be announced before payoff. All winnings will be paid at the designated pay-off window (Typically the Beer Stand). **DRIVER MUST BE A NASCAR AND LA CROSSE MEMBER TO EARN POINTS AND CLAIM PURSE WINNINGS.**
5. A driver has a maximum of two weeks following event held to pick-up payoff. Money not picked up will be forfeited.

TEAM RESPONSIBILITIES

1. At any time the conduct of any team member or driver is a discredit to the Speedway, the racing industry, or to himself, he or she may be removed from all racing activity at the Speedway. **The driver is responsible for all the people associated with his car and/or signed in with the car (this includes the grandstands).**
2. Responsibilities of the driver and crew are addressed in the NASCAR Rule Book and will prevail in most cases.

TRACK POLICY

The La Crosse Fairgrounds Speedway and the LaCrosse Interstate Fairgrounds are private property. Any person on this property without the permission of La Crosse Interstate Fair Association and Motorsports Management Services, Inc. is guilty of trespass and subject to the penalties prescribed by law. Through your registration or association, you have been given the authority and the right to be on this property in conjunction with racing activities. However, the Administration of La Crosse Fairgrounds Speedway reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the sport of auto racing, your fellow competitors, the fans, the management and the employees of the speedway.

CLAIMS AND CLAIM RULES - GENERAL PROCEDURES

GRAND NATIONAL SPORTSMEN:

ENGINE CLAIMING PROCEDURE

1. Any driver finishing in the top five of the feature event is subject to having his/her engine claimed by any other driver finishing in the sixth or seventh positions. Crate motors are not eligible for claim.
2. Claim consists of an exchange of motors and \$450.00 plus \$50.00 for each wrecker.
3. Claims must be cash, cashier's check, certified check, or traveler's check.
4. Claims must be submitted to Speedway Official within 10 min. of end of feature and all claims must be completed within one hour after claim has been made.
5. First "sell" or "no sell" by driver being claimed is final and binding.
6. Only driver may make claim, and only driver may agree to or refuse claim.
7. No driver may claim more than 2 engines during the current season.

8. Refusal to sell during weekly event forfeits all cash and contingency winnings for feature, any trophies earned, plus all track points for the season. Any driver refusing to sell engine during weekly event, when claimed within the rules, loses the right to claim any driver's engine for twelve calendar months from date of refusal to sell.
9. All claimed engines must be transferred at the track. Once removal has started, claim is final.
10. Any illegal, unfair or unsportsmanlike actions or any evidence of tampering with, or damage to a claimed engine before its transfer will result in suspension from competition of the driver, car owner, and crew plus loss of all accumulated points for the season.
11. Unusual, unwarranted, or unanticipated problems will be resolved by Speedway officials.
12. Approved crate motors are not subject to a competitor claim, however, the Speedway may exchange any crate motor at any time. Exchanged motors does not include carburetor on exhaust manifolds.
13. Claiming engine includes all engine components except: 1. Flywheel, 2. Clutch, 3. Pressure plate, 4. Bell Housing, 5. Exhaust manifold, 6. Carburetor and adapter, 7. Starter, 8. Motor mounts, 9. Gauge sending units and related hardware, 10. Fans and pulleys, 11. Ignition system, 12. Oil pan, 13. Valve covers.

**THUNDERSTOX /HORNETS / STREET STOCKS:
MANAGEMENT CLAIM RULE**

1. Management has the right to claim any car at any time. The Claim amount is \$950 for Thunderstox, \$600 for a Hornet, \$500 for a Street Stock. Drivers may keep seat belts and racing seat.
2. If you refuse a legal claim, you will forfeit any points, trophies and prize money for the entire season. Car and driver will be ineligible to compete for the remainder of the season.

POINT AND TRACK CHAMPIONS

GRAND NATIONAL SPORTSMEN:

Point Champion is ineligible to compete in Sportsmen Division the following year of their Championship, if they have won the Championship twice in three years. (Point Champion may compete during Oktoberfest).

THUNDERSTOX

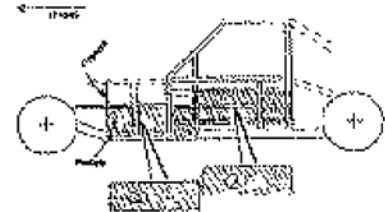
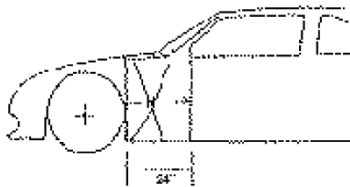
Point Champion is ineligible to compete in Thunderstox Division the following year of their Championship, if they have won the Championship twice in three years. (Point Champion may compete during Oktoberfest).

HORNETS/STREET STOCKS

The point champion is ineligible to compete in his/her respective division the following year.

REQUIRED PATCH AND DECAL LOCATION FOR ALL NASCAR DIVISION CARS

1. All cars must provide the area shown below for the current series sponsor decals. The exact placement will be distributed with the decals. In addition, provided "division" sponsor's decals are required in the location designated by the speedway.
2. The NASCAR Contingency decal area MUST NOT contain any other lettering, decals, or decorations.
3. NASCAR Series patch MUST be on left side of driver's uniform, La Crosse Fairgrounds Speedway patch on the right side.
4. Division sponsor decal must be visible on race car at all times to compete, receive payout, and points. This includes car shows, parades, etc...



DOORBAR DEFLECTOR PLATE

TYPICAL DRIVER'S DOORBAR NETWORK

All Divisions on 5/8 Mile Track
(1 3/4 inch, .095-wall tubing)

DEFLECTOR PLATES

Approximate Dimensions:

Plate A - 10" x 30", 1/8" Thick Plate B - 10" x 30", 1/8" Thick

NOTE: 11 gauge is .119 thick and weighs 5-lb./sq. ft.

600 sq. in. = 4.17 sq. ft.

Approximate weight - 20.8 lbs.

END OF GENERAL RULES SECTION

The 2017 Division rules and specifications start on the next page.

2017 NASCAR LATE MODELS

This Division will compete under the sanctions of NASCAR. The specifications listed will become part of the official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and La Crosse Fairgrounds Speedway specifications. Any disputes will be resolved by NASCAR officials. All drivers in this division must be a member of NASCAR to compete.

BODY AND APPEARANCE

1. Tech approved American Made production model of 1992 or newer.
2. Convertibles, station wagons, truck bodies allowed with approval of the Speedway Management. ALL BODIES MUST BE STOCK APPEARING.
3. All cars must have complete bodies, fenders, and trunks in proper configuration for the model and year. No car may qualify or race minus any part (without tech approval).
4. Body must be centered within 2 inches, based on distance between outer edges of tires.
5. Bars, plates, or pipes may not be welded or attached to the outside of any part of the body except a 1 inch by 1 inch rub rail touching the body during its entire length from wheel well to wheel well. It must be painted the same as its background.
6. Body must be stock appearing: stock bumpers, and stock appearing grills. All body panels shall remain stock appearing with no additional holes, vents, ducts, bubbles, etc.
7. No aerodynamic devices such as fixed or moveable skirts or barriers to modify airflow beneath, below or around the car permitted. No wings, belly pans, or vertical/horizontal air stabilizers.
8. Nosepiece of all body styles shall be stock in appearance and dimension. It must be installed at the produced stock angles. Front nosepiece must be as produced - with no modifications or add-ons. (It May be repaired with tech approval.)
9. Rear end of the car must be completely sealed, including area for tail lights. Rear bumper cover must be stock or molded rubber or fiberglass.
10. Bodies may be steel, aluminum or fiberglass, provided stock appearance is maintained. No Kevlar parts allowed.
11. Rear spoiler must be mounted in normal position. Must be single plane only. This means no excessive forward verticals, gussets, sideboards and no wrap-arounds. Spoiler may not exceed five (5) inches at highest point. Maximum width of rear spoiler is sixty (60) inches. Spoiler must be made of a clear "see through" material.
12. Bodies must conform to templates and/or measurements supplied by speedway. The ABC body is allowed and must pass the "referee tech template".

WINDOWS/OPENINGS AND WINDSHIELDS

1. Must run a LEXAN windshield and clear (no tint) Lexan or Plexiglas rear window. Minimum thickness of 1/8".
2. Length, size and area of windshield and all windows must be stock size angle and configuration.
3. Approved side-vent fill-ins allowed, and may not exceed seven inches at lowest point and continue 90 degrees upwards from that spot.
4. Window nets required and used. Window nets must release from top. Window nets must be attached to roll bars only. Ribbon-style Window Nets only. NASCAR type seat belt latch to fasten window net required.
5. A minimum of two front windshield and rear braces must be provided to maintain stock configuration at any time. Recommended braces are installed to chassis.
6. Windshield pillars must be in stock position and have stock appearance.
7. Opera window vents allowed.
8. Brake ducts allowed with approval of Tech Official.

CHASSIS/FRAME

1. The front stub frame must be a production model made by Ford, GM, AMC or Chrysler forward of the firewall, and at least 24 inches rearward of the spindle center. Frame must be finished out rearward.
2. The fabricated front stub frame must follow production Ford, GM, AMC or Chrysler layout (single frame rail, front cross-member design), front upper spring mounts must be directly attached to frame rail. Fabricated stub must be made a minimum of 2" wide, 3" tall. 120" wall rectangular steel tubing, all joints must be gusseted.
3. Ford struts may run rearward. Struts may dissect frame for travel only.

GROUND CLEARANCE

1. In 2017, there is no minimum frame and undercarriage ride heights.
2. All body parts 4 inches.
3. Front Spoiler 4 inches.
4. Everything behind rear wheels, except frame rail 10 inches (IROC Taper-on body allowed to the discretion of tech official)
5. Those clearances are absolute!!

WEIGHT

1. Base weight 2825lbs.
2. Minimum weight must be met at any time with the driver in the driver's seat, hands on steering wheel, with helmet on head.
2. Right side base weight of all cars shall be at least FORTY-TWO (42) percent of the car's current weight.
3. All added weight must be in 5 lb. minimum units and painted white AND NUMBERED TO MATCH THE CAR.
4. Weight must be attached to the frame structure. Do not mount to firewall, fuel cell, battery mounts, floor pan or within driver's compartment. Weight attached behind the axle may not hang below frame rail (including kick-ups) and will be inspected for mounting.
5. Any loss of weight while racing will result in a cash fine of \$2.00 per pound.
6. Weight determined by the track scale only.
7. Minimum front end weight is 49% of current total weight at any time.
8. Weight must be declared by race team and made visible to the Tech Official at scales.
9. Weight deductions:
 1. 50lbs for stock OEM cast exhaust manifolds (see Tech Man for approval)
 2. 25lbs for approved muffler (>96 dba while at speed on track)
 3. 25lbs for cast iron intake (on 9:1 motors).
 4. 25lbs for single piston brake calipers.
 5. 25lbs for clutch 7.25" or larger.
 6. 25lbs for approved "common shock" when shock becomes available.
10. Weight additions:
 1. 25lbs for not having proper decals on car.
 2. 50lbs for a 10.5:1 (maximum of 10.8:1) motor
 3. 25lbs for Ford "N" heads.
 4. 25lbs for 4 piston brake calipers.
 5. 50lbs for cambered rear ends.
 6. 100lbs (minimum) for LS Motors (subject to tech approval)
 7. 25lbs for ratchet type differential.
 8. 25lbs for declared track width greater than 65" (must be less than 66").
 9. (Winners Equalizing Percentage (WEP) - 20 lbs. added for each feature win. Driver will carry 10# of that weight from that feature win for the remaining regular season; the other 10# can be removed after the third night of competition following the feature win. Feature winners' weight applied at next race event they are competing in. After a third feature win, in addition to the extra weight, the right side weight percentage will increase by ½% for that win, and every feature win thereafter for the regular season, with a maximum of 2%.

WHEELBASE

1. The shortest wheelbase acceptable is 104 inches measured from centerline of front wheel to centerline of rear wheel. A tolerance of 1/2" allowed.
2. Maximum track width 65 inches, at spindle height (front and rear) - 1/2" tolerance as measured with the referee.
3. A Wide Width can be declared by the driver of up to 66 inches but 25lbs will be added to the weight.

TRANSMISSION/DRIVELINE

1. American made passenger car O.E.M. manual transmissions: 3 speeds must have 3 operable forward gears, 4 speeds must have 4 operable forward gears. Body must have an operable reverse gear.
2. One or Two 360 degree driveshaft hoops required.
3. One piece steel driveshaft only, Minimum diameter 2&1/2 inch O.D.
4. Driveshaft must be painted white.
5. Transmission "quick change" units not allowed.
6. No automatic transmissions allowed.
7. A transmission claim may be implemented at any time. Claim would consist of \$50 cash and a swap of transmissions.
8. Stock style shifter required.

REAR ENDS

1. Any Conventional closed type rear end acceptable.
2. Solid Steel axles recommended.
3. Quick Change rear ends acceptable.
4. A \$20.00 fine will be assessed to any car whose rear end plug is not secured while on the racing surface.

5. A gear rule may be implemented per technical bulletin.
6. Cambered rear ends allowed with a maximum of ½ degree.
7. Detroit locker (ratchet type) allowed (add 25lbs) .

BRAKES

1. Four wheel brakes required at all times.
2. Brake systems must be conventional hydraulic type.
3. Single or dual piston (steel or aluminum) calipers.
4. Four piston calipers allowed. Maximum retail price of \$190.
5. No thermal lock pistons allowed.
6. Brake pedals must be in stock location.
7. Rigid mounted rotors, maximum diameter of 12 ¼ inches, no drilling permitted, no ceramic coatings.
8. No floating calipers or rotors, no self-centering rotors.
9. No ABS units or brake recirculation systems.
10. Only one brake bias adjusting unit per car.
11. No wheel fans or blowers allowed on 4 piston calipers.

CLUTCH

1. Clutch disc with steel hub, completely steel pressure plate and steel, cast iron or aluminum flywheel are required and must be of stock type and size. A functional full circle fiber faced clutch disc with a minimum diameter of 7.25". No button clutches.
2. Only two, one inch holes, placed front to rear with access from top of car, with clutch disc and pressure plate visible must be provided. One 1/2" hole must be placed directly above flywheel teeth at 12 o'clock, for aid in compression testing.
3. Steel scatter shield required.
4. Multiple disc, small clutch or other than stock allowed. However it must:
 - A. Must be disc/pressure plate type clutch.
 - B. No cone or coupler type allowed
 - C. Clutch larger than 7.25" (deduct 25lbs). No clutch smaller than 5.5" allowed.

SUSPENSION

1. Conventional mounted 5" springs or coil overs allowed. Springs must be magnetic steel and not too exceed \$100 retail price.
2. Upper A-Frame may be tubular type but must be conventional "A" design and inner pivot points not exceed 12 inches, and must have ball joint and mount from the top. Mono balls allowed.
3. Stock lower control arms and must have a ball joint.
 - A. Modifications allowed, but must maintain stock components, design and appearance.
 - B. Both fabricated and stock stub cars may use fabricated lower A-frames/control arms.
 - C. No Moveable lower spring cups.
4. Only one shock per wheel. The maximum retail value of all components not to exceed (to all competitors) per shock is \$250.00.
 - A. Shock absorbers and components must be available to all Competitors from the shock absorber manufacturers.
 - B. Track Officials may use a shock absorber and internal components provided by the respective manufacturer as a guide in determining whether a Competitor's shock absorber and internal components conforms to the specification of the Rule Book.
 - C. The only shock absorbers and internal components permitted will be those approved by Track Officials.
 - D. Modifications or changes to the shock absorber and internal components will not be permitted.
 - E. Shock absorbers and components must be used as supplied by the manufacturer.
 - F. All approved internal components must be used in only their respective manufacturer's shock absorber.
 - G. External adjustments will not be permitted on any shock absorbers.
 - H. Shock absorber base valves will not be permitted.
 - I. "Steel" deflective disc valve shims must seal the primary metering faces of the single piston in the main shock body.
 - L. The shock must be mounted in a reasonable location so as to not act as a bump stop.
 - M. No bump stop/rubbers, compression/rebound-limiting or coil bind set ups.
 - N. No chains, bolts, straps, etc. No shock covers.
 - O. The shock body must be the same measurement as the shock shaft. Ex:) a 7 inch body must have a 7 inch shaft.

P. Shock absorbers utilizing a gas reservoir:

- 1) Inert-gas pressurized shock absorbers must be mono-tube, deflective disc valve type with an integral gas reservoir.
- 2) Only a single one-piece piston is permitted in the main body with one (1) shim stack on the compression side, and one shim stack on the rebound side and only a single floating piston will be permitted in the integral gas reservoir.
- 3) The gas reservoir, maximum outside diameter must not exceed 2.600 inches.
- 4) The divider piston must be installed to the manufacturer's specifications without any modifications.
- 5) External shock absorber gas reservoirs will not be permitted.
- 6) The gas reservoir must not be filled with any material other than in an inert-gas form. Oils or approved by Track Officials will not be permitted in the gas reservoir side of the shock absorber divider piston.
- 7) An external Schrader / needle valve to pressurize the shock absorber with gas will be permitted.

NOTE: We are currently working on a program that will put a majority of tracks in Wisconsin/Midwest on a common shock for all Late Model and Sportsmen divisions. (If) the program comes together, implementation will take effect as soon as the 2018 season. If the approved shock is available in 2017, a 25lb weight break will be implemented.

"Approved" shocks subject to "shock swap" at the Speedways' discretion. **Common shock allowed: KONI: 30 SERIES Part Numbers 7325, 7436, 7499, 7647, 9325, 9436 (adjustable, non-rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in KONI package will NOT be allowed. QA1: pending at this time.**

5. Rear suspension may use leaf or coil springs.
6. No cantilever or rocker arm rear suspension.
7. Trailing arm tubes must be a one piece solid tube. (No rubber or springs allowed). No floating type rear axle housing mounts.
8. Aluminum replacement components of entire suspension system and chassis are NOT allowed, except:

A. Tie rod tubes	B. Rack housing	C. Trailing arms	D. Rear rotor hats	E. Rear hubs
F. Quick change center sections and side bells.	G. Wheel adapters and spacers, drive plates.			
H. Heim joints	I. Third link bracket	J. Third link tube	K. Lower strut tubes	
9. No device, mechanical or electrical for shifting weight will be permitted inside driver's compartment. No hydraulic weight shifting devices allowed.
10. Approved third link only (must be one-piece). Must be solid (no springs).
11. No rear sway bars allowed.
12. The droop eliminator on the rear axle must be fixed mounted that is not adjustable and has a minimum of 1.5 inches clearance to the rear axle when the car sits on all four wheels.
13. No preloading allowed on coil-overs.

SPINDLES/HUBS

1. Any steel spindles allowed. Must remain of stock design. Aluminum steering-arm and ball-joint mounts allowed.
2. Aftermarket hubs allowed with 5/8" wheel studs.(maximum retail price of \$325) No gun drilled studs allowed.
3. Wide 5 hubs and spindles allowed. (Wheels must meet minimum wheel weight)

STEERING

1. Any type of conventional steering system allowed.
2. No ratio multipliers or one-piece shafts allowed.
3. Quick-release required.
4. Steering wheel "Nose Pad" required. Collapsible steering shaft recommended.
5. Power steering is allowed.

WHEELS

1. Steel wheels only. Maximum width 10". Maximum measurement inside bead to bead. May be reinforced (non-ferrous wheels made by riveting components or bolting components are not allowed).
2. "Superlight or ultra-light" wheels will not be allowed. Minimum wheel weights:

A. 17 lbs. wide-5	B. 21 lbs. for G.N. style (5x5).
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3. Wheels will be weighed without tires and balancing wheel weights.
4. Bleeders not allowed.

TIRES

1. Tire maker, diameter, compound, manufacturer and style will be posted and determined by the Director of Competition.
2. Tires must be purchased through authorized speedway dealer. (See "Concept Tire Rules" in back of book)
3. Tires are subject to change adjustment and alteration.

4. No system of heating, soaking, sipping, grinding, buffing or changing the composition, coding or character of tire allowed.
Note: anyone caught using or CARRYING tire softener in their hauler or pit area will be fined \$100.00 and immediately suspended for two weeks.
5. A tire "Minimum Softness" may be declared each race night. "Soft" tires will be confiscated.

ENGINE

1. Any Domestic engine may be run in any body style of standard production.
2. The engine must be located so at least one spark plug hole is even with or ahead of a line, 2 inches back from the center of the spindles. For Ford engines that cannot clear the oil pan at the front cross member, a maximum of 3 inches will be allowed, but the crank height will be at least 12.5 inches.
3. Minimum crank height 11 inches. From centerline of crank. For Ford engines that cannot clear the oil pan at the front cross member, and have greater than a 2 inch setback but less than 3 inches, the crank height will be at least 12.5 inches. The engine must be located so at least one spark plug hole is even with or forward of a line projected between the upper ball joints with the caster, right and left, at zero degrees and the frame rail level. Dodge and Toyota motors: see tech for setback.
3. Minimum crank height 11 inches. From centerline of crank. (see above for exceptions)
4. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the centerline of tires within two inches. (The difference in the measurement from one side and the other may not exceed 4")
5. No external oil pumps or dry sump systems. Altered oil pans & oil coolers optional. No aluminum oil pans.
6. No roller cams, no hard face overlay cams or mushroom tappets. Maximum valve lift .600
7. No automatic cam timing devices, no belt drive.
8. Stock appearing type harmonic balancers only. (No minimum.)
9. Engines must be of a standard production corporate model not to exceed a maximum of 362 cubic inches. Maximum overbore of .060 and stock stroke only.
 - A. No 180° crankshafts. B. No lightweight crankshafts.

9:1 Engine and 10.5:1 Engine

1. Cast iron block with a maximum of 362 CID.
2. Must use flat top style pistons.
3. Intake: Stock O.E.M., street application, single carburetor, cast iron intake (deduct 25 lbs). No modifications of any kind allowed (the Bow Tie intake would fall under this configuration), or Edelbrock Victor Jr. 2975 aluminum intake allowed. EGR may be plugged.
4. Cylinder Heads
 - A. Cylinder heads must be UNALTERED original "as cast" Form, with the following exceptions:
 - 1) Multiple angle valve grinds permitted. However, maximum angle not greater than 60 degrees may be done. Grind must be done with a steel cutter (no stones).
 - 2) Push rod holes may be enlarged. However, they may not exceed 1/8". No lightweight pushrods allowed.
 - 3) Combustion chambers may be "cc" matched by resealing the valves ONLY.
 - 4) Intake, exhaust and head gasket surfaces may be re-machined (milled) to improve sealing.
 - 5) Head may be cut for valve seals.
 - B. Exclusive of the above exceptions: any cylinder heads with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, or abrasive blasting to the original cast form will be declared illegal.
 - C. With exception of valve guide material. NO additional material of any kind may be added to the cylinder heads.
 - D. Valves must be of stock size for that head. Minimum valve stem size is 11/32. Valves must be solid, no hollow valve/stems allowed.
 - E. Any stock style valve springs and retainers allowed.
 - F. Screw in studs allowed.
 - G. A maximum rocker arm ratio may be declared.
 - H. No shaft mounted rocker arms. Some manufacturer exceptions apply.
 - I. Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 allowed.
12. Vortec heads are not allowed.
13. For 9:1 motors -compression ratio of 9.0:1 is set; a tolerance of .4 is allowed, 9.5:1 will be declared illegal.
14. For 10.5:1 motors- compression ratio of 10.5:1 is set: a tolerance of .3 is allowed, 10.9:1 will be declared illegal.
15. Compression ratio is defined as the difference between actual cylinder volume at B.D.C. and T.D.C. which will be determined by the volume gauge and/or electronic sonic tester (whistler). The whistler reading is final. A "re-check " can

be requested by race team, however, the re-check must take place within 20 minutes of original test. An illegal engine will result in the following penalties:

- 1) Loss of earned points and monies won from that day's event.
- 2) A cash fine of \$400.00 in lieu of confiscation will be assessed.
14. Stock appearing valve lifter only (no roller or mushroom type). Diameter of lifter and lifter bores must be stock as produced for that engine. Lifters must be stock type steel, no composites & no ceramics. Must be magnetic. Lifter bores may not be sleeved with exception of block repair - maximum 3 bores on any block.
15. Titanium retainers allowed. NO other titanium parts allowed..
16. Camshaft bearings must remain stock babbitt type (No roller).
17. No plastic or aluminum blocks.
18. Connecting rods must be magnetic steel.
19. OEM style rocker arm mounting required.
20. No crankcase vacuum pumps.
21. Oil pan inspection plug mandatory.
22. Stock OEM firing order. Exception: #4 and #7 may be switched (only).
23. If you have any question on the legality of your heads, it is your responsibility to contact the late model tech official, before you put your engine together
24. Any engine may be impounded to check the internal components.

CRATE MOTOR

1. A crate motor must be completely and remain completely sealed by factory to be eligible to compete.
2. Motors must be purchased through the Speedway. Motors may be purchased from other local teams with the approval of the Speedway.
3. Exhaust manifolds (headers) must have primary pipes 15/8" or less into a 3" collector. Must use approved mufflers with headers.
4. Weight penalties, if any, will be reviewed at the technical staff's discretion.
5. The only motors allowed: GM 88959604 or 19318604. Maximum compression can never be greater than 9.8:1
6. The RPM chip is set at 6400 rpm.
7. To insure crate motors are unaltered, the Speedway has the right to "swap" a (new) crate motor with a competitor at any time. Location and time for the swap to be set forth by the Speedway and swapped motor must remain in original unaltered condition as when the swap is announced.

LS MOTORS

Because of the continuous evolution of the LS Motors, no parameters can be set at this time other than the "home track" rules apply. An LS Motor may compete, but not more than two times during the regular season and will be subject to a minimum weight penalty of 100lbs.

CARBURETOR

1. Acceptable for the 9:1 or 10:5 motors is the two-barrel, Holley 4412 500 CFM carburetor. No alterations of and/or no metal removed from the carburetor, except enlargement of idle hole in throttle plate. For the Crate Motor: Holley 650-HP (PN-80541-1) carburetor. No alterations of and/or no metal removed from the carburetor, except for enlargement of idle hole in throttle plate. The Holley Ultra XP carburetors are not allowed.
A Spacer plate (straight bore of no more than 1.5") allowed.
2. Choke housing may not be removed. Choke "Butterfly" may be removed.
3. Adaptor plate and/or spacer and gasket may not exceed 1 1/2 inches.
4. Jets may be changed. No dial-a-jet devices.
5. Carburetor restrictor plates may be required on all cars. Plates will be supplied by NASCAR officials. Opening size will be determined by NASCAR officials. Plates may not be altered in any way.
6. Air box opening at windshield may not exceed 27 inches long and 2 1/2 inches in height. Air box cannot dissect plane of where the windshield and dash meet. Air box must be forward of this intersection.
7. Only one 4" x 14" air cleaner element or less allowed.
8. No additional fuel reservoir or pressure equalizing systems allowed. A. Fuel filter must be used on suction side of fuel pump if used.
9. Mandatory throttle return springs working in opposite directions.
10. Stock type mechanical fuel pump only, pump must mount in stock location.
11. Carburetor must be secure. No vacuum leaks, and in stock location.
12. Carburetor components may not be altered to allow any additional air, air flow, or emulsify gas with air.

EXHAUST

1. Maximum O.D. of plumbing 4 inches.
2. Must exit behind driver.
3. This may be changed to further restrict noise emission.
4. No form of spacer plates allowed except for gaskets between head and exhaust manifold.
5. Cast iron unaltered exhaust manifolds allowed.
6. Headers with a price under \$650 allowed on all engines. Tri-Y are not allowed, no Merge-Collectors. No custom, one of a kind or homemade headers.
7. NO Stingers, inserts, cones, scavenge devices or any other devices allowed in header collector at any time
8. Approved mufflers >96dba while competing is allowed a weight deductions of 25lbs

FUEL

1. Pump Gasoline only. No power boosting or oxygen enhancing additives allowed. Fuel test at track is final.
2. Vacuum fuel pumps only, NO electric or pressure systems.
3. Fuel tank must be separated from driver by a complete metal firewall.
4. Fuel cell must be secured with at least a minimum of four 1 1/2" x 1/8" straps over and under the fuel cell.
5. The fuel cell itself may not have more than a 22 gal. maximum capacity and must have an 11 inch ground clearance. (Note: Fuel cell size greater than 15 gallons must be approved by Tech Official) Absolutely no fuel cell "blocks" or any other device that will alter the fuel's location is allowed.
6. Fuel Cell Construction - 22 gauge steel with plastic or rubber bladder. Cell must have rear and front guards, baffles and foam. Cell must be protected with 1/8" steel plates on rear, right and left sides.
7. No nozzles, injectors, containers or lines for the purpose of dispersing pressurized liquids or gases - other than fire extinguishers allowed on race car.
8. Fuel cell must fit between rear clip of frame. Fuel cell must be centered (+/-1") off centerline of rear wheels.
9. Breather must exit back bumper cover on left.
10. Fuel fill to be approved by tech official. Fender fuel fill must be cabled.
11. Fuel fill cap must be secured (chained/cabled) to prevent loss. If possible, fuel shut off valve should be installed near cell.
12. Fuel will be tested by the Speedways' test equipment and must pass any measurements set forth by the Speedway.

RADIATOR

1. Any production radiator allowed provided it fits under the hood, in stock location. Aluminum radiators allowed with prior approval of Technical Supervisor.
2. Fan must have a shroud.
3. Overflow catch can is required. Permanently installed ahead of engine firewall.
4. Aluminum water pumps allowed.
5. No antifreeze allowed in cooling system. \$20.00 fine for any violations.

ELECTRICAL

1. No magnetos, crank trigger, multiple coil or programmable systems allowed. Only one ignition system.
2. MSD/Crane ignition boxes- must have 6 pin connection. All approved ignition boxes must be mounted in plain site and out of reach of driver.
3. Dual points, breaker or breaker-less systems allowed.
4. Batteries must be securely mounted between the frame rails, forward of the rear axle and covered.
5. Starter must use stock position and original mounting. Only one starter per car.
6. Stock 12 volt batteries only.
7. Master kill switch to the(+)positive side of battery. Switch must be located in center of car, with access from both windows.
8. Electronic traction devices not allowed.
9. Ignition wiring must be exposed.
10. ALL leads MUST be accessible and visible to Tech Staff.
11. The ignition box must be mounted to the right of the driver and easily accessed from the passenger window.
12. The ignition box must have a 6 pin female connector. The **MSD** part number **ASY-17296** wiring harness must be used. The track will have several shielded wiring harnesses that will be swapped with the competitor's harness.
13. The wiring harness path from the ignition box to distributor must be large enough for easy swapping of wiring harness.

NOTE: : We are currently working on a program that will put a majority of tracks in Wisconsin/Midwest on a common ignition box for all Late Model divisions. The box will be brand specific and will operate digitally. Despite the outcome, LaCrosse Speedway may implement a spec ignition box as soon as the 2018 season.

ROLL CAGE

1. Round steel 13/4" .095 roll-over bars are compulsory and must meet NASCAR minimums as prescribed in the Weekly Series Rule Book. Aluminum and/or other soft metals not permitted. Roll bars must be welded.
2. All cars are required to have a rear vertical hoop behind the driver's head connected to left and right front roll bar legs by a roof hoop. The front roll bar legs must follow the contour of the windshield post and cowl. The rear vertical hoop must be supported by a diagonal bar from top left to bottom right or top right to bottom left. A roll bar must connect the left and right of the rear vertical hoop at seat height. An "X" must connect left and right frame rail. An additional roll bar must be installed across the bottom of the dash board, extending from the left front roll bar leg to the right front roll bar leg. Rear support bars (no less than 1 1/2" round steel), left and right, must extend from the top of the rear vertical hoop to the rear of the frame in the trunk compartment. The front leg bars and rear vertical hoop must be connected with four horizontal door bars on the left side. The door bars on the left side, must be convex in shape and spaced from top to bottom as equal as space permits. A minimum of 4 door bars must have six (6) vertical studs equally spaced. Two angular studs must be attached from bottom door bar to main frame rail. Right side must have at least 3 door bars. Transmission hoop and front hoop are required. Butt welds, joints, and connections must have gusset plates for reinforcement.
3. Roll bars must be padded and taped from top of frame on left side to center to top. .
4. Roll bar thickness will be ultrasound tested. Severe penalties will be assessed for violation of minimum thickness.
5. Top roll bar and hoop must follow contour of roof as close as possible. Roof hoop at sides or side window opening must be tight to roof as close as possible.
6. Door bar deflector plate mandatory. Door plate must be welded to roll cage. (See diagram on page 9).
7. Rear clip construction, either 'over tail' or 'under tail' conventional rear clips allowed. (Over tail is highly recommended.) Rear frame rail must be 2" x 3" box style tubing with a minimum thickness of .083.

MINIMUM SPECIFICATIONS

1. At any time, before, during, or after an event, officials may require additional measures of equipment or make additional determination, as they deem necessary to further reduce the risk to competitors.
2. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.
3. A. A quick release-type approved safety belt of no less than three (3) inches in width is compulsory. Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. The belt must come from behind the driver.
 - B. 3" shoulder harness and additional V-Type seat belt mandatory. NASCAR-approved padded headrest mandatory. Shoulder harness inertia reel cannot be used.
 - C. Additional right side head restraints allowed.
4. Center top of steering post must be padded with at least two inches of resilient material.
5. It is required that race cars have an approved fire extinguisher with its equipment within ready reach for any emergency. Pressure-type metal containers used as part of a fire extinguisher system will only be approved for installation and discharge in the driver's compartment in conjunction with the fire extinguisher system. The container cannot be concealed in any manner and there is a limit of one container for each fire extinguisher system.
6. Driver's seat must be fastened to the frame.
 - A. Rib rest shall remain flexible and not reinforced.
 - B. Recommended seat be as far right as possible.
7. A. Window nets are required and used at all times. NASCAR type seat belt buckle method of mounting is recommended.
 - B. Window net must be full size ribbon type.
8. All drivers must be protected at all times with a flame-resistant driving suit, top and bottom. 3) Recommend undergarments be worn under driver's suit.
9. Front and rear 'bumper' ends must be capped.

MISCELLANEOUS

1. All cars must run steel floorboard under the driver, metal firewalls. No tub type interiors.
2. Side window area must remain open other than window nets.
3. No carbon fiber or titanium parts anywhere. (see engine rule)
4. Racing seat required.
5. Fire extinguisher required with a nozzle in driver's compartment and fuel cell.

6. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.

GENERAL RULES, FLAG RULES, RACE PROCEDURES, CONDUCT AND DISCIPLINE RULES

1. Later bulletins and/or the decisions of the race officials will take precedent and their decision will be final.
2. Protests based on NASCAR standard operating procedure.

Late Model Technical Inspector - Don Sneller, 608-397-2810, don.sneller@gmail.com

END OF LATE MODEL RULES

2017 GRAND NATIONAL SPORTSMEN

CAR AND BODY SPECIFICATIONS

1. Any U.S. made sedan or hardtop car is acceptable. Station wagons, convertibles, pickup bodies allowed with Speedway approval.
 - A. No "Late Model" type bodies or body styles later than 1995
 - B. Camaro, Mustang, Charger metric muscle car bodies allowed.
 - C. Pre 1978 body styles, meeting all other specifications, receive a 25lb weight allowance.
2. Wheel Base:
 - A. GM full-frame and unibody type cars with a minimum of 108" wheelbase.
 - B. Chrysler - AMC - unibody type cars with a minimum of 108" wheelbase.
 - C. Ford - unibody or full frame cars with a minimum of 108" wheelbase.
 - D. An average of a 1" tolerance between both sides.
 - E. Maximum track width of 63.5" for 108" wheelbase and 65.25" for 112" or greater wheelbase. The Referee is the measuring tool.
3. Factory produced O.E.M. standard steel body and body structure. The only body alterations allowed are:
 - A. All glass with the exception of stock O.E.M. front windshield must be removed. Lexan windshields allowed with a minimum of 3 braces. Windshield must be at stock angle.
 - 1) Rear window may be replaced with Lexan. Cars without a rear window receive a 25lb weight break.
 - B. The following and only the following steel parts may be removed or altered:
 - 1) Hood and trunk may be de-braced.
 - 2) Front inner fender.
 - 3) Dash pad area and steel bracing.
 - 4) Door panels, AND ONLY THE DOOR PANEL, may be replaced with manufactured skins of a 22-gauge minimum steel material. Repeat: THIS IS DOOR PANEL ONLY! Technical Supervisor may disallow based on appearance and installation. Manufactured "skin" must exactly meet stock configuration, size and appearance.
 - 5) Door bar deflector plate mandatory. Plate must be welded to cage (see page 9 for diagram).
 - 6) Hood and Roof may be fiberglass.
 - 7) Minimum roof width 44".
 - D. Windshield posts and cowl must remain rigid and intact.
4. These items must remain as produced for make and model with no alterations: Rear package shelf, Rear seat back braces.
5. These items may be replaced or altered, but must stay within stock configuration.
 - 1) Floorboards (damaged or weathered floorboards may be replaced with steel, must be at least the same thickness of stock floorboard or a minimum of 22ga steel, and remain in stock position. Passenger side may be raised for exhaust clearance only, not to exceed the height of the center hump.
 - 2) Firewall must be a minimum of 22ga steel. Must be flat and dissect car from fender to fender. Must be located 4" back from rear of engine block.
6. All plastic or breakable parts such as grills, tail lights, and housings, side lights, etc. must be removed.
7. Grilles must be replaced by stock appearing screen. All holes from door handles, side lights, etc. must be covered by metal.
8. Doors must be permanently and securely fastened shut.
9. Front fire wall holes created by removal of heater core, etc. must be sealed with metal patches.
10. Rear package shelf and rear seat brace area must be covered with steel only, no aluminum.
11. Factory produced O.E.M. front header panels and tail light fillers or bezels, or after-market front header panels allowed FOR THAT MAKE AND MODEL. (See tech man for exceptions).
12. Hood and hood angle: Height of hood (measured six inches back from bumper) must be within 2" of STOCK height for that make and model. Hood angle may not exceed 8 degrees (measured at a line from spindle to spindle).
13. No additional type of aerodynamic devices allowed.
 - A) Rear spoiler allowed- not to exceed 5" x 60". Cars without spoiler receive a 50lb weight deduction.
 - B) No open hood scoops of any kind.
14. Completely stock produced body configuration must be retained at all times, any evidence, of chopping, sectioning, cutting, or alteration of produced angles, heights, etc. will be declared illegal.
15. Wheel wells may be enlarged for tire clearance, but may not exceed 3 inches from circumference of tire and must follow circumference of tire.
16. Tires may not protrude outside of body. No add on type fender flares allowed.

17. Replacement of rust damage allowed on quarters and fenders below center line of bumper area.
18. **Minimum roof height of 49". A maximum tolerance of 1" is allowed.**
19. **Hoods and trunks must be chained, cabled or hood pins (allowed) to car.**
20. Bodies not conforming to above rules may be subject to a substantial weight penalty and will have any starting position for any event altered.

FRAMES AND UNIBODY

1. All frame and unibody structures must remain absolutely O.E.M. factory produced.
2. All measurements for all vital parts, shape of, and location of mounts, whether it be suspension mountings, or body mounts, must remain exactly stock. Body must be centered on frame.
3. Frames and unibody structures must be produced for that make and model. (Some exceptions allowed with Speedway Officials approval.)
4. Frames may be reinforced by means of welding and plating, however, no additional square or round tubing, or solid iron beams may be used, except as outlined in roll cage.
5. Frames and unibody structure may not be lightened anywhere.
6. When applicable, body mounts may be changed or removed, but body and frame may never become one and the same by welding the body to the frame. Bodies may only be bolted to frames at original body mount locations.
7. DCA (or other approved manufactures) fabricated subframe (DCA part # 5728) built to OEM specifications (including ALL mounting points) allowed.
8. Trunk lid must be level or slope down.

ROLL CAGES

1. A. Round steel 1&3/4" .095 rollover bars are mandatory. Aluminum and/or soft metals may not be used. At NO time may any "bolt together" or plumbing type threaded connectors be used. Roll bars must be welded. All roll bars must meet NASCAR guidelines in the NASCAR All-American Series Rule Book, and approved for workmanship and design.
- B. Roll bar construction will be as follows:
 - 1) A rear vertical hoop behind the driver's head connected to left and right front roll bar legs by a roof hoop. The rear vertical hoop and roof must be as tight to roof as possible and always be above top of driver's head. The right and left front roll bar legs must follow the contour of the windshield post and cowl. The rear vertical hoop must be supported by a diagonal bar from top left to bottom right. A bar must extend between left and right rear hoop legs at seat height. An additional bar must extend between right and left front legs at dashboard height. Rear hoop support bars (2) must extend from top of rear hoop, (right and left). Rearward to trunk area of car. The front and rear legs must be connected with a minimum of four horizontal bars on the right side of car. An X-Type configuration may not be used on either side for door bars. The "door" bars must be as evenly spaced between floor and top of door as possible. Door must have at least two vertical studs between each door bar to the floor or frame. Butt-welds, joints and connections are recommended to include gusset plates for reinforcement.
- C. A maximum of 4 bars may extend rearward from rear hoop of roll cage. 2 bars MUST extend rearward into the trunk area of car. The 2 remaining optional bars may not enter the trunk area.
2. A maximum of 4 reinforcement tubes may pass through the front firewall. Two (2) must attach beyond the front wheels. One (1) of the four tubes will serve as a diagonal flex bar and connect to the stub behind the right front wheel and tire: one bar may be added for foot protection.
3. All roll bars within driver's reach must be padded.

SUSPENSION

1. Suspension and frame must maintain an absolute minimum ground clearance of 5 inches at all time.
 - A. This is a minimum. Parts of car that are factory produced at greater than five inches must remain at proportionate clearance.
 - B. 5 inches is the minimum clearance for all parts. 3 inch clearance for exhaust.
 - C. A 1/4 inch tolerance may be implemented on all ride heights at the tech man's discretion.
2. All front suspension mountings such as control arm mounts, spring locations, must remain as produced.
3. Lower control arms must be for that make and model.
 - A. Lower control arms must be stock, unaltered.
 - B. Upper control arms may be altered, but must utilize stock A-frame and are not adjustable. Approved after-market upper A-frames allowed.
 - C. Any stock style ball joints may be used. Shafts may not be removable. No aftermarket adjustable ball joints allowed.
4. Any stock unaltered passenger car spindles may be used. Spindles must match manufacturer of chassis (example GM to GM, Ford to Ford, Dodge to Dodge) and must match side to side. Large diameter wheel studs are OK. No spindle modification. Coleman style hubs allowed.

5. Any conventional type coil front spring with a diameter of 4&1/2" or greater can be used. Must be magnetic and made of steel.
6. One shock per wheel. Any sealed, non rebuildable shock with a book value under \$95.00 - deduct 50 lbs
 QA1 51 Series shocks twin tube rebuildable allowed- add 25 lbs.
 AFCO 2400 Series shocks allowed- add 25 lbs.
 - A. Front shock location may be changed.
 - B. Rear shock upper mounts must remain as produced.
 - C. Rear shock mounts on rear axle may be raised or lowered to compensate for rear shock travel. Maximum of 2" on lower. Mounts may not be moved in or out from stock location.

NOTE: We are currently working on a program that will put a majority of tracks in Wisconsin/Midwest on a common shock for all Late Model and Sportsmen divisions. (If) the program comes together, implementation will take effect as soon as the 2018 season

7. Adjusters (wedge bolts) are allowed. Spring buckets may extend through trunk floor, however, may not exceed a maximum height of 2" above trunk floor, with trunk floor being at factory produced height.
8. After-market sway bars allowed. The "arm" must be 13" (tolerance of .5"). The passenger side must be in the stock mounting position. The sway bar mounts must be in stock location. Driver side may float under the lower control arm or be mounted to the lower control arm in the stock location. Rub bolt not to exceed 1".
9. Rear suspension must remain as produced.
10. All rear suspension mountings must remain stock and unaltered. A 1' tolerance is allowed for the upper trailing arm mounts on the frame.
11. All rear suspension parts, (excluding trailing arms), etc. must be of stock origin. Bushings may be replaced. No spherical rod ends. Any aftermarket trailing arms must be approved by tech officials.
12. Any steel O.E.M. leaf spring may be used, however cannot alter the wheelbase for the car.
13. Any conventional type coil spring may be used in rear, but must have a minimum diameter of 4".
14. Rear sway bars are NOT allowed.
15. No aluminum suspension components allowed.
16. Adjustable front stock sway bars allowed.
17. No spline sway bars allowed.

STEERING

1. Conventional steering systems consisting of steering gear with pitman arms, idler arm, center link, and tie rods are the only type that may be used.
2. Systems may be manual or power. No alterations.
3. All parts must remain stock with the exception of the following:
 - A. Tie rod sleeve may be tubular steel, no aluminum.
 - B. Quick release hubs recommended.
 - C. Steering column may be replaced with rod system and MUST incorporate two U-joints.
 - D. Aftermarket power steering bracket allowed (aluminum OK).
 - E. Approved aftermarket power steering pump allowed. Must use braided lines.
4. Steering ratio may only be changed within steering gear box.
5. Steering gear box and idler arm must remain in factory location and remain unaltered.
6. Center link must match the manufacturer of the chassis and must remain unaltered.
7. Spherical rod ends may be used (on outer) tie rods.
8. Steering wheel center hub must be padded. (minimum of 2" of padding).

WEIGHT

1. Base weight 3100 lbs.
2. Minimum weight must be met at any time with the driver in the driver's seat, hands on steering wheel, with helmet on head.
3. **Right side weight of all cars shall be at least FORTY-TWO (42%) percent of the car's current weight at any time. Front end weight must be 50% percent of the car's current weight.**
4. Ballast weight must be at least frame height, painted white (with car #). All added weight must be in 5 lb. minimum units. Weight must be attached to the frame structure. Do not mount to firewall, fuel cell, battery mounts, floor pan or within driver's compartment. A fine of \$2.00 per pound will be assessed for any car losing a weight on the track.
5. Weight determined by the track scale only.
- 6 **WEIGHT ADJUSTMENTS:**

Deductions:

- 25lbs for any approved pre-1978 body styles
- 50lbs for any sealed, non re-buildable shock with a book value under \$95.00
- 25lbs for cars without a rear window.
- 50lbs for cars without a rear spoiler.
- 50lbs for 9:1 motors (only) stock exhaust

Additions:

- 50lbs for unaltered Edelbrock 2101 or 7101 intake manifold
- 50lbs for stock replacement heads. (See engine rule)
- 25lbs for QA1 51 Series shocks twin tube rebuildable shocks.
- 25lbs for AFco 2400 Series shocks.

WHEELS

1. Acceptable only are steel wheels with a maximum width of 8" inside bead to bead.
 - A. Wheels may be reinforced.
 - B. 1. Factory styled and race type wheels are allowed.
 2. Wheel offset may not exceed - maximum 5 inches, minimum 2 inches.
2. Minimum weight of wheels 19 lbs. without balancing lead. Bleeders not allowed.
3. All wheels must have a reinforcing spacer plate (minimum 7" of 1/8" steel) between hub and wheel.

FUEL

1. Pump gasoline only. No power boosting additives allowed.
2. Mandatory fuel cell (maximum 16 gal) must be a minimum 22 gauge steel with plastic or rubber bladder. Cell must have rear and front guards, baffles and foam.
3. Fuel cell must be secured with a minimum of 4 - 1/2" x 1/8" straps over and under cell.
4. Minimum ground clearance equal to frame rails and no less than 11 1/2".
5. Fuel cell must be centered between frame rails and may not be adjustable.
6. Fuel cell must be protected by 1/8" steel plates on right, left and rear of cell.
7. Fuel cells must have a rear hoop made of at least 1 1/2", .095 wall steel.

TIRES

1. All 4 tires must be of same wheel diameter.
2. Approved tire brands, sizes and configuration will be announced prior to season or by technical bulletin.
3. NO devices for, or process of: sipping, spraying, or disseminating softening materials or compounds allowed. \$100 fine and two week suspension for any team with "soft" tires.
4. A "minimum softness" may be declared each race night.
5. Tires must be purchased from approved tire retailers.

BRAKES

1. No deviation from stock allowed.
2. Brake pedal must remain stock location and mountings with no extensions or blocks.
3. Cars must have functional brakes on all four wheels.
4. Rear brakes must be drum style. Disk brakes allowed on floater rear ends only.

ENGINES

1. Only domestically (USA) produced engines in the V-8 configuration allowed.
2. Engine may be set back only as far as the UNALTERED frame, cross-member, and firewall permit. In the event a vehicle permits more, the maximum engine set back will be front spark plug even with upper ball joints at any time. Engine mounts are optional.
3. The lateral location (side by side) measured from the cylinders to center of front control mounts must be equal. Engine must be centered.
4. A minimum of 10.5 inches from centerline of the crankshaft to the ground must be maintained at all times.
5. Engine may be of any size providing bore is stock production or an overbore of .060 maximum, and stroke is stock for that production engine. Engine size must be declared on hood in cubic inches.
6. Altered oil pans with increased capacity are acceptable. Oil pan inspection plug mandatory.

7. No remote oil systems. Permissible is only 1 stock type oil filter in original location. No oil coolers, accu-sumps or additional oil lines of any type permitted other than line to oil pressure gauge.
8. All engines must have stock unaltered street application production single carburetor, cast iron intake and exhaust manifolds. No alterations of any type. This includes addition of material to manifolds. No "Bow Tie" intakes.
 - A. External modifications for clearance purposes only.
 - B. No spacers or adapter plates allowed.
 - C. No 21/2" Corvette, center dump manifolds are allowed on Chevrolet engines.
 - D. Edelbrock 2101 or 7101 intake manifold is allowed. (add 50lbs)
9.
 - A. Flat top pistons only, with no modification except minor valve relief.
 - B. No made for racing pistons allowed. Cast pistons only. Pistons must be approved for competition by Tech Supervisor.
 - C. Stock numbers, symbols, and location arrows must remain visible on piston top.
 - D. Ring combination, ring size and ring position must remain stock.
 - E. No interchanging of connecting rods.
 - F. Lifter baffles allowed.
10. For 10.5:1 motors- Must use an approved a 2.5" cast iron exhaust or "logs". Stock or stock replacement cast iron heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed: World Products SR I052 #4266B and #4267B. Minimum combustion chamber 62cc, maximum of 2.02 intake and 1.6 exhaust valves required. Maximum of two valves per cylinder. No Bowtie or 18 degree heads allowed on GM products. Valve spring retainers are the only titanium parts allowed. Right side weight for a 10.5:1 will be 44%. A weight penalty may be implemented at any time.
11. The cylinder heads must be completely cast iron, the intake and exhaust ports must be in the original "as cast" configuration. Any evidence of sanding, polishing, relieving, chemical treating, abrasive blasting, alterations to original form, grinding, porting or the addition of material to the ports or combustion chambers will cause your heads to be Declared illegal. The valves must be of stock size and in stock location. The only allowable modifications are:
 - A. Combustion chambers may be "cc" matched by reseating valves only.
 - B. Intake gasket and head gasket surfaces may be re-machined (milled) to improve sealing.
 - C. Valve guide material optional.
 - D. Any type valve spring with stock steel retainers acceptable.
 - E. Roller tip rocker arms are permitted. Stock-appearing stock-size valve lifters allowed only. No mushroom or roller type-lifters or camshaft. No stud girdles.
 - F. **Street application cylinder head casting only. Maximum 1.6 in. exhaust valves allowed on small block Chevys. Maximum 2.02 in. intake valves on small block Chevys.**
 - G. Screw-in or pinned rocker studs are allowed.
 - H. No "Angle Plug" Chevrolet type heads allowed.
 - I. Head must reflect the following casting numbers in original form: Small Block Chevy: 882, 817, 916, 493, 487, 598, 511, 509, 373, 441, 993, 051, 596, 587, 974, 915, 991, 997. Small Block Ford: D80E-AB, D70E-DA, D1-AE thru D9-AE, DO-OE.
 - J. Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). World Products Sportsman I numbers 043600. (Must add 50 lbs for stock or stock replacement head)
 - K. Vortec heads are not allowed.
13. Only hydraulic cam and lifters are allowed.
 - A. Ford camshaft lift may not exceed .530" measured at valve retainer.
 - B. Chevy camshaft lift may not exceed .500" measured at valve retainer.
14. Stock crankshafts only for that make and model.
15. Stock components for that make and model including: Battery and Clutch (minimum diameter of 10")
Note: Aftermarket Balancers allowed- Fluidamprs not allowed.
16. Approved aftermarket starters allowed. Starters must be in stock location.
17. NOTE: Maximum cu. in. for Chevy motors 362 cu. in.; Ford motors 360 cu. in.; Dodge motors 368 cu. inch.
18. Stock OEM firing order. Exception: #4 and #7 may be switched (only).
19. GM crate motor (P/N 88958602) is allowed to compete "as is" from manufacturer. Absolutely no changes of any type allowed (including distributor). See tech man for other approved manufacture of crate motors. NOTE: Engine must be purchased directly from Speedway. No remanufactured, freshened or resealed motors will be allowed to compete. To maintain the integrity of the crate motor, the speedway does have the option to "swap" any teams crate motor, at any time, with one of the speedway's crate motors. The Holley 80541-1 carburetor must be used. No adapter or spacer plate allowed.

CARBURETOR

1. Acceptable only is one two-barrel Holley 4412 500 CFM carburetor. **No alterations what-so-ever!**
 - A. Choke plate may be removed. Choke housing must remain in place.
 - B. Jets and power valve may be changed. No Dial-A-Jet.
 - C. No vacuum leaks between air cleaner and intake valves.
 - D. Adapter plate and/or spacer and gaskets must be 1 1/2" at any point and must be made of metal. Bore diameter must be straight full thickness of spacer (not tapered, angled beveled, grooved or bowed)
 - E. Acceptable only is maximum one 14" x 3" tall round stock air cleaner with stock appearing top and bottom.
 - F. No "carb hats" or other airflow devices allowed. No racing style air cleaners.
 - G. No spacer between air cleaner bottom and carburetor.
2. Stock type mechanical fuel pump in stock location only.
3. Holley Ultra XP carburetors are not allowed.

EXHAUST

1. Maximum O.D. of exhaust pipe will be 2 1/2". Only 2 pipes per car. No grinding of any kind allowed. All manifolds must be approved by tech official. (Note: GM manifolds IN #10168494 and #12524289 are not allowed.)
 - A. No balance pipe permitted.
 - B. Exhaust plumbing must remain "under chassis" type design.
2. Exhaust must exit behind driver, under body within 18" of rear tire.
3. Exhaust pipes must be just that. No flex tubing allowed.
4. Mufflers mandatory. (Mufflers must reduce engine sound level to 98 dba at 75 ft.)
5. 9:1 motors only- may run 1.625" headers. Maximum cost of headers is not to exceed \$250.00. No stepped, 180 degree or Tri-Y headers.
6. **9:1 motors with stock exhaust- deduct 50 lbs.**
7. 10.8:1 motors- must run with 2.5' cast iron or "log" type exhaust.

RADIATOR AND FAN

1. Any production radiator permitted. Under the hood in-stock location that does not require any body modifications is acceptable.
2. Fan must have a shroud.
3. Radiator overflow catch can required. Mounted forward of firewall.
4. Aluminum radiators allowed.
5. Electric fans for cooling radiator allowed.
6. No antifreeze allowed; water only. \$25.00 penalty if found in car.
7. Front air shroud allowed, but may not extend more than 2 inches below bottom edge of bumper and exceed width of radiator.
8. No aluminum water pumps.

ELECTRICAL SYSTEMS

1. Tech approved stock type distributor with single breaker point and condenser type ignition. One stock coil, ballast resistor if applicable. MSD ignition modules allowed.
2. No after-market made for racing distributors, coils, multiple discharge systems, or any other type ignition that was not O.E.M.
3. Battery must be enclosed and secured to frame and located behind driver.

DRIVE TRAIN

1. Transmission optional providing if an automatic it remains O.E.M. stock with full size torque converter or manual trans must be O.E.M. with all gears operable; no 5 speed transmission.
2. Flywheel -
 - A. Automatics must have complete unlightened factory produced flywheel or flexplate. Stock automatic shifter mandatory.
 - B. Manual transmission must utilize steel pressure plate and steel or cast iron flywheel. Clutch disc must be minimum of 10" in diameter. "Dog eared" type clutches allowed. Shifter must be stock type.
 - C. Cars must provide inspection holes for clutch or torque converters.
 - D. Clutch protection must be provided. Blanket or strap type protection is minimum accepted protection. Steel Bell Housings are required.
 - E. No light weight or altered stock flywheels, such as D.M.'s L88 dish type flywheel allowed.

- F. Hydraulic throwout bearing allowed.
- G. Clutch assembly minimum weight 27 Lbs.
- 3. 360° driveshaft "hoop" mandatory, installed forward 1/3 of drive shaft.
- 4. One-piece driveshaft only. Drive shafts must be steel and stock for that car.
- 5. Drive shafts must be painted white.
- 6. Stock production rear ends for that make and model. Ford 9" rear end allowed on all makes. The Ford 9" must maintain its original stock mounting locations, maximum tread width of 62 1/4" on metric frames (108" wheelbase) 65 1/4" on full frame (112" or greater wheelbase) cars on rear axles, front must be within 1" of rear not to exceed the rear measurement as measured with referee; and axles tubes must be of equal length. No aftermarket or aluminum parts allowed.
- 7. Locked rear allowed. Rear ends may be locked by either welding or steel full or mini-spool only.
- 8. Floating type axle assemblies allowed.

MINIMUM SPECIFICATIONS.

It is required that race cars have an approved fire extinguisher with its equipment within ready reach for any emergency. Pressure-type metal containers used as part of a fire extinguisher system will only be approved for installation and discharge in the driver's compartment in conjunction with the fire extinguisher system. The container cannot be concealed in any manner, and there is a limit of one container for each fire extinguisher system.

Sportsmen Technical Questions – Contact Chuck Deery, cdeery@centurytel.net

END OF SPORTSMEN RULES SECTION

2017 THUNDERSTOX

ELIGIBLE MODELS AND BODIES

1. Any American made 1948 to 2005 standard sedan is eligible with wheelbase of not less than 106 inches. (No Camaros, Firebirds, Pintos, etc.) (No T-tops, sunroofs, convertibles, jeeps.) Trucks, mini-vans, station wagons, El Caminos and other misc. body styles allowed with approval of tech man.
2. Cars must be strictly stock. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. No holes in hood.

SEE METRIC CAR ALLOWANCES AND ALTERATIONS IN LAST SECTION

THE CAR AND BODY

1. Complete bumper-to-bumper steel unibody must be retained.
2. The stock steel unaltered floor pan, firewalls, trunk and trunk floor, and wheel-wells **MUST BE RETAINED**. NO sectioning, channeling or chopping allowed.
3. Cars must be strictly stock. No cutting, chopping, channeling, shortening or cutting allowed. No holes in the hood. Hood must be kept in place at all times. Body sheet metal must be kept in place at all time.
4. Front firewall must be sealed and intact.
5. No lightening of body components, such as hood, trunk, doors, inner panels, fenders and roof, except clearance for roll bar installation on front doors.
6. Trimming of wheel wells to the circumference of tire is allowed, but official's discretion may assess lap penalty for extreme cutting. Inner wheel well must be left in place.
7. Any sharp protruding objects on cars or in driver's compartment must be smashed down or removed.
8. The seam of the driver's door must be welded shut and/or double chained. If the driver's door comes open, the car will be disqualified.
9. All other doors must be welded, chained or bolted shut.
10. A flush, securely mounted exterior driver's door protection plate is permitted.

SEAT AND DASH ASSEMBLY

1. Seat with seat belt and harness required. Racing seats allowed. Seat must be mounted in straight ahead position. If stock seats are used, a high back seat is required. Removable steering wheeled allowed, however steering shaft must remain in stock location.
2. Complete dash assembly including all factory dash pads required. Cigarette lighter and ashtray may be removed. Only way dash can be removed is if replaced by roll bar hoop.
3. Rear bottom seat cushions may be removed. Rear-seat shelf or adequate firewall is **MANDATORY**.
4. Driver's door interior upholstery must remain in place or be suitably replaced.

BUMPERS AND BRACING

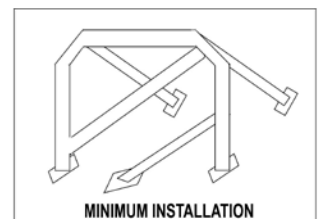
1. Car must have complete stock bumper, do not cut off bumper ends or corners.
2. Each bumper must each have two safety chains or straps to prevent the bumper from falling off the car.
3. No extra bracing anywhere of any kind.
4. Radiator bracing is allowed. Bracing may only used for radiator support.

WINDSHIELD AND GLASS

1. All glass (including headlights, tail lights, etc.) must be removed except for front windshield. Do not break glass out. Take it out before arriving at the race track.
2. No broken glass will be allowed in the car. Car must be swept clean.
3. Full front windshield required. No screens.
4. Lexan windshields may be used. Lexan windshields must have a minimum of three braces. Consult tech man for installation and appropriate Lexan thickness.
5. Cracked windshield should be taped.
6. Cracked windshield that impairs vision must be replaced.

ROLLBAR AND SIDE BARS

1. All vehicles must be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe or conduit.
2. Door bar or plate **REQUIRED** for four door hard tops with no door post.



3. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of the car.
4. Two support bars must be added to roll bar to form a triangular, strong structure.
5. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
6. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.

NOTE: Four door hardtops (no door post must have door bars or plate as described below).

A flush, securely mounted exterior driver's door protection plate is permitted as an option.

NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.

NOTE: The plate should over-lap the front and rear door edges by at least 12 inches.

TRUNK AND HOOD LATCHES

1. All factory trunk and hood latches may be removed and replaced with straps, pins or #14 wire (no chains). Trunks and hoods must be easily opened by firefighters and inspectors.
2. Stock and operable hood and trunk hinge mechanism required.
3. Padding under hood may be removed.

SUSPENSION

1. The rear sway bar (if so equipped) must be removed.
2. No additional modifying of the suspension is allowable - this means NONE.
3. Suspension parts must remain absolutely stock for that make and model of the car. No spacers, lumber or chains, etc., may be used to alter stock suspension of that car. Car must sit level.
4. Suspension must work and look stock. No pinching of shocks to stop travel. No racing shocks.
5. No spring jacks, blocked shocks or reverse shackles permitted.
6. Front wheel camber angle should remain within factory tolerance not to exceed one inch.
7. All four corners must measure within one inch of level.
8. No steering stabilizer shocks allowed.
9. Minimum ground clearance 6 inches. 4 inch clearance for exhaust.

GAS TANK

1. The stock gas tank must be removed and replaced with a safe, small and securely mounted fuel tank. A 6.6 gallon outboard marine type tank, small foreign car tank or small farm tractor tank not to exceed 8.0 gallons full is recommended.
2. Tank must be installed above trunk floor only, as far forward as possible in trunk area. (Ahead of rear circumference of rear tires when possible.) Tank must fill from inside trunk. No holes allowed in trunk lid. One fuel tank only.
3. The fuel line must exit from the top or side of the tank. No fuel lines in the driver's compartment. No electric fuel pumps. (See tech man for any 6 cylinder electric fuel pump cars.)
4. A complete firewall must seal the trunk area from the driver's compartment. Rear seat back may serve as the firewall. The trunk floor must be in place.
5. Tank must be secured by four "over the tank" 1 1/2" x 1/8" straps.

ENGINE

1. The engine must be strictly stock for that make and model, and in its original mounts.
2. No aluminum intakes or heads. Intakes must be stock for that make and model.
3. Hydraulic cams only. No solid lifters or solid lifter cams (no made-for-racing cams). Cam lift not to exceed .420 at cam. Cam lift not to exceed .460 for Fords, at cam.
4. No machining, grinding, etc. of any kind.
5. No aftermarket racing parts.
6. No dual point distributors.
7. Stock Stroke.
8. Overbore of .060 for all makes.
9. No high performance or altered performance cylinder head configurations.
10. Maximum cu. in. allowed - Chevy-360 / Ford-362 / Dodge-368
11. No cross matching of engine components. (Example: 305 heads must be on a 305 block).
12. No 64 cc chambered heads.
13. Engine block *exactly* as produced by manufacturer.
14. Stock OEM ONLY. No "made for racing" pistons. Pistons must be the original or same as original.

15. 4 "press" pins only
16. Oil pan: Stock only, with NO additions or alterations.
17. Crankshaft and Balancer: Stock only, replacement must be original OEM.
12. Cylinder Heads: Stock Heads only. No after-market, "Bowtie", Vortech, swirl port, double hump, SBC angel head, aluminum, high performance or altered performance heads.
13. Maximum valve sizes are: GM 1.500 exhaust 1.940 intake, Ford Windsor 1.650 exhaust 1.850 intake
Mopar 1.600 exhaust, 1.900 intake
14. Intake Manifold: Must be unaltered stock for that make and model. Manifolds origin must be an EGR type street application only. Cast iron 2 bbl. manifold only. Cars with stock OEM 4 bbl. must be replaced with a 2 bbl. cast iron intake.
1978 or newer cars with OEM engine less than 310 cubic inches, may use original stock OEM 2 BBL aluminum intake.
15. Camshaft, Valve Lifters and Rocker Arms: Hydraulic cams ONLY. No solid lifters or solid lifter cams. Cam lift not to exceed .420 at valve. (Ford / Chrysler cam lift .460) 4 Stock lifters. Stock push rods. Stock rocker arms.
16. Compression: Maximum compression ratio allowed is 9.0:1.

COOLING SYSTEM

1. Stock OEM radiator or aluminum aftermarket radiator (\$150 max) in stock location.
2. No electric fans.
3. One-gallon overflow catch-can must be maintained inside engine compartment.
4. No extra engine coolers.
5. No antifreeze allowed.

TRANSMISSIONS

1. Stock automatic transmission with at least three (3) working forward gears. 12" Torque converter. Transmission must have all functions including "Park". No extra transmission coolers.
2. Stock type shifter only.

SPINDLES

1. Stock OEM spindles only for that make and model (metric for metric, etc.)

STEERING

1. Stock steering systems only. Steering column may be replaced with approved collapsible steering shaft, max 32.5" from firewall
2. Quick release steel 'dish" type wheels allowed.

EXHAUST

1. Mufflers required.
2. Exhaust tubing may not exceed 2.25".
3. Muffler inlet and exit may not exceed 2.25"

BATTERY

Batteries must be strapped and securely covered. Batteries must be safely and securely mounted. Batteries may be moved into drivers compartment or remain in stock location (platform may be reinforced slightly).

CARBURETOR

1. Stock carburetors must be stock including choke and choke hardware.
2. No dual-line pumpers.
3. One 2-barrel only.
4. No adapter plates or spacers.
5. A two-barrel Holley 4412 500 CFM carburetor is allowed. No alterations what-so-ever!
 - A. Choke plate may be removed. Choke housing must remain in place.
 - B. Jets and power valve may be changed. No Dial-A-Jet.
 - C. No vacuum leaks between air cleaner and intake valves
6. Stock O.E.M. Fuel Injection allowed on V-6 cars.
7. Stock dry paper air cleaner- stock for that make and model.

TRANSMISSION AND REAR END

1. Stock automatic transmission only.
2. Stock, unaltered rear-end only.
3. No extra transmission or engine coolers.
4. Stock type shifter.
5. Only one wheel may drive.
6. No posi rear-ends.

TIRES AND WHEELS

1. All 4 tires must be of same wheel diameter.
2. Tire manufacturers allowed: Hoosier 850, Good Rides, or Towel City Recap. Tires must be purchased from authorized tire dealer only. All 4 tires must be of same manufacture on car during any competition.
3. NO devices for, or process of: sipping, spraying, or disseminating softening materials or compounds allowed. \$100 fine and two week suspension for any team with "soft" tires.
4. A "minimum softness" may be declared each race night.
5. Maximum 7" wheels.
6. Wheel-wells must remain in place.
7. Factory wheels or approved safety wheels allowed. 15" or 16" wheels allowed.
8. Reinforced racing type wheel mandatory on right front; Suggested on right rear. Left front wheel may be reinforced by plating washers or oversize nuts.
9. Offset on racing type wheel 3 inches maximum measured from back side.

WEIGHT

1. For V-8 engines the minimum weight 3400 lbs. with driver.
 2. For V-6 cars there is no minimum weight.
 3. Absolutely no ballast or added weight.
- NOTE: Weight may be adjusted at any time during season.

METRIC CAR EXCEPTIONS:

1. Minimum wheelbase of 106"
2. Must carry same weight as a full frame car.
3. Drive train must utilize stock components of a rear wheel drive car.
4. Brakes must remain stock for that make and model.
5. Spindles must remain stock for that make and model.
6. Motor may be replaced with a 350c.i. motor. Maximum of 360cu per engine rules.

MISCELLANEOUS

1. Mirrors allowed, not to exceed stock size and or location.
2. Working third brake light optional.
3. Tanks, pumps, reservoirs, coolers or extra equipment may not be added to any part of the car. No high performance products.
4. No two-way radios. All drivers must have an operating scanner when on the racing surface. Scanner frequency: 454.000
5. The frequency, method, timing and type of car inspections and the number of cars to be inspected at any event will be determined by management. The management reserves the right to seal, mark or impound cars competing in their events for inspection purposes. Illegal items escaping detection during inspection does not make them legal. Illegal items will be confiscated.
6. Cars will be inspected before the event and will be impounded until race time. Additional inspections will be conducted after the event.
7. Any loss of wheel or tire requires you to immediately leave the race course. We will allow track damage. Damage to grass or infield while displaying your temper will not be tolerated.
8. One driver per car per night. Only one person may hot lap, qualify and race the car during the entire night.
9. Later Bulletins and/or the decisions of the race officials will take precedent and their decision final.
10. A fire extinguisher must be secured and within reach of driver.
11. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.

ELIGIBILITY

Experienced drivers are acceptable but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility. ****REMEMBER!! DON'T DISAPPOINT YOURSELF IF YOU'RE A MINOR...GET YOUR MINOR RELEASE NOW! (15 years through 18 years.)**

Thunderstox Technical Inspector: Ray Loughan, 608-786-3233 (*5pm-7pm only*), raycaryll@charter.net

END OF THUNDERSTOX RULES SECTION

2017 HORNETS

ELIGIBLE MODELS

1. Any 3 or 4 cylinder compact car. Maximum wheelbase of 103". (Wheelbase exceptions must be approved by Speedway)

INTERIOR

1. Dash, steering and pedals must remain stock. (Dash may be altered to accommodate any roll cage)
2. Folding seatback fastened in position.
3. Racing seats allowed. Quick release steering wheels allowed.
4. Interior floor pan must be complete. No holes.
5. All airbags must be **removed**.

BODY

1. Sun roof openings must be closed with steel.
2. Remove all glass except windshield. Broken glass must be cleaned from inside car before arriving at speedway.
3. Driver's door must be chained or welded shut. Driver's door plate **required if roll cage does not have door bars (see roll cage)**
4. Passenger door must be welded or chained.
5. Bumpers must be chained to frame. **A reinforcement "loop" is allowed to protect the front and rear of car. Loop not to extend past car body. NOTE: aggressive driving with use of loop will not be tolerated.**
6. Hood and trunk must be secured with hood pins only. All factory hood and trunk latches must be removed. **Hood may be debraced.**
7. No gutting of steel body panels.
8. Working third brake light optional.
9. **Minimum ride height of 4.5".**

ENGINE COMPARTMENT

1. Stock engine for that make and model from carburetor to the exhaust manifold.
2. Stock transmission.
3. All insulation under hood must be removed.
4. Battery **can be relocated. If relocated, it must be placed behind the drivers' seat. All batteries must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers.**
5. Exhaust complete and leak free. Maximum size of 2" O.D. must run from engine to an area behind the driver. **Mufflers are required to retain any sound below 96dba.**

SUSPENSION

1. Steering must remain stock with no modifications
2. **Springs may be replaced but no other modifications allowed to existing stock spring buckets. Any evidence of cutting, moving or changing the geometry of the stock buckets will result in not passing tech. Tabs or other retainers are allowed in stock buckets to hold springs in place.**
3. 1" camber allowed. **See Tech Man for system used to measure camber.**
4. Maximum 1" toe in or toe out allowed.

COOLING SYSTEM

Any radiator allowed which will fit in stock mounts. An overflow container mounted in engine compartment. Water only in radiator. No anti-freeze.

GAS TANK

If gas tank is ahead of rear axle it may remain in place. If gas tank is behind axle it must be placed with a fuel cell or marine tank (max. 6.6 gal.). Must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware. Must be covered in hatchback in a metal case.

TIRES / WHEELS

1. **Tires may not have a retail value (to all) greater than \$70.**
2. No racing tires. No autocross, no SCCA approved tires, no competition DOT. **All tires subject to Speedway approval.**

3. Maximum footprint of 7"
4. Same size and profile on all 4 corners
5. Wheels must be of same size on all 4 corners. Aftermarket racing wheels allowed. Wheels MUST maintain stock off-set.

WEIGHT

- 1) Weight distribution must remain as stock.
- 2) No ballast may be added.

SAFETY

1. Helmet must meet minimum DOT standard, suggested Snell approved.
2. Gloves and long sleeves required.
3. Fire extinguisher required. 2 lb. BC rated mounted in quick release bracket within reach of driver.
4. Window nets and racing seat belts are recommended.

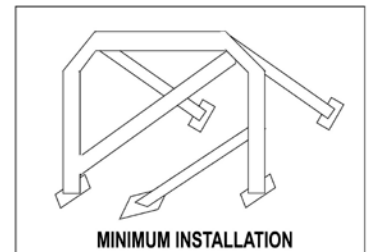
ROLL BAR AND SIDE BARS

1. All vehicles must be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe, or conduit.
2. Door bar or plate REQUIRED.
3. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of the car.
4. Two support bars must be added to roll bar to form a triangular, strong structure.
5. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
6. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.

NOTE: Four door hardtops (no door post must have door bars or plate as described below.
A flush, securely mounted exterior driver's door protection plate is permitted as an option.

NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.

NOTE: The plate should over-lap the front and rear door edges by at least 12 inches.



CAR NUMBERS

1. Minimum 18" high numbers in contrasting color on both doors and roof.
2. 6" number on upper right corner of windshield and on back of trunk - right side above tail light.
3. NO spray painted or "duct" tape numbers. Cars with non-legible numbers will not be scored.

GENERAL

All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.

ELIGIBILITY

1. Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility.
2. It is the goal of this class to have fun and race in an inexpensive way.

MISCELLANEOUS

-Scanners required. Frequency is 454.000

Hornets Technical Inspector - Andy Barney, 608-790-2781, andybarney2009@gmail.com

END OF HORNET RULES SECTION

2017 STREET STOCKS / MINI-VANS

ELIGIBLE MODELS

1. Any 6 cylinder stock OEM car, truck or van.. Minimum wheelbase of 106". A 4-cylinder that does not fit the wheelbase rule in the Hornets, may compete with track approval.
2. No four wheel drive (activated) vehicles allowed.

INTERIOR

1. Dash, steering and pedals must remain stock. (Dash may be altered to accommodate any roll cage)
2. Folding seatback fastened in position.
3. Racing seats NOT allowed.
4. Interior floor pan must be complete. No holes.
5. All airbags **must be removed**.

BODY

1. Sun roof openings must be closed with steel.
2. Remove all glass except windshield. Broken glass must be cleaned from inside car before arriving at speedway.
3. Driver's door must be chained or welded shut. Driver's door plate recommended.
4. Passenger door chained only.
5. Bumpers must be chained to frame.
6. Hood and trunk may be secured with hood pins.
7. No gutting of steel body panels.
8. Working third brake light optional.
9. Stock ride height must be maintained.

ENGINE COMPARTMENT

1. Stock engine for that make and model from carburetor to the exhaust manifold.
2. Stock transmission.
3. Insulation under hood may be removed.
4. Battery must be in stock location. Secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers.
5. Exhaust complete and leak free. Maximum size of 2" O.D.. must run from engine to an area behind the driver. Mufflers are required.

SUSPENSION

1. Steering and suspension must remain stock. No modifications. Ride attitude must be maintained.
2. 1" camber allowed. Measured with a carpenter square.
3. No ballast may be added.
4. Maximum 1" toe in or toe out allowed.

COOLING SYSTEM

Any radiator allowed which will fit in stock mounts. An overflow container mounted in engine compartment. Water only in radiator. No anti-freeze.

GAS TANK

If gas tank is ahead of rear axle it may remain in place. If gas tank is behind axle it must be placed with a fuel cell or marine tank (max. 6.6 gal.). Must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware. Must be covered in hatchback in a metal case.

TIRES

1. No 50 series, must be at least 60 series.
2. Must be DOT approved.
3. No racing tires..
4. Only tires speed rated M,N,P,Q,R,S,T or H allowed.
5. No tires rated U,V(VR), W(ZR), Y(ZR) or Z allowed.

6. Maximum footprint of 6.5"
7. Same size and profile on all 4 corners
8. Wheel size must be for that make and model. Same on all corners.

SAFETY

1. Helmet must meet minimum DOT standard, suggested Snell approved.
2. Gloves and long sleeves required.
3. Fire extinguisher required. 2 lb. BC rated mounted in quick release bracket within reach of driver.
4. Window nets and racing seatbelts are recommended.

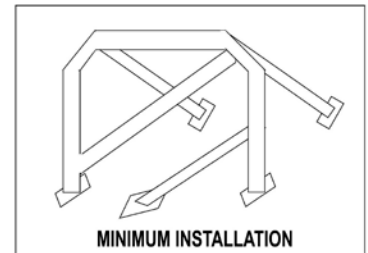
ROLL BAR AND SIDE BARS (Recommended)

1. Recommend vehicles be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe, or conduit.
2. Door bar or plate REQUIRED for four door hard tops with no door post.
3. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of car.
4. Two support bars must be added to roll bar to form a triangular, strong structure.
5. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
6. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.

NOTE: Four door hardtops (no door post must have door bars or plate as described below.
A flush, securely mounted exterior driver's door protection plate is permitted as an option.

NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.

NOTE: The plate should over-lap the front and rear door edges by at least 12 inches.



CAR NUMBERS OR "NAMED CARS"

NOTE: Car may be given a "name". The "name" must be located on the doors and easily read from grandstands and it must be in good taste (Examples: "Rays Bar and Grill", "The Beast", "West Salem High School Shop Class") You may use a sponsor, a theme or local school- be creative. If car has a name, the car number must be located on the rear quarter panel.

1. Minimum 18" high numbers in contrasting color. Without a "named car" Numbers must be on both doors and roof.
2. 6" number on upper right corner of windshield and on back of trunk - right side above tail light.
3. NO spray painted or "duct" tape numbers. Cars with non-legible numbers will not be scored.

GENERAL

All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.

ELIGIBILITY

Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility. It is the goal of this class to have fun and race in an inexpensive way.

Technical Inspector - Andy Barney, 608-790-2781, andybarney2009@gmail.com

END OF STREET STOCKS / MINI-VANS RULES SECTION

2017 OUTLAWZ

GENERAL RULE SUMMARY

- 1) Any six or eight cylinder car. Four cylinder high performance cars allowed with TECH APPROVAL
- 2) Must have full cage and all standard safety equipment.
- 3) All events run on ¼ mile track.
- 4) Cars may be qualified or lined up by draw.
- 5) Exhaust must exit under car and be directed downward.
- 6) Cars participating in the Outlawz may not compete in another division during event.
- 7) Rules subject to change.

END OF OUTLAWZ RULES SECTION

LATE MODEL/SPORTSMEN TIRE RULES

LATE MODELS

- 1) A team may purchase only one tire per night, per car. Tire must be run in (at least) the feature.
 - A) Each tire will be coded to assure that each NEW tire is used in feature.
 - B) A tire will be considered new until it completes at least one half of any feature.
- 2) Tires will be plated "Lax", or may have a radio chip implanted in it, and/or have a unique symbol.
 - A) Every car registered at La Crosse Fairgrounds Speedway must have four properly plated tires by the second night of competition.
 - B) Non-registered cars must have properly plated tires in the following order:
First Night – One. Second Night – Two. Third Night – Three. Fourth Night - ALL
(All non-registered cars will start no greater than eighth position for the first two FEATURES)
 - C) Teams may purchase tires from other teams; however, purchased tires will be treated as a "new" tire.
- 3) Any new team with four new tires must start at rear of field. Any team that is allowed to purchase tires after the season has started is subject to the following parities: Four tires - must start at rear of all fields for two weeks, behind inversion third week, eligible for new purchase after third week. Three tires - must start at rear of all fields for two weeks, eligible for new purchase after second week. Two tires - must start at rear of all fields for one week, behind inversion second week, eligible for new purchase after second week. All teams must have at least two used tires for any extended lap features. Any non-registered team must have at least two USED properly plated and approved tires to start in any feature after July 1st.
- 4) NEW cut or damaged tires may be replaced if tire has code for that night, providing tire has not completed one half of the feature laps. Damaged tire must be inspected by Tire Marshal to approve new tire for following week.
- 5) Teams may purchase six new tires on first night of competition. Teams may purchase one new tire on the third night of competition. One per night thereafter. On double features nights, two tires MAY be purchased. Tires must be run in at least one of the feature events. New tire use is subject to tech approval.
- 6) Tires follow the driver, not the car. (Note: Some exceptions may apply, but only with the approval of the Tire Marshal.)
- 7) Penalties - Penalties subject to discretion of officials.
- 8) Only registered tires from the previous season may be registered (and coded if needed) with the Tire Marshal prior to the beginning of the season. 6 for Late Model, 8 for Sportsmen.
- 9) Cars participating in the semi feature are eligible for a new tire the following week, if they completed all laps in race.
- 10) Speedway Officials and management may make amendments or changes to these rules at any time.
- 11) All teams must submit a tire usage card before qualifying. Any team not submitting their usage card will be ineligible for a new tire at their next available race night, and may have to start at rear of field.
- 12) Teams must qualify on the tires they will use in the feature event. Any changes must be approved by Tire Marshal.

SPORTSMEN

**Same rules apply as the late models with the following exceptions:

- 1) Team may purchase a tire every second night of competition.
- 2) Teams may only purchase five new tires prior to season start.
- 3) Multiple replacement tires (damaged, etc.) allowed only with Tire Marshal's approval.

THUNDERSTOX

Tire manufacturers allowed: Hoosier 850, Good Rides, or Towel City Recap. Tires must be purchased from authorized tire dealer only. All 4 tires must be of same manufacture on car during any competition.