



2018 COMPETITION GUIDE & RULEBOOK

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Ray Loughan, Chuck Deery & Gregg McKarns

*** POINTS * RESULTS * PHOTOS * STORIES * RULE UPDATES * WEATHER
* SCHEDULE UPDATES * BREAKING NEWS**

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LA CROSSE FAIRGROUNDS SPEEDWAY 2018 GENERAL RULES & SPECIFICATIONS

PAGES 2-10 APPLY TO ALL DIVISIONS COMPETING AT LA CROSSE 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).

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 La Crosse Fairgrounds Speedway. Read the rulebook, know and respect all the rules, have fun, and if you don't know...PLEASE ASK!

LA CROSSE 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. La Crosse 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 La Crosse 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 or its operating company, 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 one age of 9 or under are allowed in the pits or track at any time. Parent and guardian must sign for all persons under 18 years old. The signed parental waiver and release must be completed and on file with the Speedway for anyone entering the pit area or restricted area whom is under 18 years old. NASCAR requires an additional waiver (Addendum "A") for anyone under 21. Touring series' have the discretion of pit age for their specific event.**
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 La Crosse 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 identified with 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. **Cars without proper hooks will be removed as Safety and Wrecker crews see fit.**
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 Tech Official'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. **This Speedway uses a "fail to tail" system on yellow flags, any cars involved (a spin to avoid, or stopping is considered involved) will go to the rear of the field.**
20. 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.
21. Transponders required for each team competing on the 5/8th mile. **Transponders are also required in the Thunderstox division.** 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".**
22. Race Teams are subject to a starting position penalty if they fail to be staged in lineup, by proper time for their race. "Proper time" is typically when white flag is displayed for current race.
23. A "break out" time may be implemented in the Sportsmen and Thunderstox divisions. Any car turning a faster lap during a race event, than the established "break out" time, will be relegated to last place. Each team is allowed one exception per race. Break out times will be posted at the line up board.

Miscellaneous

1. Drivers (only) in the Late Models, Sportsmen, Thunderstox, 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.
6. **Any driver, car owner and business receiving and pay out must have a W-9 on file with the Speedway. No W-9, no pay.**

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 La Crosse 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

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.

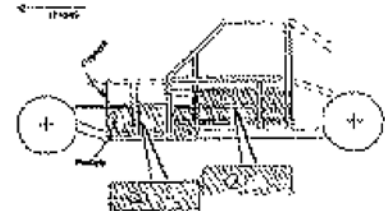
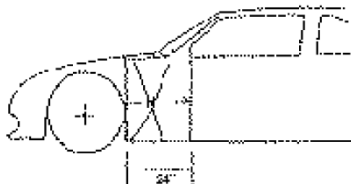
REQUIRED PATCH AND DECAL LOCATION FOR ALL NASCAR DIVISION CARS

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.

***The 2018 Division rules and specifications start on the next page.
END OF GENERAL RULES SECTION***

2018 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 grilles. 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. 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 2825 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.
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.
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 gun drilled axles.
 9. 25lbs for reverse mount starters.
 9. 25lbs for declared track width greater than 65" (must be less than 66").
 10. (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 be 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 or aluminum 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. **Transmission claim: Feature finishing positions 1-5, may be claimed by feature finishing positions 6-10. Claim would consist of \$50 cash and a swap of transmissions. Only one claim per driver (car) per year. CLAIM MUST BE APPROVED BY SPEEDWAY. Refusal of claim would result in a disqualification.**
8. Stock style shifter required.

REAR ENDS

1. Any Conventional closed type rear end acceptable.

2. Solid Steel axles recommended. **Gun drilled axles add 25#.**
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 electric 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 to exceed \$125 retail price. Springs must maintain equal coil separation and not be tapered. Springs must be able to freely move and not have any type of binding.**
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: A common shock is the goal for a majority of tracks in Wisconsin/Midwest. The first step is offering a weight break for the approved common shock. Future rules will continue to add weight for the non conforming shocks and a weight allowance for the approved common shock. The current approved common shock is: 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. There is a 25lb weight deduction for this shock.

- 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)
- 4. No oil filled hubs.

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. Lug nuts must be magnetic.

TIRES

- 1. The 2018 tire will be the 10" Hoosier 1070. The Hoosier D800 would be allowed to compete but would be subject to

Speedway approval and would have to start at the rear of all events.

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**GENERAL ENGINE RULES**

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 & 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 babbit 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 the integrity of the crate motors, the Speedway has the right to "swap" a (new) crate motor with a competitor after the driver or car has won 5 features during the regular season (Oktoberfest does not count). Note: Any driver or car that has 5 or more of the fastest qualifying time of a race night- that will also be considered as a "feature win". 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 plus gasket (of no more than 1.5/8" total) allowed. Straight bore for Crate Motors. Tapered allowed for non-Crate Motors
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 to rear of car.
3. Downward deflector may be required in 2018.
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. No Stingers, inserts, cones, scavenge devices or any other devices allowed in header collector at any time.
7. Approved mufflers >96dba while competing is allowed a weight deduction 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 11/2" x 1/8" straps over and under the fuel cell.
5. The fuel cell itself may not have more than a 22 gallon. 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. Reverse mount starters allowed: Add 25lbs.
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.
14. No digital gauges or data loggers allowed.

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 drivers' 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 2018 LATE MODEL RULES

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 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 second 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. On race nights, where two tires are allowed to be purchased by all teams, only ONE new tire may be used for qualifying. Any changes other changes or situations must be approved by Tire Marshal.**
- 13) **Designated tires for 2018: Late Model- Hoosier 1070 or D800 (8" on a 8" wheel). Sportsmen: Hoosier S800.**

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.