

2012 Competitors' Guide & Rulebook



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2012 Competition Council:

Drivers: Bill Niles, Todd Korish, Randy Humfeld, Shawn Pfaff

Advisors: Dan Navrestad, John Scott, Kevin Nuttleman

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

Ray Loughan & Chuck Deery

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TO RECEIVE THIS INFORMATION VIA EMAIL:

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LaCrosse Fairgrounds Speedway

2012 GENERAL RULES & SPECIFICATIONS

NOTE: Changes for the 2012 Season are presented in Red Text.

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.

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 Raceceiver or 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 line up 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 or Raceceiver, 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 rule book, know and respect all the rules, have fun, and if you don't know...PLEASE ASK!

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. 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.
3. 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.
4. The possession, consumption or distribution of ANY alcoholic beverage or recreational/controlled substances at any time while in the restricted areas is strictly prohibited.
5. 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.
6. 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.
7. 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!

8. 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 there of, 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 him 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. 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.
3. MINORS: See us well in advance so we may prepare the necessary minors' releases for your parents' or guardian's signature. Don't wait till race day!! (10 yrs. thru 17 yrs. for pit entry)
4. Benefit and insurance questions must be presented in a timely manner.
5. We recommend you familiarize yourself with available benefits and insist that you understand the waiver and releases.
6. 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.

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 Snell Rating recommendation of a minimum 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.
8. No person will be permitted to ride on the outside of any car or ON any trailer or hauler at anytime.
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.

PRACTICE & TRACK RENTAL

FOR ALL PRACTICE AND TRACK RENTALS, EVERYONE ENTERING PIT AREA MUST SIGN WAIVER AND RELEASE OF LIABILITY. Anyone whom is sub-leasing 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 sub-lease (track rental) opportunities.

1. THURSDAY PRACTICE

- A. Held every first and third Thursday of each month, starting the third Thursday in April, and ending 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 during scheduled season, per availability. **YOU MUST CALL TO RESERVE TRACK TIME ON SATURDAYS** 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.
- 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.**

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 or foil numbers are allowed. Driver's last name and number must be lettered in white on top center of windshield. 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. 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 are Racing Officials and Speedway Management. Everyone must stay away at all times unless requested 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/raceceiver.
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.

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**.
2. Claim consists of an exchange of motors and **\$450.00** plus \$50.00 for each wrecker.
3. Claims must be cash, cashiers check, certified check or travelers 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 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 un-sportsmen like 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. 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 AND HORNETS:

MANAGEMENT CLAIM RULE

1. Management has the right to claim any car at any time. The Claim amount is **\$900** for Thunderstox, \$350 for a Hornet. 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 (excluding Oktoberfest).

THUNDERSTOX:

Point Champion is ineligible to compete in Thunderstox the following year (excluding Oktoberfest).

HORNETS:

The **point champion** in final Hornet point standings is ineligible to compete in the Hornet division the following year.

Miscellaneous

1. Drivers (only) in the Late Models, Sportsmen, and Thunderstox 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. Raceceiver frequency is: **454.000** and the Traditional Scanner frequency is **151.625**.

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, "division" sponsors 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

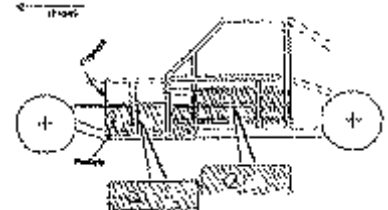
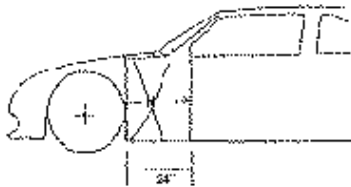
Approximate Dimensions:

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



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".
- NOTE: Non ABC bodies must meet the measurements set forth by the tech official for your car. Non ABC bodies are subject to a **minimum** weight penalty of 25#. See weight rule.

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. Frame and under carriage 3 & 1/2 inches.
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 the tech official)
5. Those clearances are absolute!!

WEIGHT

1. 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 weight of all cars shall be at least FORTY-TWO (42) percent of the car's **current weight at any time.**
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 fire wall, 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. All cars must weigh a minimum of **2900 lbs.** with the following weight adaptations:
 1. Add 50 lbs. for valves greater than 2.02 (see engine rule)
 2. Add 25 lbs. for power steering (see steering).
 3. Non-ABC bodies must add 25# for every feature / semi-feature won. (Maximum of 50 #)
 4. Deduct **50 lbs.** for approved stock style O.E.M. cast exhaust manifolds. (see techman for approval)
 5. Deduct 25 lbs. if 3 of the 4 specifications are done
 - A. The on-board fire extinguisher system has 2 nozzles: 1 in driver compartment or engine, and 1 in fuel cell compartment.
 - B. Approved muffler system.
 - C. Fuel cell contains a rubber bladder.
 - D. Driver utilizes a "HANS" or Hutchens type device.
6. Ford "N" heads add 25 lbs.
8. Minimum front end weight is **49%** of current total weight at any time.
9. 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.

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, center to center of tires at spindle height (front and rear) - 1/2" tolerance when using forged or cast after market steering knuckles to compensate for rotor hat thickness.

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.

NOTE: In 2013 the transmission rule will be changed to disallow any custom or uniquely constructed transmissions.

REAR ENDS

1. Any Conventional closed type rear end acceptable.
2. Solid Steel axles only (no gun drilled).
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. No cambered rear ends (a tolerance of .4 degrees allowed). No crowned axles. No cambered drive flanges. No ratchet or gold tracks allowed.

SPINDLES

1. Stock spindles allowed with modifications, however, must remain of stock material and design.
2. Stock hub and rotors or steel hub with after-market steel rotor optional. Wheel adapters are allowed. No Wide-5 aluminum hubs allowed on front. Maximum lug circle of 5&1/2" on front hubs.
3. APPROVED cast, forged, or steel after-market spindles only.

SUSPENSION

1. Front suspension must be independent stock appearing conventional coil spring design and match frame manufacturer.
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. Rear suspension may use leaf or coil springs.
 - A. Minimum spring internal diameter 4".
5. Only one shock per wheel. No "coil over" units of any type. No Coil Over eliminators. Shocks must be steel bodied. The maximum retail value (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 separator pistons allowed in a Penske shock.
 - N. The shock body must be the same measurement as the shock shaft. Example, a 7 inch body must have a 7 inch shaft.
 - J. 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.
 - K. No internal or external "bump stops" allowed on/in shocks.
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. No chains on the front or rear suspension to limit the travel of the suspension.
13. 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

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 smaller than 7.25" not allowed.

BRAKES

1. All brake components (except linings) must be stock origin in stock location...no "aftermarket" racing brakes.
2. Brake pedals must be in stock location. Pedals, and master cylinder optional.
3. Must have functional and working 4 wheel brakes.
4. After-market brake rotors acceptable.
 - A. Minimum rotor thickness 1 inch.
 - B. Aluminum rotor hats allowed.
 - C. Steel rotors only.
 - D. No drilled rotors.
 - E. No ceramic coatings.
5. Only one brake bias adjusting unit per car.
6. No floating brake caliper or rotors allowed.
7. Only single puck caliper allowed.
8. Brake system must be conventional Hydraulic type.
9. No aluminum calipers.

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.
5. Power steering is allowed. High pressure lines required. (See weight - 25 lb. penalty)

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. 20 lbs. wide 5
 - B. 21 lbs. for G.N. style (5x5).
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 center line 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. For Dodge and Toyota motors see tech man for set back.
3. Minimum crank height 11 inches. From center line 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 four inches.)
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 light weight crankshafts.

ENGINE CONTINUED.....

10. All cars must run stock O.E.M., street application, single carburetor, cast iron intake. No aluminum, EGR may be plugged. Approved Stock O.E.M. unaltered intake manifolds. No modifications of any kind allowed. ("Bow Tie" intake unaltered, would fall within this configuration).

B. Cast iron unaltered exhaust manifolds allowed.

C. Headers with a price under \$400 allowed on all engines. Tri-Y are not allowed, no Merge-Collectors. No custom, one of a kind or homemade headers. No step headers or stainless steel headers. Headers must be 1 5/8 inch or less tubes into a 3 inch collector.

11. Cylinder heads must be completely cast iron.

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".

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. Any heads that require valves greater than 2.02 in size must add 50 lbs.

E. Any stock style valve springs and retainers allowed. No titanium valves allowed. Titanium 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.

12. No Vortech heads allowed.

13. Compression ratio of 9.0:1 is set; a tolerance of .4 is allowed, 9.5:1 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 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 30 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. No titanium parts.

16. Camshaft bearings must remain stock babbitt type (No roller).

17. No plastic or aluminum blocks.

18. No aluminum rods.

19. Any type of rocker arm permitted.

20. No crankcase vacuum pumps.

21. Oil pan inspection plug mandatory.

NOTE: 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.

NOTE: Any engine may be impounded to check the internal components.

CRATE MOTOR GUIDELINES

The goal of the crate motor program is to continue to reduce the cost of the motors and to facilitate equitable competition. **All rules are subject to change without notice.**

1. Each team will be allowed a maximum of 2 motors assigned to it per year. Some examples:

A. The first motor can be used the first half of the year and then the second motor can be purchased for the second half.

B. 2 motors can be purchased at the start of the season and they can be used at any time.

2. The motors will be ordered through an approved distributor. All purchases must be approved (prior to purchase) by track, a maximum of two engines is allowed per race team. The track must inspect and record the bill of sales before any engine is eligible to compete.

A. A motor can only be replaced with the approval of the technical staff.

B. One motor can be replaced at the end of a season. In this case, the motor can be sold to another team and count as a new motor for the buying team. The seller can then purchase another motor. The track must be notified of sales of motors between teams so that the serial numbers can be transferred. Multiple car teams cannot transfer motors between cars.

CRATE MOTOR CONTINUED.....

3. Acceptable only is one two barrel Holley 4412 cfm carburetor. No alterations of and/or no metal removed from the carburetor, except for enlargement of idle hole in throttle plate
4. Exhaust manifolds (headers) must have primary pipes 15/8" or less into a 3" collector. Must use approved mufflers with headers.
5. Weight penalties, if any, will be reviewed at the technical staff's discretion.
6. The current motors allowed: GM 88959604.
7. Dodge & Toyota crate motors must be presented to Tech Staff for proper Carburetion, Exhaust and Weight specifications.
8. Crane 6300 rpm ignition box (# 230600006463) must be used.

CARBURETOR

1. Acceptable only is one 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.
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.

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 or cabled) to prevent loss. If possible, a fuel shut off valve should be installed near fuel 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. No aluminum water pumps.
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. Approved ignition boxes only. Ignition boxes must be mounted in plain view.
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. Stock OEM firing order. Exception: #4 and #7 may be switched (only).
12. The ignition box must be mounted to the right of the driver and easily accessed from the passenger window.
13. 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.
14. The wiring harness path from the ignition box to distributor must be large enough for easy swapping of wiring harness.

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 head rest 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. The NASCAR type seat belt buckle method of mounting is recommended.
- B. Window net must be full size ribbon type.

MINIMUM SPECIFICATIONS CONTINUED.....

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. Aluminum racing seat required.
5. 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**

CONCEPT 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 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 – None. Second Night – One. Third Night – Two. 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.
- 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 Marshall 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 there after.
- 6) Tires follow the driver, not the car. (Note: Some exceptions may apply, but only with the approval of the Tire Marshall.)
- 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 Marshall 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 Marshall.

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 Marshall's approval.

END OF 2012 LACROSSE SPEEDWAY RULEBOOK
