

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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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

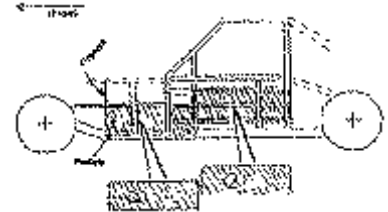
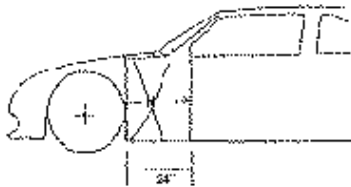
Approximate Dimensions:

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



GRAND NATIONAL SPORTSMEN



CAR AND BODY SPECIFICATIONS

1. Any 2000 or older U.S. made sedan or hardtop car is acceptable, providing it meets further specifications. Station wagons, convertibles, Camaro, Mustang, Charger, pickup bodies allowed with Speedway Approval.

NOTE: IN 2013, ONLY BODY STYLES OLDER THAN 1990 ALLOWED TO COMPETE AND MUST MEET OEM DIMENSIONS.

2. Wheel Base:

- A. GM full-frame and unibody type cars with a minimum of 108" wheelbase.
- B. Chrysler - AMC - unibody type cars with a minimum of 108" wheelbase.
- C. Ford - unibody or full frame cars with a minimum of 108" wheelbase.
- D. An average of a 1" tolerance between both sides.
- E. Maximum track width of 62 1/4" for 108" wheelbase and 65 1/4" for 112" or greater wheelbase. The Referee is the measuring tool.

3. Complete factory produced O.E.M. standard steel body and body structure should be utilized. The only body alterations allowed are:

- A. Interiors and other flammable or combustible materials must be removed from car.
- B. All glass with the exception of stock O.E.M. front windshield must be removed. Lexan windshields allowed with a minimum of 3 braces. Windshield must be at stock angle.
- C. The following and only the following steel parts may be removed or altered:
 - 1) Hood and trunk may be de-braced.
 - 2) Front inner fender.
 - 3) Dash pad area and steel bracing.
 - 4) Door panels, AND ONLY THE DOOR PANEL, may be replaced with manufactured skins of a 22-gauge minimum steel material. Repeat: THIS IS DOOR PANEL ONLY! Technical Supervisor may disallow based on appearance and installation. Manufactured "skin" must exactly meet stock configuration, size and appearance.
 - 5) Door bar deflector plate mandatory. Plate must be welded to cage (see page 9 for diagram).
 - 6) Hood and Roof may be fiberglass. Minimum roof width 44".
- D. Windshield posts and cowl must remain rigid and intact.

4. These items must remain as produced for make and model with no alterations:

- 1) Front and rear bumpers.
- 2) Rear package shelf.
- 3) Rear seat back braces.
- 4) Rear body panel (commonly behind the tail lights or bumper.) Tail light sockets must be covered.

5) These items may be replaced or altered, but must stay within stock configuration.

- 1) Floorboards (damaged or weathered floorboards may be replaced with steel, must be at least the same thickness of stock floorboard or a minimum of 22ga steel, and remain in stock position. Passenger side may be raised for exhaust clearance only, not to exceed the height of the center hump.
- 2) Firewall must be a minimum of 22ga steel. Must be flat and dissect car from fender to fender. Must be located 4" back from rear of engine block.

6. All plastic or breakable parts such as grills, tail lights, and housings, side lights, etc. must be removed.

7. Grills must be replaced by stock appearing screen. All holes from door handles, side lights, etc. must be covered by metal.

8. Doors must be permanently and securely fastened shut.

9. Front fire wall holes created by removal of heater core, etc. must be sealed with metal patches.

10. Rear package shelf and rear seat brace area must be covered with steel only, no aluminum.

11. Factory produced O.E.M. front header panels and tail light fillers or bezels, or after-market front header panels allowed FOR THAT MAKE AND MODEL. (See tech man for exceptions).

12. Hood and hood angle: Height of hood (measured six inches back from bumper) must be within 2" of STOCK height for that make and model. Hood angle may not exceed 8 degrees (measured at a line from spindle to spindle).

13. No type of aerodynamic devices allowed anywhere. This includes factory produced front and rear spoilers. No open hood scoops of any kind.

14. Completely stock produced body configuration must be retained at all times, any evidence, of chopping, sectioning, cutting, or alteration of produced angles, heights, etc. will be declared illegal.

15. Wheel wells may be enlarged for tire clearance, but may not exceed 3 inches from circumference of tire and must follow circumference of tire.

16. Tires may not protrude outside of body. No add on type fender flares allowed.

17. Replacement of rust damage allowed on quarters and fenders below center line of bumper area.

18. Minimum roof height of 51.5". A maximum tolerance of 1" is allowed.

19. Hoods and trunks must be chained or cabled to car.

20. Bodies not conforming to above rules may be subject to a substantial weight penalty and will have any starting position for any event altered.

FRAMES AND UNIBODY

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

ROLL CAGES

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

SUSPENSION

1. Suspension and frame must maintain an absolute minimum ground clearance of 6&1/2 inches at all time.
 - A. This is a minimum. Parts of car that are factory produced at greater than five inches must remain at proportionate clearance.
 - B. 5 inches is the minimum clearance for all parts. 3 inch clearance for exhaust.
 - C. A 1/2 inch tolerance may be implemented on all ride heights at the tech man's discretion.
2. All front suspension mountings such as control arm mounts, spring locations, must remain as produced.
3. Lower control arms must be for that make and model.
 - A. Lower control arms must be stock, unaltered.
 - B. Upper control arms may be altered, but must utilize stock A-frame and are not adjustable. Approved after market upper A-frames allowed.
 - C. Any stock style ball joints may be used. Shafts may not be removable. No aftermarket adjustable ball joints allowed.
4. Any stock passenger car spindle may be used. Any stock passenger car hub, drum and rotor may be used. Large diameter wheel studs are OK. No spindle modification.
5. Any conventional type coil front spring with a diameter of 41/2" or greater can be used.
6. A. One shock per wheel. Any shock with a book value over \$80.00 ineligible. No rebuildable shocks allowed.
B. Front shock location may be changed.
C. Rear shock upper mounts must remain as produced.
D. Rear shock mounts on rear axle may be raised or lowered to compensate for rear shock travel. Maximum of 2" on lower. Mounts may not be moved in or out from stock location.
7. Adjusters (wedge bolts) are allowed. Spring buckets may extend through trunk floor, however, may not exceed a maximum height of 2" above trunk floor, with trunk floor being at factory produced height.
8. After market sway bars allowed. The "arm" must be 13" (tolerance of .5"). The passenger side must be in the stock mounting position. The sway bar mounts must be in stock location. Driver side may float under the lower control arm or be mounted to the lower control arm in the stock location. Rub bolt not to exceed 1".
9. Rear suspension must remain as produced.

10. All rear suspension mountings must remain stock and unaltered.
11. All rear suspension parts, (excluding trailing arms), etc. must be of stock origin. Bushings may be replaced. No spherical rod ends. Any after-market trailing arms must be approved by tech officials.
12. Any steel O.E.M. leaf spring may be used, however cannot alter the wheel base for the car.
13. Any conventional type coil spring may be used in rear, but must have a minimum diameter of 4".
14. Rear sway bars are NOT allowed.
15. No aluminum suspension components allowed.
16. Adjustable front stock sway bars allowed.
17. No spline sway bars allowed.

STEERING

1. Conventional steering systems consisting of steering gear with pitman arms, idler arm, center link, and tie rods are the only type that may be used.
2. Systems may be manual or power. No alterations.
3. All parts must remain stock with the exception of the following:
 - A. Tie rods sleeve may be tubular steel, no aluminum.
 - B. Quick release hubs recommended.
 - C. Steering column may be replaced with rod system.
 - D. After-market power steering bracket allowed (aluminum OK).
 - E. Approved after-market power steering pump allowed. Must use braided lines.
4. Steering ratio may only be changed within steering gear box.

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-FOUR (44) percent of the car's current weight at any time. Front end weight must be 50% percent of the car's current weight.
3. Minimum weight 3175 lbs.
4. Weights will be based on true engine size instead of original engine size. Example: 350 cubic inch Chevy, bored .30 = 355 cubic inch.
5. Ballast weight must be at least frame height, painted white (with car #). All added weight must be in 5 lb. minimum units. Weight must be attached to the frame structure. Do not mount to fire wall, fuel cell, battery mounts, floor pan or within driver's compartment. A fine of \$2.00 per pound will be assessed for any car losing a weight on the track.
5. 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. Weight determined by the track scale only.

WHEELS

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

FUEL

1. Pump gasoline only. No power boosting additives allowed.
2. Mandatory fuel cell (maximum 16 gal) must be a minimum 22 gauge steel with plastic or rubber bladder. Cell must have rear and front guards, baffles and foam.
3. Fuel cell must be secured with a minimum of 4 - 1/2" x 1/8" straps over and under cell.
4. Minimum ground clearance equal to frame rails and no less than 11 1/2".
5. Fuel cell must be centered between frame rails.
6. Fuel cell must be protected by 1/8" steel plates on right, left and rear of cell.
7. Fuel cells must have a rear hoop made of at least 1 1/2", .095 wall steel.

TIRES

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

BRAKES

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

ENGINES

1. Any domestic engine of that corporate make may run in that corporate body of standard production.
2. Engine may be set back only as far as the UNALTERED frame, cross-member, and firewall permit. In the event a vehicle permits more, the maximum engine set back will be front spark plug even with upper ball joints at any time. Engine mounts are optional.
3. The lateral location (side by side) measured from the cylinders to center of front control mounts must be equal. Engine must be centered.
4. A minimum of 13 inches from centerline of the crankshaft to the ground must be maintained at all times.
5. Engine may be of any size providing bore is stock production or an over bore of .060 maximum, and stroke is stock for that production engine. Engine size must be declared on hood in cubic inches.
6. Altered oil pans with increased capacity are acceptable. Oil pan inspection plug mandatory.
7. No remote oil systems. Permissible is only 1 stock type oil filter in original location. No oil coolers, accu-sumps or additional oil lines of any type permitted other than line to oil pressure gauge.
8. All engines must have stock unaltered street application production single carburetor, cast iron intake and exhaust manifolds. No alterations of any type. This includes addition of material to manifolds. No "Bow Tie" intakes.
 - A. External modifications for clearance purposes only.
 - B. No spacers or adapter plates allowed.
 - C. No 21/2" Corvette, center dump manifolds are allowed on Chevrolet engines.
9.
 - A. Flat top pistons only, with no modification except minor valve relief.
 - B. No made for racing pistons allowed. Cast pistons only. Pistons must be approved for competition by Technical Supervisor.
 - C. Stock numbers, symbols, and location arrows must remain visible on piston top.
 - D. Ring combination, ring size and ring position must remain stock.
 - E. No interchanging of connecting rods.
 - F. Lifter baffles allowed.
10. Maximum compression of 9.0:1 a tolerance of .4 allowed. 9.5:1 will be declared illegal. Whistler reading is final.
11. Off track whistler readings are available for \$10.00.
12. The cylinder heads must be completely cast iron, the intake and exhaust ports must be in the original "as cast" configuration. Any evidence of sanding, polishing, relieving, chemical treating, abrasive blasting, alterations to original form, grinding, porting or the addition of material to the ports or combustion chambers will cause your heads to be declared illegal. The valves must be of stock size and in stock location. The only allowable modifications are:
 - A. Combustion chambers may be "cc" matched by reseating valves only.
 - B. Intake gasket and head gasket surfaces may be re-machined (milled) to improve sealing.
 - C. Valve guide material optional.
 - D. Any type valve spring with stock steel retainers acceptable.
 - E. Only stock rocker arms are permitted. Stock-appearing stock-size valve lifters allowed only. (Max. 1.5 ratio) No mushroom or roller type-lifters or camshaft. No stud girdles.
 - F. Street application cylinder head casting only. Maximum 1.500 in. exhaust valves allowed on small block Chevys. Maximum 1.940 in. intake valves on small block Chevys.
 - G. Screw-in or pinned rocker studs are allowed.
 - H. No "Angle Plug" Chevrolet type heads allowed.
 - I. Head must reflect the following casting numbers in original form: Small Block Chevy: 882, 817, 916, 493, 487, 598, 511, 509, 373, 441, 993, 051, 596, 587, 974, 915, 991, 997. Small Block Ford: D80E-AB, D70E-DA, D1-AE thru D9-AE, DO-OE.
13. Only hydraulic cam and lifters are allowed.
 - A. Ford camshaft lift may not exceed .530" measured at valve retainer.
 - B. Chevy camshaft lift may not exceed .500" measured at valve retainer.
14. Stock crankshafts only for that make and model.
15. Stock components for that make and model including: Battery and Clutch (minimum diameter of 10")

Note: Aftermarket Balancers allowed- Fluid Dampners not allowed.
16. Approved after-market starters allowed. Starters must be in stock location.
17. NOTE: Maximum cu. in. for Chevy motors 368 cu. in.; Ford motors 360 cu. in.; Dodge motors 368 cu. inch.
18. GM crate motor (P/N 88958602) is allowed to compete "as is" from manufacturer. Absolutely no changes of any type allowed. See tech man for other approved manufactured crate motors. NOTE: Engine must be sealed to compete. Re-manufactured, freshened or resealed motors will NOT be allowed to compete. The Holley 4412 carburetor must be used.

CARBURETOR

1. Acceptable only is one two-barrel Holley 4412 500 CFM carburetor. No alterations what so ever!!
 - A. Choke plate may be removed. Choke housing must remain in place.
 - B. Jets and power valve may be changed. No Dial-A-Jet.
 - C. No vacuum leaks between air cleaner and intact valves.
 - D. Adapter plate and/or spacer and gaskets may not exceed 1 1/2" at any point and must be made of metal
 - E. Acceptable only is maximum one 14" x 3" tall round stock air cleaner with stock appearing top and bottom.
 - F. No "carb" hats or other air flow devices allowed. No racing style air cleaners.
 - G. No spacer between air cleaner bottom and carburetor.
2. Stock type mechanical fuel pump in stock location only.

EXHAUST

1. Maximum O.D. of exhaust pipe will be 2 1/4". Only 2 pipes per car. No grinding of any kind allowed. All manifolds must be approved by tech official. (Note: GM manifolds IN #10168494 and #12524289 are not allowed.)
 - A. No balance pipe permitted.
 - B. Exhaust plumbing must remain "under chassis" type design.
 - C. No "two into one" collector units.
2. Exhaust must exit behind driver, under body within 18" of rear tire.
3. Exhaust pipes must be just that. No flex tubing allowed.
4. Mufflers mandatory. (Mufflers must reduce engine sound level to 98 dba at 75 ft.)

RADIATOR AND FAN

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

ELECTRICAL SYSTEMS

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

DRIVE TRAIN

1. Transmission optional providing if an automatic it remains O.E.M. stock with full size torque converter or manual trans must be O.E.M. with all gears operable; no 5 speed transmission.
2. Flywheel -
 - A. Automatics must have complete unlightened factory produced flywheel or flex plate. Stock automatic shifter mandatory.
 - B. Manual transmission must utilize steel pressure plate and steel or cast iron flywheel. Clutch disc must be minimum of 10" in diameter. "Dog eared" type clutches allowed. Shifter must be stock type.
 - C. Cars must provide inspection holes for clutch or torque converters.
 - D. Clutch protection must be provided. Blanket or strap type protection is minimum accepted protection. Scatter shields recommended.
 - E. No light weight or altered stock flywheels, such as D.M.'s L88 dish type flywheel allowed.
 - F. Hydraulic throw-out bearing allowed.
 - G. Clutch assembly minimum weight 27 Lbs.
3. 360° driveshaft "hoop" mandatory, installed forward 1/3 of driveshaft.
4. One piece driveshaft only.
 - A. Drive shafts must be steel and stock for that car.
5. Drive shafts must be painted white.
6. Stock production rear ends for that make and model. Ford 9" rear end allowed on all makes. The Ford 9" must maintain its original stock mounting locations, maximum tread width of 62 1/4" on metric frames (108" wheelbase) 65 1/4" on full frame (112" or greater wheelbase) cars on rear axles, front must be within 1" of rear not to exceed the rear measurement as measured with referee; and axles tubes must be of equal length. No after-market or aluminum parts allowed.
7. Locked rear allowed. Rear ends may be locked by either welding or steel mini-spool only.
8. Floating type axle assemblies allowed.

NOTE: STEEL BELL HOUSING REQUIRED IN 2013.

MINIMUM SPECIFICATIONS

1. 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 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.
C. No fiberglass seats.
7. A. Window nets are required and used at all times. It is mandatory that the NASCAR type seat belt buckle method of mounting must be used.
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. Recommended undergarments be worn under driver's suit.
9. Driver's last name and number on windshield at least 5" tall.

END OF SPORTSMEN RULES SECTION

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
