

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

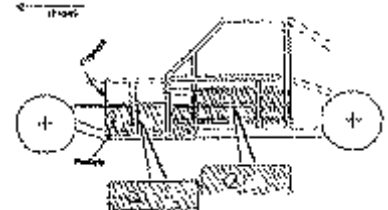
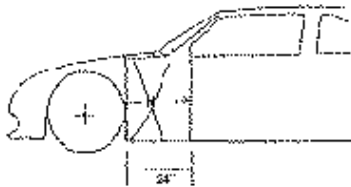
Approximate Dimensions:

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



THUNDERSTOX



ELIGIBLE MODELS AND BODIES

1. Any American made 1948 to 2000 standard sedan is eligible with wheelbase of not less than 106 inches. (No Camaros, Firebirds, Pintos, etc.) (No T-tops, sun roofs, convertibles, jeeps.) Trucks, mini-vans, station wagons, El Caminos and other misc. body styles allowed with approval of tech man.
2. Cars must be strictly stock. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. No holes in hood.

SEE METRIC CAR ALLOWANCES AND ALTERATIONS IN LAST SECTION

THE CAR AND BODY

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

SEAT AND DASH ASSEMBLY

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

BUMPERS AND BRACING

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

WINDSHIELD AND GLASS

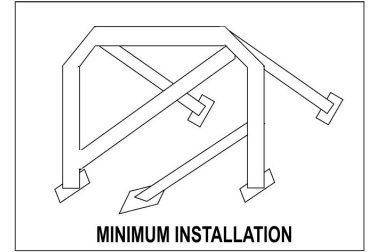
1. All glass (including headlights, tail lights, etc.) must be removed except for front windshield. Do not break glass out. Take it out before arriving at the race track.
2. No broken glass will be allowed in the car. Car must be swept clean.
3. Full front windshield required. No screens.
4. Lexan windshields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

TRUNK AND HOOD LATCHES

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

ROLLBAR AND SIDE BARS

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



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

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

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

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

GAS TANK

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

ENGINE

1. The engine must be strictly stock for that make and model, and in its original mounts.
2. No aluminum intakes or heads. Intakes must be stock for that make and model.
3. Hydraulic cams only. No solid lifters or solid lifter cams (no made-for-racing cams). Cam lift not to exceed .420 at cam. Cam lift not to exceed .460 for Fords, at cam.
4. No machining, grinding, etc. of any kind.
5. No after-market racing parts.
6. No dual point distributors.
7. **Stock Stroke.**
8. **Overbore of .060 for all makes.**
9. No high performance or altered performance cylinder head configurations.
10. Maximum cu. in. allowed - Chevy-**360** / Ford-**362** / Dodge-**368**
11. No cross matching of engine components. (Example: 305 heads must be on a 305 block).
12. No 64 cc chambered heads.
13. **Engine block exactly as produced by manufacturer.**
14. **Stock OEM ONLY.** No "made for racing" pistons. Pistons must be the original or same as original.
15. **4 "press" pins only**
16. **Oil pan: Stock only, with NO additions or alterations.**
17. **Crankshaft and Balancer: Stock only, replacement must be original OEM.**
18. **Cylinder Heads: Stock Heads only. No after-market, "Bowtie", Vortec, swirl port, double hump, SBC angel head, aluminum, high performance or altered performance heads.**
19. **Maximum valve sizes are: GM 1.500 exhaust 1.940 intake, Ford Windsor 1.650 exhaust 1.850 intake Mopar 1.600 exhaust, 1.900 intake**
20. **Intake Manifold: Must be unaltered stock for that make and model. Manifolds origin must be an EGR type street application only. Cast iron 2 bbl. manifold only. Cars with stock OEM 4 bbl. must be replaced with a 2 bbl. cast iron intake.**
21. **1978 or newer cars with OEM engine less than 310 cubic inches, may use original stock OEM 2 BBL aluminum intake.**
22. **Camshaft, Valve Lifters and Rocker Arms: Hydraulic cams ONLY. No solid lifters or solid lifter cams. Cam lift not to exceed .420 at valve. (Ford / Chrysler cam lift .460) 4 Stock lifters. Stock push rods. Stock rocker arms.**
23. **Compression: Maximum compression ratio allowed is 9.0:1.**

COOLING SYSTEM

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

TRANSMISSIONS

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

SUSPENSION

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

SPINDLES

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

STEERING

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

EXHAUST

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

BATTERY

Batteries must be strapped and securely covered. Batteries must be safely and securely mounted under the hood, for example:

- A. In stock location (platform may be reinforced slightly).
- B. In location where heater fan was located. Forward of firewall.

CARBURETOR

1. Carburetors must be stock including choke and choke hardware.
2. No dual-line pumpers.
3. One 2-barrel only.
4. No adapter plates or spacers.
5. O.E.M. carburetor only.
6. No Holley "After-market" carburetors. No Holley four barrels of any kind.
7. Stock O.E.M. Fuel Injection allowed on V-6 cars.
8. Stock dry paper air cleaner- stock for that make and model.

TRANSMISSION AND REAR END

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

TIRES AND WHEELS

1. Tires must be stock passenger tires only - no truck tires, no recaps of any kind - no fancy, exotic, trick gumball tires of any kind. No 8 ply or 8-plus.
2. Maximum 7" wheels with 70 or 78/75 series tires with maximum footprint of 7 1/2 inches. 15" or 16" tires allowed.
3. No shaving tires. Wheel-wells must remain in place.
4. Mag wheels, special wheels or racing wheels are not allowed. Factory wheels or approved safety wheels allowed. 15" or 16" wheels allowed.
5. Reinforced racing type wheel mandatory on right front; Suggested on right rear. Left front wheel may be reinforced by plating washers or oversize nuts.
6. Offset on racing type wheel 3 inches maximum measured from back side.
7. No bias-ply tires.
8. No tire width larger than a 225.70. Tires do not have to be the same width on each wheel.
9. A track 'spec' tire may be implemented or a competitor tire claim may be introduced.

WEIGHT

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

METRIC CAR EXCEPTIONS:

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

MISCELLANEOUS

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

ELIGIBILITY

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

END OF THUNDERSTOX RULES SECTION
