

LAKESIDE SPEEDWAY FACTORY STOCK RULES

2010

This class is an entry-level class designed to influence new drivers to experience the enjoyment of racing. The intent of this class is to remain stock and for everyone to learn the basics of racing. Components on the car must remain stock from the factory unless otherwise stipulated in these rules.

1. BODY REQUIREMENTS:

- a) American Original Equipment Manufactured (O.E.M.) Production steel body. Aftermarket steel replacement panels are allowed. Any skirting must be 5" above the ground with no sharp edges.
- b) No T-tops, sunroofs, convertibles, station wagons or pick-up trucks, jeeps or sport cars.
- c) No four (4) wheel drives or rear engines allowed.
- d) Stock wheelbase must remain the same for year, make and model, 105" minimum wheelbase.
- e) Bodies must be stock appearing for make and model used to include fenders, roofs, quarter panels, trunk lid, and hood. No fiberglass allowed
- f) Inner body sheet metal may be removed from roof, hood, trunk lid, doors, front fenders and quarter panels.
- g) All interior carpet, headliner, upholstery, seating, and all plastic and glass must be removed.
- h) Stock dash is acceptable or may be replaced with sheet metal. Dash is to remain in the stock location; not widened nor wrapped around to house gauges.
- i) All exterior glass and trim products must be removed.
- j) Grilles must be replaced with expanded metal or wire mesh screen.
- k) Doors must be securely fastened.
- l) Stock hoods and decks must be either hinged or pinned.
- m) Floor pan (passenger compartment only) must be complete and stock.
- n) All holes must be plated over.
- o) No antennas, radios, mirrors, or spoilers allowed.
- p) Front firewall must remain in stock position.
- q) A minimum twenty (20) gauge steel firewall is required between the driver's compartment and the fuel cell.
- r) No sharp edges allowed.
- s) Windshield must be replaced with four (4) bars in front of driver or wire mesh (optional).
- t) No spoilers and no hood scoops
- u) No boxing in of driver's compartment, must be left open.
- v) Trimming body panels for tire clearance is approved.

2. ELIGIBLE ENGINES.

- a) All block, cylinder head, exhaust manifold, and intake manifold casting numbers shall be verified/validated and traced to stock factory part numbers/casting numbers except as noted.
- b) No porting or polishing any engine component.
- c) Those who use VORTEC heads (casting numbers 12558062/10239906 only) must use the Edelbrock 2116 SBC VORTEC Performer Intake.
- d) Those not using VORTEC heads will be required to use OEM heads with casting numbers verified/validated and traced to stock factory part/casting numbers and may use the Edelbrock 2101 or 7104 Performer RPM Q-Jet Intake Manifold or other stock factory automotive intake manifold that can be verified/validated and traced to a stock factory part/casting number. Those who use the Magnum heads (casting/part number 53006671/53005723 only) may use the

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- e) MOPAR Performance Aluminum Intake (part number 5007381) during the 2008 race season or other stock factory automotive intake manifold that can be verified/validated and traced to a factory stock part/casting number. Those not using the Magnum head will be required to use OEM heads with part/casting numbers verified/validated and traced to stock factory part/casting numbers."
- f) Normally aspirated stock standard production V8 small block engines only.
- g) No fuel injection, turbo combustion's, and diesels.
- h) Engine must be in OEM location, using any steel engine mounts (no mid-plate allowed), except GM and Ford Metric frames must have back of fuel pump in front of crossmember, and crossmember may not be altered or moved.
- i) Engines must be within same corporate line as body and frame. (G.M. to G.M., Ford to Ford,
- j) Chrysler to Chrysler).
- k) No aluminum blocks or heads, no Bow-tie heads, no VORTEC/Bow-tie heads.
- l) Maximum cubic inch is 363 for GM, 364 for Ford, 370 for Chrysler.
- m) Maximum compression 9.0 to 1. Atmospheric conditions and equipment limitations suggest a .3 tolerance. Therefore, compression measurements greater than 9.3 means disqualification.
- n) Cast iron completely stock O.E.M. heads, no porting or polishing, must remain stock as manufactured. Exception: Screw in studs are allowed, push rod guide plates are optional, no stud girdles.
- o) Oil splash plates under the valve covers are allowed.
- p) Valve size as measured across the face of the valve cannot exceed manufactured size.
- q) If several valves sizes were produced then the smallest valve size manufactured is the only acceptable valve size for this class. (Example Chevrolet head was produced with 1.94 intake and 2.02 intake, this class could only use 1.94 valves).
- r) Stock stroke for block.
- s) Stock rods or aftermarket rods are approved
- t) Stock or stock replacement crankshaft required. No lightened crankshafts.
- u) A 1-inch inspection hole required in middle of oil pan above the baffling assembly for inspection of rod and crankshaft throw.
- v) No modification to the intake manifold will be allowed.
- w) Stock rockers only. No Roller Rockers of any kind.
- x) Camshaft limited to hydraulic or flat tappet (solid).
- y) No Roller or Mushroom lifter cams.
- z) Aftermarket pulleys are allowed.
- aa) Radiator must remain in stock location with overflow vented to the ground between the frame rails.
- bb) Aftermarket radiators allowed.
- cc) Stock mechanical water pumps with fans required.

3. CARBURETOR.

- a) Two (2) or four (4) barrel O.E.M. carburetor. G.M. to G.M., Ford to Ford, Chrysler to Chrysler. No Performance Carburetors (Holley, Brasswell, etc.).
- b) Choke may be removed.
- c) No removal of choke horn.
- d) No devices to increase airflow allowed.

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- e) Only one round air cleaner may be used. Maximum size will be: 14" diameter by 4" thick.
- f) No cowl induction systems.
- g) No funneling of air, no hood scoops, no heat shields.
- h) All air shall be filtered through the filter.
- i) No carburetor spacers, no carburetor adaptors except a smooth bore spacer not to exceed 1.015 inches will be allowed on the automotive factory stock cast iron intake manifold.
- j) Maximum carburetor to intake manifold gasket size is .255 inches.
- k) Air cleaner top and bottom must be made of solid metal.

4. CAR WEIGHT/BALLAST.

- a) A minimum weight of 3,100 lbs. with driver at end of race.

5. ELECTRICAL/ELECTRONIC SYSTEM.

- a) Distributor must be O.E.M. style single point or H.E.I. module style distributor.
- b) No magnetos, MSD boxes, or aftermarket ignition boxes.
- c) **Rev Limiter Optional:** MSD remote rev limiter is allowed: P/N 8728, MSD Soft Touch Rev Control, is designed to be used on standard points ignition or inductive ignition systems. This means that the PN8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition and any standard breaker points system without an MSD box.
- d) Note: In 2011, the MSD remote rev limiter may be a requirement for all classes as we are in the process of researching an RPM limit.
- e) The battery must be located in the trunk area securely mounted and protected from the fuel cell.
- f) Only one 12-volt battery allowed.
- g) No bundling of wires, all wires must be open and visible.
- h) Positive post/terminals must be shielded.
- i) All vehicles must be self-starting without being pushed or pulled in staging area or on the track. All cars must join lineup on demand or go to rear of that race.
- j) No digital gauges.
- k) No crank triggered ignition systems

6. EXHAUST SYSTEM.

- a) O.E.M. cast iron exhaust manifolds approved. Ram horn/center dump type exhaust manifolds are NOT authorized. Frame modifications for exhaust clearance are not authorized.
- b) Minimum exhaust length from manifold flange is 42 inches and must extend past firewall and turn towards ground when using OEM exhaust manifold with maximum three-inch O.D. exhaust pipes; must remain dual exhaust, no crossover or 'Y' pipes. No exhaust sensors.
- c) Exhaust headers are authorized with 1 5/8 inch header pipes merging into a 3" non-tapered collector dumping the exhaust gases under the car and toward the ground or behind the driver's seat. Step up or step down headers are not authorized. Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Must remain dual exhaust, no crossover or 'Y' pipes. No exhaust through body panels or fenders.

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7. DIFFERENTIALS.

- a) Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed.
- b) Safety hubs (floater) allowed.
- c) No sway/panhard bars.
- d) All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum.
- e) No adjustable lowering blocks.
- f) Full steel spool, steel mini spool or welded rear end only.
- g) Steel axles only.
- h) No quick change devices.
- i) One piece drive flange only.
- j) No torque-dividing differentials and/or no scalloped or lightened ring gears.

8. WHEELS & TIRES.

- a) The track tire is the BTC (Boubin Tire Company) stamped McCreary American Racer G-60 or the Hoosier G60 with IMCA stamp.
- b) No softening or conditioning of tires allowed. Tire grinding allowed to knock off glaze. Siping allowed. Regrooving the original tread design diagonal straight lines is allowed. Not allowed is grooving the zig zag lines that run parallel with the tire tread or the outside edge zig zag lines.
- c) **Effective June 7, 2010:** No conditioning of tires allowed. Tire grinding allowed to knock off glaze. Only the siping created by tire grinding is allowed, no other siping allowed. Regrooving the original tread design diagonal straight lines is allowed. No grooving the zig zag lines that run parallel with the tire tread or any part of the tire outside the zig zag line. Tire durometer cannot be less than 50.
- d) Wheels must be steel, eight (8") inch maximum racing wheels.
- e) All Four (4) wheels must be same diameter of fifteen (15)" inches.
- f) No acorn or sleeve type lug nuts.
- g) No wheel weights.
- h) Right rear beadlock only at end of race tire must have 20 pounds of air pressure.
- i) One (1") inch lugnuts mandatory on wheels.
- j) 5/8" wheel studs required.
- k) No bleeders.
- l) No mudplugs, wheel must be left open.

9. FRAMES.

- a) Must remain stock. Prior alterations must be repaired.
- b) No third rails, no underslung frame additions, or no further additions to the frame except those authorized by these rules.
- c) Frame stiffeners allowed inside existing stock frame.
- d) Unibodies must have stock subframes tied together front to rear.
- e) X-bracing optional all cars.

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- f) On full frame cars, the rear frame rails may be replaced from 6" behind rear axle by 2 X 3 square tubing minimum .120 wall. Square tubing must follow stock frame rail position.

10. SUSPENSION & STEERING:

- a) Stock mounted shocks only.
- b) Only one shock per wheel.
- c) Aftermarket stock replacement springs allowed.
- d) No torque absorbing devices.
- e) All stock mounting points must be used. No adjustable mounts.
- f) No weight jacks. Adjustable spring shims approved on front. If weight screw is used as an adjustable shim, the screw must be welded to top plate so no further adjustments can be made.
- g) No lightening of suspension parts.
- h) Aftermarket non-adjustable bushings are allowed.
- i) Leaf springs must be in stock location.
- j) Stock rear suspension must be stock O.E.M. for year, make and model of car (i.e. leaf cars run leaf springs, coil cars run coil springs in stock location).
- k) O.E.M. Power Steering pumps, GM-to-GM, Ford-to-Ford, Mopar-to-Mopar, only. Remote fluid reservoirs are authorized.
- l) No steering quickeners.
- m) After market heavy-duty steering wheels permitted.
- n) Steel steering shafts and knuckles or collapsible steering shafts, required.

11. TRANSMISSION & DRIVE SHAFT:

- a) Driveshaft must be stock, made of steel, painted white, and a minimum of 2" diameter.
- b) One 360-degree driveshaft loops constructed of 1/8" x 2" steel and securely mounted to frame, cross member or floor pan between 6 inches and 9 inches behind the yoke. When mounted to floor pan, loop brackets must be secured with 6" square 1/4" plate top and bottom of floor pan and bolted at the corners with minimum 3/8 bolts.
- c) Yokes must be steel.
- d) No aftermarket transmissions, stock internal parts only.
- e) Automatics must use stock torque converter.
- f) Manuals must use stock disc clutch.
- g) Automatic transmissions must run a blanket or a 270 degree steel strap.
- h) No multi disc clutches or aluminum flywheels.
- i) Must be able to put car in and out of gear with car sitting still and engine running.
- j) Must have two forward and one reverse gears, minimum.
- k) Manual transmission must have approved steel scatter shield or 1/4" steel minimum blanket.
- l) With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward, and put it in neutral.

12. BRAKES.

- a) Stock O.E.M. Four- (4) wheel brake system through out the car.
- b) All Four (4) corners must be lockable with minimal pressure from pedal.

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- c) Adjustable proportioning valve allowed, front to rear only. No devices allowed that would enable driver to make adjustments while car is in competition.
- d) No shut off valves of any kind.
- e) No anti-lock braking systems.
- f) No lightening of brake parts.
- g) Aftermarket caliper brackets allowed.
- h) Stock steel or stock cast magnetic calipers.
- i) External mounted steel brake lines only.

13. FUEL.

- a) Track specifications are a specific gravity of not less than .700 as measured via the hydrometer test.
- b) Base fuel for testing is "SUNOCO Racing fuel" sold at the track.
- c) No methanol, no Nitrous Oxide, oxygen based additives, or propylene oxide, performance-enhancing fuel additives of any kind, if found, the penalty will be loss of all points, a 4-week suspension and a \$1,000 fine.
- d) Stock mechanical fuel pumps only.
- e) No plastic or urethane fuel lines allowed.
- f) Fuel line must be mounted securely. The fuel line is expected to be routed to the engine compartment from the trunk compartment through the frame rail or attached to the frame rail.
- g) The fuel line shall not be routed through the driver's compartment.

14. BUMPERS:

- a) Front and rear tow hooks mandatory.
- b) All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only.
- c) One of two options must be used:
 - 1. OEM: Bumpers must be complete, unaltered OEM with no sharp edges. Must have steel connecting ends to body. No bars past outside edge of the body. Rub rails must be inside body panels.
 - 2. Aftermarket: Fabricated tubular bumpers allowed and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch OD by .083-inch wall thickness on front, and 1.75 inch OD by .120-inch wall thickness on rear. All tubing ends must be capped.

15. REAR VIEW MIRROR.

- a) Mirrors or reflective material not allowed.

16. IDENTIFICATION AND MARKING.

- a) All car numerals must be applied in bold, contrasting, non-reflective, non-mirror colors.
- b) Side numbers must be at least 18 inches high; letters if used must be 12 inches high and all neatly attached.
- c) A number 24 inches high (letters if used must be 18 inch high) must be attached to the roof, reading from the passenger side.
- d) Numbers must be at least 4" wide.
- e) Sponsors' names must not interfere with car numbers and must be neatly lettered.

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- f) If numbers cannot be read then driver loses all rights to question finish.

17. SAFETY:

- a) A toggle type ignition kill switch boldly marked ON and OFF must be connected and located directly behind the driver's seat.
- b) Helmets are required and must be a minimum of SA2005 with certification label inside helmet.
- c) Helmet must be worn at all times car is on the track and must be provided for inspection.
- d) Roll bar padding (Fire retardant recommended) required in driver compartment and all roll bars within the reach of the driver's head must be covered with roll bar padding. Roll bar padding in conjunction with a containment seat will be determined on an individual basis by Lakeside Officials.
- e) An approved head and neck restraint system (i.e. Hutchens, G-Force, Hans, etc.) is required. An approved head and neck restraint system means a system tested and subsequently approved for sale by vendors.
- f) SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear highly recommended.
- g) Fire retardant gloves and fire retardant shoes are required.
- h) Minimum six point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured.
- i) Seat belts and shoulder harness cannot be more than three years old.
- j) Aluminum seat only, must be bolted in using minimum 0.375 inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports on both sides is highly recommended .
- k) Seat must be mounted inside the frame rail and ahead of the "B" Post of the roll cage.
- l) Bottom of seat can be no lower than the bottom of the frame rail.
- m) All cars must have an approved rib type, made from minimum 3/4 inch, maximum one inch wide nylon material with a minimum one-inch square opening between the ribs, window net in the driver's side window at all times the car is on the track. No mesh nets.
- n) Window nets, minimum 22" wide and 16" high, must latch at top of car so that window net hangs down on door or inside door when unlatched. Triangle window nets in addition to regular window net recommended on each side of seat.
- o) The bottom of the window net must be securely mounted. (pop rivets, hose clamps, and/or wire ties are not acceptable).
- p) It is recommended that cars be equipped with a fully charged Halon #1301 On Board Fire Suppression System.
- q) Minimum requirement is a 2.5 lb. fire extinguisher securely mounted in vehicle and within driver's reach for activation.
- r) Each team must have a minimum 10 lb. Dry chemical and/or a 10 lb. CO2 and/or 2.5 gallon water fire extinguisher in their pit area. Fire extinguishers must be visible.
- s) Steel drive shafts and yokes only.
- t) Drive shaft must be painted white.
- u) Rear Coil Springs must be tethered. The tether must be a minimum of 1/8" cable or minimum 3/8" rope connecting the coil spring to either the frame or rear axle.
- v) Roof Escape hatch approved provided it is closed and locked during racing.

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ROLL CAGES.

- a) Car builders and drivers/owners are responsible for roll bar installation. Officials will examine all workmanship to check that roll cage welds are completed and may test to ensure the proper metal diameter and wall thickness was used.
- b) Round steel tubing, seamless roll-over bars are required for the basic roll cage. Acceptable minimum size tubing is as follows: one and three-quarters (1-3/4) inches by .090 of an inch or one and one-half (1-1/2) inches by .095 of an inch for mild steel and DOM tubing (one and three-quarters (1-3/4) inches by .083 of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- c) Low carbon, mild steel tubing is recommended.
- d) Must be frame-mounted in at least six places.
- e) No brazing or soldering allowed.
- f) Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- g) Driver's head must not protrude outside cage with helmet on and strapped in driver's seat.
- h) Must have minimum of one cross bar in top halo of roll cage.
- i) Roll cage must be securely supported and braced.
- j) Protection of feet is mandatory.
- k) Bar across back of engine with vertical bars and rub rails, or similar protection.
- l) No brace bars forward of cage may be higher than stock hood height.
- m) Main cage no further forward than engine plate.
- n) Roll cage on unibody Factory Stock cars must be welded to a footplate of 1/4" minimum steel plate by 12" square, both topside and underside of floor pan.
- o) Nerf bars must remain inside body.

DOOR BARS.

- a) A minimum of three driver side door bars, at least 1.5-inch O.D., must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.
- b) The sidebars must be welded to the front and rear of the roll cage members.
- c) Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled.
- d) A minimum of 18 gauge steel doorplates welded from 'A' post to 'B' post top to bottom of the door bars will be required.

FUEL CELLS:

- a) Racing fuel cells required and must be securely mounted by at least two solid steel straps, two inches wide, or 1" square tubing around cell.
- b) Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than 10 inches off the ground, protected by roll-cage tubing.
- c) Protective tubing must cover the rear and extend past both sides of fuel cell.
- d) Fuel cell shall be a minimum of four inches ahead of rear bumper.

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- e) Fuel cells shall have check valves, and bladders are highly recommended.
- f) Fuel cells are limited to 22-gallon maximum capacity.
- g) Pick-up must not be underneath (bottom side) fuel cell.
- h) Fuel cell must have an internal flapper valve.

WEIGHT:

- a) If weight/ballast needs to be added it must be securely fastened, but cannot be in driver's compartment.
- b) Weight/ballast must be painted white with car number on it. The driver is subject to a \$100 fine if the car number is not on the weight or the incorrect car number is on the weight.
- c) All weight/ballast must be lead.
- d) All weight/ballast must be securely mounted and not exposed at any point to outside interference.
- e) Race vehicles losing weight/ballast on racetrack will be disqualified and weight/ballast retained by Lakeside Speedway.

18. DEFINITIONS.

- a) The definition of "Stock" means unaltered and as originally produced in its purest form for factory- installed installation for make and model as they pertain to these rules.
- b) Any part not covered by these rules must remain Stock in the purest form for make and model.
- c) The definition of "Legal" is any and all structures, parts and equipment pertaining to the car that conforms to these rules and regulations as determined by Track officials.

Speedway Officials will have the final word on all matters of rules. Speedway officials will be empowered to restrict any car from competing. Any other alterations or modifications not specifically allowed for in these rules will be considered illegal. **IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.

Questions regarding these rules may be forwarded to either JDG48@AOL.com or TMathison@kc.rr.com. Questions and answers will be posted on the Lakeside Speedway WEB site: www.Lakesidespeedway.net.

4. CAR WEIGHT/BALLAST.

OLD: A minimum weight of 3,300 lbs with driver at end of race.

NEW: A minimum weight of 3,100 lbs. with driver at end of race.

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5. ELECTRICAL/ELECTRONIC SYSTEM.

NEW: Rev Limiter Optional: MSD remote rev limiter is allowed: P/N 8728, MSD Soft Touch Rev Control, is designed to be used on standard points ignition or inductive ignition systems. This means that the PN8728 can be installed on engines with a GM HEI Ignition, Ford or Chrysler electronic ignition and any standard breaker points system without an MSD box.

Note: In 2011, the MSD remote rev limiter may be a requirement for all classes as we are in the process of researching an RPM limit.

Discussion: The intent of this change is to allow rev limiters in the Factory Stock class at owners/driver's option. We believe this may aid individual motor programs. In 2011 we are planning to implement an RPM restriction, require a Rev Limiter, and then manage the RPM chip.

NEW: No crank triggered ignition systems

8. TIRES AND WHEELS:

OLD: The track tire is the BTC (Boubin Tire Company) stamped McCreary American Racer G60.

NEW: The track tire is the BTC (Boubin Tire Company) stamped McCreary American Racer G60 or the Hoosier G60 with IMCA stamp.

Discussion: The Hoosier G60 tire with IMCA stamp as well as the McCreary American Racer G60 tire allows drivers from other tracks to compete at Lakeside using either tire.

OLD: No softening, conditioning, or siping of tires allowed. Tire grinding (smooth grinder not to exceed 80 grit sanding surface) allowed to knock off glaze but may not penetrate tire to form sipes. Regrooving the original tread design diagonal straight lines is allowed. Not allowed is grooving the zigzag lines that run parallel with the tire tread or the outside edge zigzag lines.

Adendum: No softening or conditioning of tires allowed. Tire grinding allowed to knock off glaze. Siping allowed. Regrooving the original tread design diagonal straight lines is allowed. Not allowed is grooving the zigzag lines that run parallel with the tire tread or the outside edge zigzag lines.

NEW: Effective June 7, 2010: No conditioning of tires allowed. Tire grinding allowed to knock off glaze. Only the siping created by tire grinding is allowed, no other siping allowed.

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Regrooving the original tread design diagonal straight lines is allowed. No grooving the zig zag lines that run parallel with the tire tread or any part of the tire outside the zig zag line. Tire durometer cannot be less than 50.

Discussion: Our goal has been to reduce tire expense. Research tells us that siping reduces longevity, grooving reduces longevity and may compromise tire integrity if not done properly, and grinding reduces longevity. We also know that a glaze will develop with tire heat cycles that lead to tire inefficiency. Grinding off the glaze will restore tire efficiency to an undefined level. Limited regrooving may also restore tire efficiency to an undefined level without compromising tire integrity. The word “softening” was removed as conditioning implies any chemical agent used to manipulate rubber compounds. We are delaying implementation until June 7, 2010 to give racers an opportunity to use up the tires they have from previous seasons. In addition we’ve added a minimum durometer.

13. FUEL.

OLD: Fuel shall not be blended with alcohols, ethers or other oxygenates and shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.

NEW: No methanol, no Nitrous Oxide, oxygen based additives, or propylene oxide, performance-enhancing fuel additives of any kind, if found, the penalty will be loss of all points, a 4-week suspension and a \$1,000 fine.

Discussion: The intent of the rule is to use gasoline available at the local filling station where 10% ethanol is routinely added. Since ethanol is an alcohol, the gasoline was not legal. This change was made to allow racers to use 10% ethanol gas as well as E85. Use of other additives is also readdressed. Methanol is not allowed.

16. IDENTIFICATION AND MARKING.

OLD: Door numbers must be at least 18 inches high; letters if used must be 12 inches high; all neatly attached to both the driver’s side door and the passenger side door.

NEW: Side numbers must be at least 18 inches high; letters if used must be 12 inches high and all neatly attached.

Discussion: The word “door” was changed to “side” to allow the racer to position decals and sponsor’s information in more strategic locations. Reference to driver’s side door and passenger side door have been removed.

17. SAFETY:

OLD: Helmets are required and must be a minimum of SA2000 or SA2005.

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NEW: Helmets are required and must be a minimum of SA2005 with certification label inside helmet.

Discussion: The reason for the change is to eliminate older helmets as those with SA2000 could be 10 years old. In addition, the certificate requirement validates the date.

OLD: Roll bar padding (Fire retardant recommended) required in driver compartment and all roll bars within reach of the driver must be covered with roll bar padding.

NEW: Roll bar padding (fire retardant recommended) on all roll bars within the reach of the driver's head must be covered with roll bar padding. Roll bar padding in conjunction with a containment seat will be determined on an individual basis by Lakeside Officials.

Discussion: Rule allows for a common sense approach to roll bar padding directed at those drivers that use a containment type seat. For those who do not use a containment type seat roll bar padding is required anywhere within reach of the drivers head.

OLD: Fire retardant neck braces, fire retardant gloves, and fire retardant shoes are required.

NEW: Fire retardant gloves and fire retardant shoes are required.

Discussion: Since everyone is required to use a head and neck restraint system we opted to remove a required fire retardant neck brace. However, should a driver opt to wear a neck brace in addition to their head and neck restraint system, that neck brace must be fire retardant.

OLD: Aluminum seat with head and shoulder supports on both side highly recommended.

NEW: Aluminum seat only, must be bolted in using minimum 0.375 inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports are highly recommended.

Discussion: Bolt size and oversized washers were added. There was no previous guidance.

OLD: Each team must have a minimum 10 lb. dry chemical fire extinguisher in their pit area.

NEW: Each team must have a minimum 10 lb. Dry chemical and/or a 10 lb. CO2 and/or 2.5 gallon water fire extinguisher in their pit area. Fire extinguishers must be visible.

Discussion: Gives teams the option to have either a 10 dry chemical or a 10 lb CO2 or a 2.5 gallon water fire extinguisher or any combination in their pit area. However, their pit fire

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extinguisher is required to be visible within their pit so that a person walking can see the pit fire extinguisher.

ROLL CAGES.

OLD: Must consist of continuous hoops not less than 1.75-inch outside diameter with a wall thickness of at least .095-inch. (1.66 the former size allowed through 2008)

NEW: Car builders and drivers/owners are responsible for roll bar installation. Officials will examine workmanship to check that roll cage welds are completed and may test to ensure the proper metal diameter and wall thickness was used.

Round steel tubing, seamless roll-over bars are required for the basic roll cage. Acceptable minimum size tubing is as follows: one and three-quarters (1-3/4) inches by .090 of an inch or one and one-half (1-1/2) inches by .095 of an inch for mild steel and DOM tubing (one and three-quarters (1-3/4) inches by .083 of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.

Discussion: Lakeside Speedway is aware that racecar manufacturers are fabricating roll cages from various types of material. Roll bar integrity is the manufacturer's, driver's, and owner's responsibility. Lakeside Speedway Officials will monitor installation practices, inspect workmanship, and evaluate roll cage construction that may lead to not allowing a participant to race. Minimum tubing diameter and wall thickness have been established.

FUEL CELLS:

NEW: Fuel cell must have an internal flapper valve.

Discussion: We received driver recommendations in support of fuel cell flapper valves to help prevent fuel spills in the event of a roll over. The flapper valve is inside the fuel cell and is in addition to a roll over valve that is associated with a fuel line.