

# 10th Annual Jayhawk Modified Classic Presented

## By the McCarthy Auto Group

- Entry Fee Includes Drivers Pit Pass and Registration (No refunds).
- Two Day Pit Pass \$60.00, \$35.00 Single Day.
- Free breakfast Saturday morning, 9 to 10am with Pit Pass.
- Pill draw each day for starting position, non-qualifiers from Friday re-draw Saturday.
- Heat race (8 lap) winners automatically qualify for Jayhawk Scramble.
- Friday night qualifying for rows 1 through 6, Saturday rows 7 through 12.
- Heat Race qualifiers and Top 8 from B feature will race 15 lap Scramble to determine the 12 starting positions in the Jayhawk Classic. Those finishing 13-16 in Scramble do not qualify for Jayhawk Classic.
- Pay-off mailed out one week after event. No exceptions.
- Pit Gates open at 4:30, Hot Laps at 7:00, First race at 7:30.
- Only tow vehicles and their trailers allowed in pits. No exceptions.
- Minimum weight after race is 2,400 lbs.
- Track Tire; McCreary American Racer G-60 or Hoosier IMCA (No soaking). 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.
- Mufflers Not Required.
- Suspension: One steel bodied shock per wheel.
- Window nets or arm restraints required
- Aluminum roofs allowed.
- No spoiler, spoiler brackets, no sideboards on the nose piece, no wings or winglets, no hood scoops or other airflow enhancing devices.
- No digital equipment.
- Quick change rear ends allowed. Rear ends must be locked with a spool.
- Cars leaving track for any reason can not return to race.
- One unassisted spin in heats, or two in scrambles or any Mains, race is over.
- Top 3 in Jayhawk A-Main may be required to pull heads after event.
- Fuel: No performance additives allowed.
- Steel brake calipers only.
- Lakeside Speedway Engine Rules: Normally aspirated stock standard O.E.M. production American make V8 block engines only. No titanium engine parts except valve spring retainers and valve keepers. Maximum cubic inch is 410 for all engines. Maximum engine compression ratio is 14.1:1. The formula for determining cubic inch displacement is Bore x Bore x .7854 x

stroke equals cubic inch displacement of each cylinder x 8 cylinders equals total cubic inch displacement. No aluminum blocks, heads, or dry sumps systems will be allowed. Engine must be self-starting. All engines must be located so that when measured from center of rear axle housing to the rear of the engine (at the bell housing flange) there is a minimum distance of 72 inches. Engine offset must be kept within two inches of centerline of front cross-member with engine level. Engine height minimum will be 11 inches from ground to front center of crankshaft. One 2 or one 4-barrel carburetor. No fuel injection. No electric fuel pumps. No magnetos. Oil coolers must not protrude above interior. Cooling system may be modified. Any overflow tubes must be directed to the ground, between frame rails. Radiators mounted in front of engine only. Bert, Brinn, Falcon, Layne or O.E.M. transmissions allowed. No Scalloped ring gears. Any car suspected of running a traction control device can be pulled out of competition at any time and not allowed to race.