



2020 STREET STOCK RULES

REV 2

Amendments are noted in BOLD red text

These rules are in effect as of January 1st, 2020. This publication supersedes all previous LUCAS OIL SPEEDWAY rules and rule updates.

CONDUCT - Racers and Race Team Members at the Lucas Oil Speedway will maintain an appropriate and professional personal code of conduct at all times. Actions on or off the track deemed by officials to be detrimental to the sport or speedway will be dealt with severely. Consequences for fighting, cheating or other actions deemed inappropriate may include: fines, probation, suspension, deduction of points or any combination of the above. LUCAS OIL SPEEDWAY reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the LUCAS OIL SPEEDWAY Competition Director shall prevail. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of LUCAS OIL SPEEDWAY 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 pretense is made for having designed a fool proof set of rules and regulations. The spirit and intent of the rules is the standard by which LUCAS OIL SPEEDWAY events will be governed. The LUCAS OIL SPEEDWAY Competition Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The LUCAS OIL SPEEDWAY Competition Director can and will disqualify a racecar in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by LUCAS OIL SPEEDWAY by passing through prior technical inspections. The Competition Director shall be empowered to permit reasonable and appropriate 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 Competition Director. His/her decision is final. These rules 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. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury.

GENERAL RULES – No driver will be allowed to have a cell phone or any type of transmitting device in or on the car with the exception of RaceCeiver. Violation of this rule will result in fines and suspensions. It is the responsibility of each competitor to read and understand the Lucas Oil Speedway General Track Rules. LUCAS OIL SPEEDWAY rules shall apply at all events. All participants are subject to the rules and are expected to know the rules. An expressed ignorance of the rules by any participant will not be recognized as a valid argument for failure to comply with rules. Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or LUCAS OIL SPEEDWAY shall not be liable for any mechanical failure, nor for any losses, injuries or

death resulting from the same. Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action. This will be strictly enforced. Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members. Absolutely no alcoholic beverage or other illegal chemical substance may be consumed by a driver prior to, or during, an event. The duration of the event shall also include all support class events run as a part of the overall program. The use, sale or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension. Any participant who defies or violates the intent or spirit of the LUCAS OIL SPEEDWAY rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by LUCAS OIL SPEEDWAY. All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian and must be received by LUCAS OIL SPEEDWAY prior to participation of the driver in any event. LUCAS OIL SPEEDWAY may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event. No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved. All racecars must be able to join the race lineup on demand and unassisted or must go to the rear of the lineup for the start of the race. LUCAS OIL SPEEDWAY reserves the right to add to, delete, supersede or modify any rule, exhibit or drawing that the LUCAS OIL SPEEDWAY deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by LUCAS OIL SPEEDWAY regardless of when a person subject to the rules receives actual notice of the amendment. Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility. All drivers are responsible for registering their racecar for each event in order to ensure their respective starting position in each event. LUCAS OIL SPEEDWAY reserves the right to refuse to accept the entry of any racecar or participant. Furthermore, LUCAS OIL SPEEDWAY reserves the right to revoke or cancel any entry, or any participants claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of LUCAS OIL SPEEDWAY. Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed. Radios and any other devices used for transmitting or listening are not allowed on the racecar. Exception: Officials may require drivers to utilize a one-way radio to enable audio communication from officials to drivers. Furthermore, racecars may be fitted with a timing transponder as supplied by officials. No computers allowed on the racecar, including, but not limited to, electronic traction control devices. Any driver found to be using traction control may be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events. For all classes at all events, the top four (4) finishers in the main event and any other racecars as instructed by officials, may be required to report to a designated area after the completion of the main event where mandatory and varied post-race technical inspections will be required to take place.

TECHNICAL INSPECTIONS - The top four (4) finishers in the main event and any other racecars as instructed by officials, are be required to report to a designated area after the completion of the main event where mandatory and varied post-race technical inspections will be required to take place. At the discretion of the LUCAS OIL SPEEDWAY official(s) overseeing the event, any participant may be disqualified by the official(s) for violation of any LUCAS OIL SPEEDWAY rule and/or equipment or action(s) deemed to be hazardous to other participants or officials. All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of one thousand dollars (\$1,000), suspension from all events for fourteen (14) days, loss of all points earned to-date for the current season and forfeiture of all cash and/or awards earned at the event. Any illegal part discovered through inspection will be subject to confiscation by an official and forfeited by the driver. For first infraction, driver discovered to be using illegal parts of any kind shall be subject to loss of all points earned at the event and forfeiture of all cash and/or awards earned at the event. For second infraction,

driver shall be subject to a fine of one thousand dollars (\$1,000), suspension from all events for 14 days, loss of all points earned to date for the current season and forfeiture of all cash and/or awards earned at the event. For third infraction, driver shall be subject to a fine of twenty-five hundred dollars (\$2,500), suspension from all events for one (1) year, loss of all points earned to date for the current season and forfeiture of all cash and/or awards earned at the event. Confiscated parts are subject to being sent to manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule. All measurements must be made while the race car is stationary on a flat horizontal surface.

DECALS AND CONTINGENCY AWARDS - Drivers must properly display approved LUCAS OIL SPEEDWAY sponsor decals in approved locations on the racecar in order to participate in any prize money, points funds and/or contingency awards which require specific decals and/or decal placement for eligibility. All decals shall be distributed by LUCAS OIL SPEEDWAY, along with a description of each sponsor's program, decal placement requirements and contact information. Each racecar must properly display the approved LUCAS OIL SPEEDWAY Class decal in order to participate in any point's funds. Decal must be positioned on both sides of the racecar at the front of the door below the window opening.

TRANSPONDERS & RACECEIVERS: RaceCeivers and transponders are mandatory. RaceCeivers must be worn at all times when on the track. Transponders must be mounted on the bottom left side front bumper support frame horn area in front of radiator core support area.

EXCEPTIONS – **Durrence Layne (formally known as NESMITH)** Street Stocks will be allowed to run with the Lucas Oil Speedway Street Stocks so long as the car is 100% **Durrence Layne** Legal. For complete **Durrence Layne** Street Stock rules, please visit www.durrencelayneracing.com/streetstocks/. USRA, and IMCA Legal Stock Cars will be allowed to run with the Lucas Oil Speedway Street Stocks so long as the car is 100% USRA Legal or 100% IMCA Legal. For USRA Stock Car Rules, please visit www.USRARacing.com for the complete USRA Stock Car Rules. For IMCA Stock Car Rules, please visit www.imca.com for the complete IMCA Stock Car Rules.

SAFETY – It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent), or be equipped with a fire suppression system. If utilizing a Fire Suppression System, it must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten pounds (10lbs.) of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles. All systems must meet or exceed SFI 17.1 specifications.

Systems must be fully charged with ten pounds (10lbs.) of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.

Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

The cylinder must be connected to the nozzles with steel or steel reinforced lines.

Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area. An optional engine bay nozzle may be added. An optional manual override cable may be added to the system.

Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers are highly recommended. Driver must wear required helmet, head and neck restraint system, fire suit, fire resistant gloves, shoes and five-point safety harness whenever the racecar is on the racetrack.

Helmets are mandatory and must be certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED. Helmet must accompany driver and racecar at time of inspection.

Complete one- or two-piece fire suits of a flame-retardant nature are mandatory. A fire suit certified to SFI Spec 3.2A/5 is strongly recommended. SFI approved fire-resistant gloves and shoes certified to SFI Spec 3.3/5 are mandatory. Fire resistant socks are strongly recommended. The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required. Factory-type shoulder belts

or straps are not allowed. The use of a seven- point driver restraint system certified to SFI Spec 16.1 or 16.5 is strongly recommended. Metal to metal buckles are required on shoulder and seat belts. Shoulder harness must be mounted securely to the roll cage. Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt. Driver restraint systems must be no more than two (2) years past the manufacturer's date. Full-size window net mounted in the left side driver's window opening is mandatory. Window net mounts must be welded to the roll cage. Window nets certified to SFI Spec 27.1 are strongly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended. Must be certified to SFI Spec 27.1. Fire-resistant safety neck collars are allowed. Head and Neck Restraint Devices/Systems are recommended. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to track officials. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions. It is the responsibility of the driver, not Lucas Oil Speedway, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

APPEARANCE - All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the race car should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high. Officials reserve the right, in the public image of the sport and/or LUCAS OIL SPEEDWAY, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.

FRAME – Johnson Chassis X-Y-G tubular metric frame will be allowed. **Approved X-Y-Z Chassis builder/dealer is Johnson Chassis Inc and Dirt Track Specialist.** All tubular frames and components are serial numbered. Any tubular frame and or components without the serial number will be considered illegal. Any frame or repair clip found altered could result in severe fines and suspensions. Must meet and pass Watchdog inspection NO-GO Fixtures and templates.

Minimum wheel base of 101" and must be stock for the body. 1" tolerance on wheelbase from side to side but must not be less than minimum. 101" cars must remain stock on 3-link and pan hard bar. Frames and Cross members must be OEM stock in all aspects and remain unaltered. Rear of frame behind rear axle may be replaced with two-inch by three-inch steel tubing with .095-inch wall thickness. Original front and rear suspension mounts must remain intact, unaltered, and in stock location.

Maximum 3" Height Spring Buckets allowed to allow for weight jack cup. Spring must remain in stock location and spring may not protrude above original stock mounting position (**1" Spacer Tolerance allowed**).

Maximum rear coil spring height is (16") sixteen inches. Racecar must be same generation frame and body. (Exception is: 1980 or newer Ford uni-body may be installed on Ford full frame and shortened to minimum 108-inch wheelbase. No tolerance.) Original front and rear suspension mounts must remain intact, unaltered, and in stock location. Uni-body cars must tie rear frame to front frame. Lead weight may be added but must be painted white and be marked with car number and bolted to the frame in a safe manner. Weight cannot be mounted inside driver's compartment above bottom of window opening. Motor must be in stock location on frame. **On Metric frames you can place a Ford Motor on a Metric Frame but must use a Ford Body, or a Dodge/Chrysler Motor on a Metric Frame but must use a Dodge/Chrysler Body. Tip of number one spark plug must be even or in front of installed left upper ball joint. Oil pump must be in stock location and OEM.**

ROLL CAGE – Four-point roll cage required. Cage must be frame mounted. Minimum of three bars in driver's door. Roll cage must be cross braced. Cage must be minimum of 1 ½" steel tubing with minimum wall thickness of .095. Front and rear hoops are allowed. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded. Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended. Installation and workmanship must be acceptable to officials. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage. May have two bars for protection in front of

radiator. Must be located behind the front bumper and within the confines of the body and may be no wider than stock frame horns. Front horns may be tied together. All front and rear bars must be inside the body. A minimum of one cross bar in top halo of roll cage is required. Steel door plate with eighteen (18) gauge or forty-nine one-thousandths (.049) inch minimum thickness metal must be securely welded the driver side door bars. Plate must extend from the top door bar, to the bottom door bar, and must extend from the back of the seat to 6 inches in front of the seat. Must be visible for inspection. A tow hook on both the front and rear is required.

CAR/BODY – Bodies must be squared up on the frame (not offset to the left). Any model rear wheel drive American made production car. All cars and bodies must be stock appearing. Roof and A & B pillars must be OEM style. No flat late model or modified style roofs. Hoods must be OEM style, may be fiberglass or aluminum. Rear deck lids must be OEM style, may be aluminum. Fenders, doors, and lower rear quarter panels may be aluminum but must maintain original body line contour and remain stock appearing. No slab side bodies. Cars may use aftermarket nosepiece and tailpiece but must remain stock appearing. No wedge noses. Plastic front nose side allowed, must not extend past center of front wheel well. **(Fender Flares must be same design left to right)**. Flare may not protrude more than 2" outward or above the standard contour of OEM Fender. Rear of car must have center section completely enclosed **(Panel must be mounted solid and be straight up and down, must run from frame rail to frame rail, and from bottom of deck to top of frame rails, No holes/vents in panel or tail piece)**. Minimum 1-3/4" diameter tube front bumper will be allowed w/aftermarket nose but must remain behind nose piece and attach at original position. No mirrors or reflecting device of any kind. All glass, chrome, trim, moldings, etc, must be removed. Windshield must be removed and replaced with a gravel screen or minimum of three (3) windshield bars in front of driver. Gutting of inside panels and front inner fenders will be allowed. Must have stock OEM floor pan in stock location. **OEM floor pan may be replaced using steel fabricated floor pan. Must be 18 gauge or .049-inch thickness steel securely welded to frame.**

Firewall may be stock or constructed of minimum .049" steel and must be complete side to side. **Firewall must be solid with exception for wiring, etc. No extra holes allowed. Firewall may be flat or straight and may be moved back to the first factory seam in the frame (where C channel is welded to front stub) or twelve (12) inches from back of motor.** Trunk pan may be removed. Relief may be cut for fuel cell and for engine set back only. All doors must be bolted or welded shut. A rear firewall is required between the driver compartment and gas tank. Trunk lid must be secured. Interior on right side of car may be enclosed but must have 12" x 12" trap door for inspection. Seat must be mounted in front of the original front door post. Maximum 6 inches high spoiler allowed no wider than the body. Spoiler may be braced on both ends and have one center brace no more than 6" high and 12" long and must be triangular in shape. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is forty-three (43") inches ****May run Durrence Layne Street Stock bodies but must be complete Durrence Layne body kits**.**

COCKPIT - Loose objects and/or weights are not allowed. Air bags are not allowed. Rear view mirrors are not allowed.

SEAT - Factory-manufactured aluminum racing seats are mandatory and must be acceptable to officials. Homemade aluminum, plastic or fiberglass seats are not allowed. Must be properly installed and seat back cannot be moved back further than rear edge of quarter post. High-back aluminum seats only. Full containment racing seats are strongly recommended.

SUSPENSION - GM must run GM suspensions, Ford on Ford, etc.

Front Suspension: Tubular front non-adjustable all-steel, upper a-frames allowed. Speedway Motors 3 pc spindle will be allowed with OEM style steering arm. Front lower control arms must be unaltered OEM or OEM style non-tubular, non-adjustable approved aftermarket direct replacement. No aluminum parts. Adjustable weight jacks allowed, must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with after-market steel mount matching upper A-frame bolt on design. Ball joints must be OEM or OEM replacement and non-adjustable. **Offset or bearing-type front lower A-frame bushings are not allowed. Mono-ball or heim-style bushings are not allowed. One-piece steel, rubber, polyurethane or nylon bushings only. Inner steel sleeve in bushing must be present. Forward and backward movement in bushing is not allowed.** For 1978-1987 GM mid-sized metric frames, OEM upper A-frame may be replaced using one-piece

after-market upper A-frame. Shock location may be moved and may go through center of after-market upper A-frame. **Shock shaft must be able to compress all the way into shock body. Shock shaft must move in both directions from its installed position and measured at ride height. Shock cannot preload the spring.** Front spring tower may be notched for shock clearance. Single hole shock mounts only. Front adjustable spring spacers are allowed. **Progressive springs are not allowed. Spring rubbers are not allowed.** Suspension mounts must remain OEM and in OEM location. No suspension travel limiting devices (chains, straps, etc). Any type of suspension stops are not allowed. One steel non-adjustable, unaltered shock per wheel. No bump stops allowed (internal or external), no air, remote reservoir, bulb type, or schrader valve shocks allowed

Rear Suspension: No bird-cages. No sliders. No traction devices of any kind, no torque arms, no lift bars etc. One steel non-adjustable, unaltered shock per wheel. **Shock shaft must be able to compress all the way into shock body. Shock shaft must move in both directions from its installed position and measured at ride height. Shock cannot preload the spring.** No bump stops allowed (internal or external), no air, remote reservoir, bulb type, or schrader valve shocks allowed. No coil over eliminators. Rear shocks may be mounted to install weight jacks. Only one single mounting point on the car for rear shocks; additional mounting points not allowed. Ballast built cups, widgets, spring-loaded cups, and/or double spring cups are not allowed. Suspension mounts must remain OEM and in OEM location. Maximum rear coil spring height is (16") sixteen inches. Progressive springs are not allowed. Spring rubbers are not allowed. Rear trailing arms must be non-adjustable OEM or non-adjustable approved aftermarket direct replacement. Trailing arm bushings must be installed and must be OEM type. Lower trailing arms must be at least 19" center to center and the same length. Lower trailing arm mount on rear axle may be no more than 3 ½ inches from bottom of axle housing to center of bolt and must be same height side to side. Upper trailing arm mount may be no more than 3 inches from housing to center of bolt. Front upper and lower trailing arm mounts must be in stock OEM unaltered location. **Trailing arm mounting bolts must be tight. Forward and /or backward movement in bushing is not allowed. Offset or bearing-type rear control arm bushings are not allowed. Mono-ball or heim-style bushings are not allowed. One-piece steel, rubber, polyurethane or nylon bushings only. Inner steel sleeve in bushing must be present. Forward and backward movement in bushing is not allowed.** Sway bars OEM and in OEM location and non-adjustable on rear. No suspension travel limiting devices (chains, straps, etc). No underslung rear suspension bars allowed. Any type of suspension stops are not allowed.

STEERING - Must be OEM and remain within original bolt pattern for type of frame used. May be modified to suit driver but must remain on left side of cockpit (no center steering). Removable steering wheel and steering quickener allowed. Plastic couplings are not allowed. OEM rack and pinion steering allowed if car was originally equipped. No aftermarket rack and pinion units.

BRAKES – Standard steel rotors only. No Scallop or gun drilled rotors. Solid rotors are not allowed. No exotic brake systems. Must be operating on all four wheels and must lock up all four wheels during inspection. Must have caliper and vented rotor on all four wheels. Both front calipers and rear calipers must match. **Brake pads must match side to side.** Electronic brake actuators are not allowed. Must be OE operative four-wheel drum or disc brake combination. Rotors may not be lightened. Rear rotors may be aftermarket 0.810 inch thick (new). Floating brakes are not allowed. All brake lines must be outside frame rails and visible. Brake shut-off and/or pressure sensitive devices are not allowed. One proportioning device (front to rear only) is permitted. Must maintain minimum OEM dimension for hubs, rotors, brake pads and calipers. No added ballast on any rotating parts. No titanium, magnesium, carbon fiber or tungsten products.

REAR ENDS - Rear ends may be locked. 8" or 9" Ford may be used on all car makes. Floater rear ends are allowed. No traction control devices. No ratchet rear ends or torque dividing differentials. No cambered rear ends allowed. Axle Tubes must be OEM and same diameter and length side to side. Ballast may be added to rear end tube but "MUST" be secured with two (2) bolts. Maximum of 40 lbs. total ballast will be allowed. No titanium, magnesium, carbon fiber or tungsten products.

DRIVESHAFT - Minimum 2" diameter drive shaft retained with a steel safety strap. Must be painted white and made of steel. A loop is required and must be constructed of at least one-quarter (1/4) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (1/4) inch by one (1) inch solid steel fastened to cross member are allowed. Yokes must be made of steel.

WHEELS - Must be fifteen (15) inches in diameter and eight (8) or 10 (ten) inches in width. Tire must match wheel width. Must be reinforced steel only. A steel bead lock may be used on the right rear wheel only and may be mounted on the outside of the wheel so long as it does not add over three-quarters (3/4) of an inch to the overall width of the wheel. Homemade mud caps are not allowed. Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted. Aluminum Spacer or adaptor only, offset wheel or a combination of the two is permitted, but may not exceed two (2) inches total offset per wheel. Three tabs of no more than two (2) inches long each may be welded onto the wheel for mounting of mud cap. Bleeder valves are not allowed. No Wide-5's. Added ballast to any wheel is not allowed. No rotating weight allowed. Aluminum wheel spacers only. No enlarged spacers, bolt pattern size only.

TIRES - American racer KK-704 G-60, Hoosier G-60 IMCA modified tires, Hoosier H-500 or 10-inch asphalt take offs (10.0 / 27.0 0-15). Tire must match wheel width. **American racer KK-704 G-60, Hoosier IMCA G-60 and Hoosier H-500 tire on 8" wheel only.** Tires must durometer minimum 55 hardness. Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals, which alter the manufacturer's baseline-settings of the tire, is not allowed. Grooving and/or sipping is permitted. All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed. Added ballast to the inside of any tire is not allowed.

EFFECTIVE JULY 1ST 2020 – NEW TIRE RULE GOES IN EFFECT

All tires must durometer minimum 55 hardness. Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals, which alter the manufacturer's baseline-settings of the tire, is not allowed. All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed. Added ballast to the inside of any tire is not allowed.

8-INCH OR 10-INCH Asphalt tires - may ONLY be grooved with 1 1/2" x 1 1/2" solid square tread block pattern. No sipping or any other grooving allowed. Grinding/buffing tires is permitted. Use of a carbide/nail style disc is prohibited. No visual cuts should be present on tires.

Hoosier H-500 tires – mounted on 8" wheel only. No grooving or sipping allowed. Grinding/buffing tires is permitted. Use of a carbide/nail style disc is prohibited. No visual cuts should be present on tires.

American racer KK-704 G-60, Hoosier G-60 IMCA modified tires will be allowed on 8-inch wheel only. (100% legal USRA Stock cars & IMCA Stock Cars will follow their tire rules.

TIRE TESTING PROCEDURES - All tires must "Cold" durometer a minimum of 55 prior to pre-race inspection, no tolerance allowed. After any race the tires must "Hot" durometer 50 or above. Any tire reading below 50 will result in a disqualification for that race and will be subject to tire testing. Any tire "Hot" that durometers higher than 60 will be subject to tire testing. Any tire not meeting the durometer rule reading is subject to having a tire sample sent in for chemical testing. Track tech official will have the driver take nine different samples of the tire under the tech official's observation and one witness and place three samples each into three different bottles. These bottles will be sealed and placed in an evidence bag and sealed with the identifying numbers on the seals and evidence bag number will be documented on a Tire Sample Collection Form with the sample date, track name, drivers name, address, tire information written on the form. The driver, tech official and the witness will sign the form. The driver will retain one of the samples for further testing if needed, along with a copy of the form. One sample will be sent to the accredited laboratory for testing. One sample will be held by track officials for further testing if needed. Track officials will be notified of the results of the test as soon as they are provided to the accredited laboratory. The driver will then be notified of the results and any other action that may be required based upon the results. Traces of chemicals and/or excessive quantities of chemicals found to be outside the baseline on any test shall result in the following penalties:

For first infraction, driver shall be subject to a fine of one thousand dollars (\$1,000), suspension from all events for fourteen (14) days, loss of all points earned at the event and forfeiture of all cash and/or awards earned at the event. For second infraction, driver shall be subject to a fine of twenty-five hundred dollars (\$2,500), suspension from all events for one (1) year, loss of all points earned to date for the current season and forfeiture of all cash and/or awards earned at the event.

This penalty also applies to driver refusal of a tire test. Refusal of tire test shall be treated the same as an infraction. Official(s) may inspect any tire on the racecar and/or any tire in possession of the driver in his/her pit area and/or hauler (in other words, if you have "doped" tires then do not even bring them to the track). It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal

substances. Lucas Oil Speedway will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires.

ENGINES: On Metric frames you can place a Ford Motor on a Metric Frame but must use a Ford Body, or a Dodge/Chrysler Motor on a Metric Frame but must use a Dodge/Chrysler Body. Tip of number one spark plug must be even or in front of installed left upper ball joint. Oil pump must be in stock location and OEM.

ENGINE OPTION 1: STANDARD ENGINE - Steel blocks only. Must be able to be used in a conventional passenger car without alteration. 23-degree cast iron heads only. Aluminum intake is allowed. Headers allowed. No Tri- Y headers. Tip of number one spark plug must be even or in front of installed left upper ball joint. Oil pump must be in stock location and OEM. No dry sump systems. Exhaust system and /or mufflers must be mounted in such a way as to direct spent gasses away from the cockpit. No lightening or external machining of block or heads. (Rev limit Rule may be added during the season or future if needed). Bert, Brinn, Falcon, and Mitchell Machine Bullet Transmissions with internal clutch will be allowed. **NO BALL SPLINE TYPE ALLOWED.**

ENGINE OPTION 2: LUCAS OIL STREET STOCK 360 SPEC ENGINE – Must be stock appearing. Absolutely no changes are allowed. Must use stock firing order for that make and model (GM to GM, Ford to Ford, etc.). Titanium is not allowed. Must appear strictly stock for that model and make and in the original mounts. Parts for 400 cubic-inch or larger engines are not allowed. Stroke must match block. Only stock appearing crankshafts are permitted. Lightweight cranks are not allowed. Undercut, bull-nosed, gun-drilled and/or knife edge crankshafts are not allowed. Lightweight, aluminum and/or fluid dampeners are not allowed. Only flat-top or dished pistons are permitted. Aluminum or light weight is not allowed. A minimum two (2) inch plug above the oil level in the side of the oil pan is recommended. If not utilizing a plug, oil pan will have to be removed at time of inspection. Tip of number one spark plug must be even or in front of installed left upper ball joint. Oil pump must be in stock location and OEM

Absolutely no stroking allowed. Only stock, unaltered two-or four-barrel low-rise cast-iron intake manifolds or approved aluminum intakes are permitted. Approved aluminum intakes are: GM–Edelbrock (#2101 or #2701) or Weiand (#7547 or #7547-1); Ford - Edelbrock (#2121, #2171 or #2665) or Weiand (#7515, #8023 or #7516); Chrysler –Edelbrock (#2176) or Weiand (#7545 or #8022). Porting, polishing and/or port machining is not allowed. Bowtie, aftermarket, SVO and W2, marine, VORTEC or other special production intake manifolds are not allowed.

Cast iron stock production or aftermarket steel stock replacement heads are permitted. Porting and/or polishing is not allowed. GM cars must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991 and 993). Aftermarket head numbers are: GM–EQ (Part #CC167ES2 or #CH350I), Dart (Part #10024267 or #10024360) or World Products (Part #043600 or #042670); Ford World Products (Part #53030; Chrysler–EQ (Part #CH138B) or RHS/Indy (Part #20300 or #20301).

Chryslers may utilize OEM steel or aluminum shaft rockers but may not exceed one hundred twenty (120) pounds of valve spring seat pressure and must maintain OEM valve spring dimensions. Heads may be flat milled to reach the 10.5:1 compression rule. Valve size no larger than 2.02 intake and 1.60 exhaust. VORTEC heads are not allowed. Beehive valve springs are not allowed. Roller cams and lifters are not allowed. Roller rocker arms are permitted.

Must be a maximum 10.5:1 compression. May be a maximum of 360 cubic inches (368 c.i. for Dodge).

GM five and seven-tenths (5.7) inch or six (6) inch rods are permitted. Must be stock-appearing I-beam non-polished rod. Cap screw rods are permitted. Mushroom lifters are not allowed (stock diameter only). Must match make and model. Stud girdles are not allowed. May utilize one (1) Holley 4150 HP Series, four-barrel carburetor. Use of a spacer between carburetor and intake is optional, but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not allowed.

Must utilize a maximum 7400 RPM rev-limiter. (Rev limit may be subject to changes if needed). Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Any driver caught altering the rev limiter or ignition system in any way so as to defeat the rev limiter rule shall receive a 30-day suspension, loss of all track points for the night and a \$1,000 fine for the first offense. Second offense shall be a one-year suspension, loss of all track points for the season and a \$2,000 fine.

ENGINE OPTION 3: CRATE ENGINE - GM Performance Parts (GPP) factory-sealed CT400 Chevy small block crate engine (Part No. 88958604): includes 8-quart circle track oil pan with dual kick-out design, valve cover breather kit, open-plenum high-rise intake manifold, 1.5:1-ratio aluminum roller rockers, forged steel

crankshaft, hypereutectic pistons, 23° Fast Burn aluminum heads and special "kool nut" rocker arm design. Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. "Only" GM Performance Crate Motor Specs will be followed during technical inspections. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all track points accumulated up to, and including, the date of the offense, a \$1,000 fine and a one-year suspension from all events. May utilize one (1) Holley 4-barrel carburetor. Use of a spacer between carburetor and intake is optional but must be no more than one (1) inch thick if used and may not be throttle bore adjustable. Aerosol carburetors are not permitted. Any driver running a "Standard" engine with a "Crate" sticker will be disqualified. Bert, Brinn, and Falcon, and Mitchell Machine Bullet Transmissions with internal clutch are allowed on crate motor. Must utilize a maximum 6800 RPM rev limiter. (Rev limit may be subject to changes if needed). Rev Limiter may not be within reach of the driver while in cockpit and must be easily accessible to officials at any time. Tip of number one spark plug must be even or in front of installed left upper ball joint. Oil pump must be in stock location and OEM

CARBURETOR – Maximum one-inch spacer plate is permitted under carburetor. Distance between bottom of carburetor and top of intake manifold cannot exceed one and one-quarter (1.25) inch. **Spacer thickness must remain the same front to back and side to side.** No aerosol type carburetors allowed. No remotely adjustable spacer/adaptor plate between carburetor and intake manifold.

Cars utilizing engine option #1 Standard Engine must use 2-barrel carburetor. No more than 500 CFM. Maximum 1-11/16" throttle bore maximum. Carb "**must**" pass all top and bottom "go/no go" gauges (boosters included). Holley's OK. Engine option #2 360 spec engines and engine option #1 Sealed crate engines and may use 4-barrel as stated in rules.

STARTER, TRANSMISSION & CLUTCH - Starter must bolt to engine block or factory location.

Approved aftermarket transmissions are Bert, Brinn, Falcon, RaceGator, and Mitchell Machine Bullet Tranny with internal or external clutch. Aftermarket transmissions will be allowed with all engine options listed. **NO BALL SPLINE TYPE ALLOWED.**

OEM three-speed, four-speed and automatic production-types are permitted.

Automatic transmissions must remain in OEM stock appearing automatic case with a functioning stock appearing pump. "In and out" boxes are not allowed. Ball spline transmissions are not allowed.

May all be clutch-operated or an OEM automatic with a coupler. May use a hand or clutch pedal operated ball valve for neutral. Clutch must be inside of bell housing for OEM production- type transmissions. Internal clutches are not allowed except for approved aftermarket transmissions

One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver.

Aluminum flywheel is permitted. Must have full-sized SFI approved explosion proof, aluminum or steel bell housing. Aluminum must be SFI approved (Note: GM bell housing is not SFI approved). Flywheel must bolt to crankshaft. Clutch must bolt to flywheel and clutch must be workable. Mini clutch is allowed.

Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel and must be constructed of at least one-quarter (0.25) inch steel. Alternatively, automatic and/or aftermarket transmissions may utilize an SFI-certified aftermarket guard. Flex plates must be SFI certified. With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

COOLING SYSTEM - Aluminum water pumps are permitted. Cooling system may be modified. Sprinkler systems are not allowed. One (1) radiator is permitted and must be mounted in front of engine. Overflow tubes must be directed to the ground, between frame rails. Accumulators and Accusumps must be mounted in the middle of the racecar or behind the driver, but not on door bars. Top flow air cleaner housings are permitted. Cold air boxes and/or air cleaner ductwork is not allowed. Marine-type engine components are not allowed.

EXHAUST & MUFFLERS - Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from area of possible fuel spillage. Use of mufflers is recommended. 'Zoomies' and/or 180-degree headers are not allowed. Exhaust pipes must extend to and connect with one (1) collector at least four (4) inches long. Must remain dual exhaust. Crossover or 'Y' pipes are not allowed.

BATTERY - Must be securely mounted and covered. One (1) 12-volt battery only (no 16-volt batteries). Voltage converters are not allowed. Must be in a marine-type case and mounted in trunk area. Positive battery posts must be covered.

IGNITION - Aftermarket or OEM Distributors allowed. No adjustable timing control or magnetos allowed. One MSD 6AL PN#6425, or MSD 6CT PN#6427 Box Allowed. Aftermarket ignition module and coil allowed. Track may confiscate and exchange MSD box at any time. Magnetos and/or crank-triggered ignitions are not allowed. No more than one (1) coil may be used. Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on". Ignition box must be out of reach of driver. Digital gauges are not allowed.

STARTERS - Must be in working order and start racecar. Must have capability of starting without being pushed or pulled. Must be able to join event lineup on demand and unaided.

FUEL SYSTEM - Automotive gasoline, racing gasoline or E85 is permitted (no E98). No Methanol fuel allowed. Additives of any kind are not allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event. May not be blended with ethers or other oxygenates and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not allowed. Upper cylinder lubricants are not allowed. Electric or belt-driven fuel pumps are not allowed.

FUEL CELL –

An approved fuel cell (32-gallon maximum) must be used at all times. Must be commercially manufactured. Boat and/or stock automotive fuel tanks are not allowed. Must be securely fastened inside trunk of racecar and mounted by at least two (2) one-eighth (1/8) inch solid steel straps which are two (2) inches wide around the fuel cell and above the level of stock trunk floor. Must be in a steel container. Firewall must be between driver and fuel cell. All mounts must be made of steel and attached to frame or roll cage. Adjustable fuel cell mounts are not allowed. Must have check valves. A ball- type, flapper, spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system Fuel lines passing through the cockpit must be enclosed in metal pipe or metal conduit. Fuel filters are not allowed in cockpit. Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.

RADIATOR - Radiator and transmission coolers must be mounted under the hood (aluminum allowed).

WEIGHT - The minimum overall weight for **Engine Option 2** and **Engine Option 3** will be two thousand nine-hundred (2,900) pounds.

The minimum overall weight for **Engine Option 1** will be three-thousand (3,000) pounds.

The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.

BALLAST - No unsprung weight allowed anywhere on the car except for the following location. Ballast may be added to rear end tube but "MUST" be secured with two (2) bolts. Maximum of 40 lbs. total ballast will be allowed. No titanium, magnesium, carbon fiber or tungsten products. May not be mounted in cockpit, or outside of body or hood area. Must be securely mounted, "MUST BE" painted white and clearly marked with the car number. Must be attached with at least two (2) one-half (1/2) inch bolts. May not be attached to rear bumper. Any car with ballast that is not painted white, have car number and securely mounted will be subject to disqualification.