1. **Body Rules**:
   a) All bodies are subject to Tech Official approval.
   b) Bodies are expected to resemble late model type racecars.
   c) Bodies must be similar to the Dirt Body or Short Track Body style produced by Performance Bodies.
   d) Bodies - steel or aluminum. Aftermarket polypropylene nosepieces allowed.
   e) All sheet metal seams shall have the lip on the underside leaving a smooth top finish. Body products supplied by Performance Bodies will be used as an example.
   f) A minimum 16-gauge firewall is required between the driver's compartment and the fuel cell.
   g) Rub rails (optional) must be 1" x 2" maximum rectangular tubing attached flush to body between fender wells.
   h) Floor pan thickness must be 1/8" metal minimum thickness from front of driver's seat all the way to 6 inches up firewall.
   i) 8 Inch rear spoiler must be manufactured of a Lexan or aluminum, top of spoiler not to exceed 47 inches from the ground, and rear spoiler cannot be suspended above the deck to create a wing effect.

2 ENGINE.
   a) Steel blocks only, No GM Rocket blocks.
   b) No dry sump systems.
   c) Any water pump, other than no electric water pumps.
   d) Aftermarket harmonic balancers allowed.
   e) Maximum engine set back of 4" to be measured from the center of the forward most spark plug hole to the center of upper ball joint.
   f) No titanium engine parts permitted.
   g) Maximum cubic inch is 363 for GM, 364 for Ford, and 370 for Chrysler.
   h) Maximum compression 11.0 to 1. Atmospheric conditions and equipment limitations suggest a .3 tolerance. Therefore compression measurements greater than 11.3 means disqualification.
   i) Radiators to be mounted in front of engine only.
   j) Steel Rods, only.
   k) Gear drives approved.
   l) Steel heads only, all heads must be stock valve angle for make (example: Chevrolet = 23 degrees.). O**ne half (1/2) degree valve angle tolerance, angle milling not allowed.**
   m) No offset rocker arms or Jessel rocker arms – (exception of Ford M-6049-N351 cylinder heads – intake valve only).
   n) Approved heads only. Approved heads are any OEM head and include the straight plug GM Vortec, the GM Bowtie cylinder head part #12480053 or #12480034, casting #14011034, World Products Sportsman heads, the Dart Iron Eagle part number 10310010 through 10420030, ProAction heads 223 4000 00, the Ford Cleveland and GT-40, Ford #M-6049-N351and any Mopar head. Maximum intake port runner volume for all heads is 205 cc.
   o) Any size valve may be used. No air directional devices permitted. No hollow valve stems.
   p) No roller cams.
   q) No rev kits.
   r) Rocker arms for all GM and Ford engines must be an independent single stud type.
   s) Dual shaft rockers not permitted.
   t) Intake manifold must be cast aluminum, commercial intake manifold. No box or

fabricated manifolds.

3. CARBURETORS AND AIR CLEANERS.

a) Unaltered two barrel Holley #4412, 500 c.f.m. model. Aftermarket fuel metering blocks are not allowed.
b) Choke plate may be removed.
c) No vacuum leaks between air cleaner and intake valve.
d) Any adapter plate, and/or spacer, may not exceed 1.015".
e) A maximum .065 gasket may be used on each side of spacer.
f) No "carb" hats or other air flow enhancing devices.
g) No spacer will be allowed between bottom of air cleaner and carburetor.
h) Fuel pump must be in original mounting position. Mechanical only. Belt drive pumps approved. No electric pumps.
i) Only one round air cleaner may be used. Maximum size will be: 14" diameter by 4" thick.
j) Air cleaner top and bottom must be made of solid metal.

4. CAR WEIGHT/BALLAST:

a) A minimum weight of 2,800 lbs. with driver at end of race.

5. ELECTRICAL/ELECTRONIC SYSTEM:

a) No transmitting or listening devices in car.
b) No electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on cars.
c) Tachometers must be mounted so that they can be removed before the A feature.
d) No digital gauges allowed on car.
e) No electronic traction control devices allowed.
f) No adjustable ignition control boxes allowed.
g) One ignition box and/or rev limiter allowed on car mounted in engine compartment or over the steering column accessible via an inspection cover. If used, the only approved ignition box is the MSD 6A, 6T, or any version of the MSD 6 box will be allowed. No other ignition boxes will be considered.
h) If used, the following MSD remote rev limiters are allowed:
    1 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.
    2 P/N 8738 MSD Soft Touch Rev Control is approved for use with MSD 6T and 6TN Ignition Boxes.
    3 P/N 6420 MSD 6AL Ignition Control Box with Rev Limiter Built-In.
    4 P/N 6430, MSD 6 ALN Ignition Control Box with Rev Limiter Built-In.
i) 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.
j) The only changes that can be made with ignition box is rev-limiter settings, and only one high-end setting is allowed.
k) No timing retard controls allowed.

l) NOTE: Any car suspected of running a traction control device due to a missing engine or unusual handling characteristics can be pulled out of competition and not allowed to race.
m) Additionally, any ignition component may be replaced with track components or confiscated and sent to the manufacturer for review.
n) No bundling of wires, all wires must be open and visible.
o) One 12-volt battery only, must be securely mounted and shielded. Positive post/terminals must be shielded.
p) 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.

6. EXHAUST:

a) Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage.
b) No 180 degree headers.

7. DIFFERENTIALS:

a) 9" Ford, with floaters.
b) No quick changes.
c) Differentials must be locked at all times with a spool.
d) Rear coolers may be used, but cannot be mounted inside of the driver's compartment.
e) No open tube rear ends allowed.
f) No scalloped ring gears.

8. WHEELS & TIRES:

a) The track tire is the BTC (Boubin Tire Company) stamped McCreary American Racer G60 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) No wide-five wheels or adapters allowed.
e) External, steel bead lock right rear only and it cannot make the wheel any narrower than 8 inches and no wider than 8.75 inches.
f) Mud plug allowed on right rear wheel only. No inner wheel mud plugs.
g) Must use only steel bolts and nuts.
h) Foam rubber and/or plastic mud plugs do not require fasteners. All other mud plugs require metal, mechanical fasteners such as DZUS fasteners. Tape to hold a metal mud plug in/on the wheel will not be allowed.
i) Bleeder valves are allowed.
j) Steel wheels only.

9. FRAMES:

a) Factory production, 1964 or newer, complete full parallel American passenger car frames only.
b) Frames may be cut in rear only at point not further than 36 inches from the center of the front cross member

c) No front clips or tube type allowed.
d) Maximum two-inch wide by four-inch tall frame stiffener may be welded directly to outside of frame rail.
e) Frames may not be widened or narrowed and must be able to support roll cage on both sides.
f) Must be full and complete both sides.
g) Frames may be notched for swedge tube clearance.
h) Front cross member must remain full and intact where joined at the frame rails, center of cross member may be notched for radiator and/or steering clearance only.
i) No Jeep, Bronco, etc. or four-wheel drive frames allowed.
j) No sports car frames allowed.
k) No front wheel drive allowed.
l) Frame Horns may be removed in front of steering box.
m) No part of frame can be lower than four inches from ground except front cross member.
n) Wheelbase minimum is 103 inches and maximum 115 inches.
o) The crossmember center hole must remain and the bottom of the crossmember cannot be cut except for steering clearance.

10. SUSPENSION AND STEERING:

a) Stock lower OEM A-arm in stock location. Tube upper arms OK. Steel coil springs only 4.5" minimum on all vehicles, front torsion bars approved on Dodge. OEM replacement lower A-frames approved; lower A-frames must be the same, right and left, and of same design.
b) Steering must be unaltered or approved OEM with the exception of outer tie rod ends may be replaced with heims joints and steel tie rod sleeve.
c) Weight jack must be in original centerline of spring.
d) Steering box must be steel approved OEM and must remain in stock location.
e) No rack & pinion allowed.
f) Steel steering shafts and knuckles or collapsible steering shafts, required.
g) Rear of frame may be altered to accept leaf or coil springs, one type only not both; any coil spring must be at least 4.5 inches outside diameter.
h) One steel coil spring per wheel.
i) One steel shock per wheel. No external adjustable shocks allowed.
j) Steel or aluminum rear coil over kits allowed, minimum 4½-inch spring, no threaded shock bodies.
k) No other aluminum or fiberglass suspension or rear end parts allowed.
l) Gas or oil filled shocks only except a zero shock (no compression/no rebound) may be used in lieu of slider.
m) No shields over suspension parts.
n) No offset lower control arm bushings.
o) No aluminum shocks.
p) Rear suspension optional but no torsion bars.
q) Steering quickeners allowed.
r) No devices or methods permitted that would allow a driver to alter the vehicle geometry while the car is in competition.

11. TRANSMISSION & DRIVESHAFT:

a) Must be made of steel and painted white.
b) Minimum drive shaft diameter is 2 inches.
c) At least one 360 degree drive shaft loop constructed of 1/8" x 2 steel and securely mounted to frame, cross member, or floor pan.

d) Drive shaft tunnel must be reinforced next to driver.
e) 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.
f) Must have at least two gear forward, one reverse, and neutral gear position required.
g) Scatter proof bellhousing mandatory.
h) The Starter motor must mount in stock location and must turn flywheel located on the back of the engine crankshaft.
i) Brinn, Bert, Falcon internal clutch transmissions approved. All transmissions without bolt on items (linkage, bell housing, etc.) must weigh 43 lbs.
j) Powerglides without converters approved.

12. BRAKES:

a) Brakes must be operated on all four wheels and must lock up all four wheels during inspection.
b) No brake shut-off or pressure sensitive devices allowed.
c) Proportioning valve allowed, front to rear only.
d) Vented rotors only.
e) Must be steel, OEM single piston calipers on front and any single piston on back.

13. FUEL:

a) Track specifications are a specific gravity of not less than.700 as measured via the hydrometer test.
b) The base fuel is "SUNOCO Racing Fuel" sold at the track.
c) 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

14. BUMPERS:

a) Steel bumpers must be used both front and rear
b) Front bumper must be mounted to the front frame horns with all support tubing under the body nosepiece.
c) Must be made of minimum 1.25-inch tubing and must be able to support car if lifted by wrecker.
d) Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges.
e) Rear bumper must be one of the following designs:
    1) Solid bumper of square or round tubing not wider than five inches outside each rear frame rail.
    2) If rear bumper is wider than five inches outside rear frame rail it must be capped with no sharp edges and bent forward on the end at a 90 degree angle inside the rear quarter panels
    3) a bumper constructed in a loop design that loops back inside the rear quarterpanels.
f) All tubing must be capped.

15. 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 inch 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.
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) Highly Recommended is driver's purchase and utilize the Hat's Off emergency helmet removal system.
e) 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.
f) 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.
g) SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear highly recommended.
h) Fire retardant gloves, and fire retardant shoes are required.
i) Minimum 6-point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured.
j) Seat belts and shoulder harness cannot be more than three years old.
k) Aluminum high-back 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.
l) Seat must be mounted inside the frame rail and ahead of the "B" Post of the roll cage.
m) Bottom of seat can be no lower than the bottom of the frame rail.
n) 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.
o) 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.
p) The bottom of the window net must be securely connected to door bars (pop rivets, hose clamps, and/or wire tied is not acceptable).
q) It is recommended that cars be equipped with a fully charged Halon #1301 On Board Fire Suppression System.
r) Minimum requirement is a 2.5 lb. fire extinguisher securely mounted in vehicle and within driver's reach for activation.
s) Each team must have a minimum 10 lb. Dry chemical and/or 10 lb. CO2 and/or 2.5 gallon water fire extinguisher in their pit area. Fire extinguishers must be visible.
t) Steel drive shafts and yokes only.
u) Drive shaft must be painted white.
v) Rear Springs must be cable or rope tethered so that they do not come out of a car. Cable must be 1/8" minimum diameter or rope must be 3/8" minimum diameter.

w) Roof Escape hatch approved provided it is closed and locked during racing.

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. Lakeside Speedway is not responsible for roll cage construction or for the size/quality of materials used. Roll bar nstallation and workmanship must be acceptable to track officials.
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)
g)
h) Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
i) Driver's head must not protrude outside cage with helmet on and strapped in driver's seat.
j) Must have minimum of one cross bar in top halo of roll cage.
k) Roll cage must be securely supported and braced.
l) Protection of feet is mandatory.
m) Bar across back of engine with vertical bars and rub rails, or similar protection.
n) No brace bars forward of cage may be higher than stock hood height.
o) Main cage no further forward than engine plate.
p) Modifications shall be made to ensure trailing arm will not penetrate the driver's compartment. Any modifications are subject to the Competition Director's or Technical Director's approval.

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 side bars 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.

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) No plastic or urethane fuel lines allowed.
i) Fuel cell must have in 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.

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.

2 ENGINE.

NEW: One half (1/2) degree valve angle tolerance, angle milling not allowed.

Discussion: Previous valve angle rule lacked tolerance generated through the manufacturing process. Inspection equipment can determine valve angle to within .001 degrees.

3. CARBURETORS AND AIR CLEANERS.

NEW: Unaltered two barrel Holley #4412, 500 c.f.m. model. Aftermarket fuel metering blocks are not allowed.

Discussion: Somewhere back in time a determination had been made to allow aftermarket fuel blocks. These aftermarket fuel blocks offer a distinct advantage over a stock fuel block. This change specifically states that aftermarket fuel blocks are not allowed.

5. ELECTRICAL/ELECTRONIC SYSTEM:

NEW: One ignition box and/or rev limiter allowed on car mounted in engine compartment or over the steering column accessible via an inspection cover. If used, the only approved ignition box is the MSD 6A, 6T, or any version of the MSD 6 box will be allowed. No other ignition boxes will be considered.
If used, the following MSD remote rev limiters are 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.
- P/N 8738 MSD Soft Touch Rev Control is approved for use with MSD 6T and 6TN Ignition Boxes.
- P/N 6420 MSD 6AL Ignition Control Box with Rev Limiter Built-In.
- P/N 6430, MSD 6 ALN Ignition Control Box with Rev Limiter Built-In.

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: Portions of this section have been consolidated with reference to rev limiters added. No guidance had been provided regarding the location of the spark box even though a majority of racers already have the spark box located in the desired location. The driver will not have access to the spark box while the racecar is in motion. Allowing a specific rev limiter option may help curb motor expense. Also we are advising racers of changes pending for the 2011 racing season that may involve requiring a chip to limit maximum engine RPM.

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 Border War between Lakeside and I35 sparked a new level of competition. The Hoosier G60 tire with IMCA stamp as well as the McCreary American Racer G60 tire allows drivers from either track to compete using either track 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 zig zag lines that run parallel with the tire tread or the outside edge zig zag 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 zig zag lines that run parallel with the tire tread or the outside edge zig zag 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. 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.

9. Frames This entire section was rewritten to reflect what we are currently doing and emulates that of the modified frame rule. The intent of this class is to use a modified frame with a Late Model body.

16. IDENTIFICATION AND MARKING.

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

NEW: Side numbers must be at least 18 inches high, letters if used must be 12 inch 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.

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 ro;
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 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 2.5 gallon water fire extinguisher or both in their pit area. However, their pit fire extinguisher is required to be visible within their pit so that a person walking can see the pit fire extinguisher.

ROLL CAGES.

OLD: All safety and roll bar installation and workmanship must be acceptable to track officials.

Must consist of continuous hoops not less than 1.75-inch outside diameter with a wall thickness of at least .095-inch.

NEW: 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.
___ 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. Lakeside Speedway is not responsible for roll cage construction nor for the
size/quality of materials used. Roll bar installation and workmanship must be acceptable to track officials.

Discussion: 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 in 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.