



2010 LAKE ERIE SPEEDWAY MODIFIED RULES

DISCLAIMER: This publication supersedes all previous rules and rule updates. We reserve the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. **ADDING WEIGHT, REQUIRING THE LOSS OF LEFT SIDE PERCENTAGE, AND/OR REQUIRING A CARBURETOR RESTRICTION PLATE, AND/OR ANY OTHER RESTRICTION DEVICE OR COMPONENT ON A VEHICLE WILL BE TOOLS USED BY SPEEDWAY OFFICIALS TO MAINTAIN 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 SPEEDWAY Competition Manager 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 the 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 foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which SPEEDWAY events will be governed. The SPEEDWAY Competition Manager is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The SPEEDWAY Competition Manager can and will disqualify a race car 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 SPEEDWAY by passing through prior technical inspections. The Competition Manager 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 Manager. 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. The participants, guest and crew members voluntarily assume these risks.

Advertising and Promotion Release: Lake Erie Speedway, Inc., its duly authorized agent and assigns, is hereby granted the right of uses of the applicant's name, likeness and photographs of the applicant or the applicant's car(s), taken during the event, in any medium or material, for promoting, advertising, recording, or reporting any Lake Erie Speedway, Inc. sanctioned event(s), including but not limited to television, and radio broadcasts, film production, video tape productions, and do hereby relinquish all rights there to for these purposes.

Driver _____ Car Owner _____

PLEASE NOTE: ALL STARTS AND RESTARTS WILL BE IN HIGH GEAR. IF YOU ARE SLOW ON THE START, THE RACE WILL BE STOPPED AND YOU WILL BE PUT TAIL. THERE WILL BE ONE CHANCE, NO EXCEPTIONS.

1. SAFETY EQUIPMENT: Rules apply for all hot track activities.

- A. Only Snell-rated SA2000 or SA2005 helmet will be permitted. (Effective January 1, 2008, SA95 helmets are no longer allowed).
- B. Only full-face helmets will be permitted.**
- C. Roll bar padding must be utilized in the driver compartment (**Fire retardant roll bar padding with an SFI rating is strongly recommended**).
- D. Only SFI-approved full fire suits will be permitted (two piece suits with SFI rating will be permitted). Only fire retardant neck brace, gloves and shoes will be permitted. **Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft** are strongly recommended.
- E. A driver-side window net, minimum 16 inch by 20 inch ribbon or mesh style, mounted so latch is at top front of window will be required
- F. A minimum three inch wide SFI-approved five point safety belt assembly will be required must be mounted securely to roll cage, and strongly recommended to a minimum of one year old. Any Y-type shoulder harness will not be permitted.
- G. An ignition disabling and/or "Kill switch" is mandatory. The switch must be within easy reach of driver and must be clearly labeled 'OFF' and 'ON'.

2. FRAME:

- A. Only OEM complete, 1964 or newer, perimeter American rear-wheel drive passenger car frame(s) will be permitted.
- B. Sports car frames will not be permitted.
- C. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail.
- D. **Minimum wheelbase 108 inches, maximum 112 inches, measured from the centerline of the front spindles to the centerline of the rear spindles on both sides of the car. There will be a tolerance of .5" (1/2")**
- E. Maximum overall width shall not exceed 78 inches from bead of tire to bead of tire.**
- F. Cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness.
- G. No part of frame can be lower than four inches from ground except front crossmember.

3. ROLL CAGE:

- A. Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Must consist of a

configuration of front, rear and top hoops connected by tubing on sides or side hoops.

- B. Driver's head must not protrude outside cage with helmet on and strapped in.
- C. Roll cage must be securely supported and braced with minimum one cross bar in top halo.
- D. Foot protection bar required.
- E. Main cage can not be any further forward than rear of engine.
- F. All bars forward of cage must be lower than hood.

4. DOOR BARS:

- A. All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness.
- B. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage.
- C. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness.
- D. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

5. BODY: (See diagram)

- A. Must be same width, front to rear, and parallel to OEM frame. Engine compartment must remain open (no side panels).
- B. Hood must be enclosed at rear.
- C. Panel in front of right door to engine compartment will not be permitted.
- D. Inner panels will not be permitted.
- E. Must have front windshield and rear window support posts.
- F. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body.
- G. May use full windshield. Must be fiberglass full size roof, rounded down in all directions. Window side panels must resemble all aspects of drawing. Rear spoiler may be maximum 5 inches in material height and maximum 66 inches wide. Spoiler may have stiffener, must be 1 inch or more down from top. Maximum 3 spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing.
- H. Fins, lips or wings will not be permitted.
- I. Reflective doors or quarter panels will not be permitted.

6. DRIVER COMPARTMENT:

- A. Must have minimum three windshield bars in front of driver.
- EACH COMPETITOR MUST HAVE EITHER B. OR C. MANDATORY**
- B. A Lexan-type windshield in front of the driver will be permitted. The windshield may not extend wider than cockpit and it must not extend further back than the steering wheel.**
- C. Full lexan windshield will be permitted.**
- D. Side or back lexan will not be permitted.**
- E. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires.
- F. Bottom of seat can be no lower than bottom of frame rail.
- G. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps.
- H. Oil coolers must not protrude above interior.
- I. Accumulators can not be mounted between driver and left-side door bars.
- J. Driver-adjustable devices will not be permitted while car is in competition except brake adjuster.
- K. A single panel mirror, OEM automotive-type, in the center of the car will be permitted.**
- L. Left side mirror of 3" in diameter will be permitted. Blocking is the judgment of the officials and the tower. ATTENTION TO ALL COMPETITORS: BE PREPARED FOR CONSEQUENCES.**

7. FRONT SUSPENSION:

- A.** All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; OEM replacement stamped steel lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in OEM location. OEM ball joints only. **Adjustable sway bar will be permitted.**

8. STEERING:

- A. Rack and pinion will not be permitted.
- B.** All components must steel or aluminum, unaltered OEM, in OEM location, **exceptions are:** outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles with 'IMCA' raised cast; bolt on spindle savers will be permitted; steel steering shafts and knuckles only driver compartment steering may be modified, must be kept on left side.
- C. Spindles must be right and left, and of same design.
- D. Heim joints on inner tie rods will be permitted.
- E. Quick release required - steering quickener and steering wheel may be aluminum.
- F. Idler arm, pitman arm, and center link must match frame.

9. SHOCKS:

- A. One steel, nonadjustable, unaltered shock per wheel only. Welded shock mounts only.
- B. Coil over, air, or remote reservoir shocks will not be permitted.
- C. Schrader valves or bladder type valve will not be permitted.
- D. Front half of any shock may be shielded.
- E. One or all shocks may be claimed per event for \$50 each, counting as one claim on card, following shock claim procedures.

10. SPRINGS:

- A. One steel coil or multi-leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only.
- B. Torsion bars, air bags or inner liners will not be permitted.

11. REAR SUSPENSION:

- A. All components must be either steel or aluminum.
- B. All mounts and brackets must be welded or bolted solid.
- C. Coil springs must remain over center line of rear-end housing.
- D. Coil springs will be permitted a maximum 8 degrees of tilt from vertical position.
- E. Coil-over eliminators will not be permitted.
- E. Rear shocks cannot be mounted on control arms. Must utilize one of the following designs:

a) Aftermarket three link design requirements: Must use minimum 16 inch lower control arms. Must use one upper control arm, solid tube, shock, or biscuit bar located at top center of rear end housing and remain centered (1-inch tolerance) on housing over drive shaft. Must use minimum 23-inch panhard bar located behind rear end housing. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack. Floating rear spring perches/cups will not be permitted.

b) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.

c) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Control Arms may be steel or aluminum. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

12. REAR END:

- A. Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) will be permitted. The rear end housing must be centered between the stock frame rails (Measured from drive plate to drive plate, 1" Tolerance). The driveshaft must be within 1" of being straight.
- B. All components must be steel, except lowering blocks, axle cap, and drive flange.
- C. Safety hubs (floater) will be permitted.
- D. Quick-change devices will not be permitted.
- E. A 1" diameter inspection hole in the rear end housing will be required.

- F. Mini-spools only.
- G. Ring gear, center section and yoke cannot be lightened.
- H. Solid steel axles and one piece drive flanges only.
- I. Transponders (AMB TranX260) are mandatory for the 2010 Race Season (Run your own or rent from the track, track transponders and first come first serve).

13. BUMPERS: (See diagram)

- A. Steel bumpers must be on front and rear at all times and welded, or mounted with minimum .375 inch bolts.
- B. Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, and – similar to diagram - no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065-wall thickness, from bumper to fuel cell guard. All cars must have rear nerf bars.
- C. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

14. TIRES/WHEELS:

- A. **Must use unaltered Hoosier Race tire, 970, must be purchased from Lake Erie Speedway.**
- B. All tires will be inventoried at time of purchase. If a driver is caught running a tire that is not on the inventoried list they will be disqualified from the event.
- C. Softening, conditioning, altering of any kind will not be permitted.
- D. Re-caps will not be permitted.
- E. Any offset wheel will be permitted.
- F. Bleeder valves will not be permitted.
- G. Wheel Spacers will be permitted.
- H. Must use only steel bolts.
- I. Must use minimum one-inch O.D. lug nuts.
- J. Wide 5 rims will not be permitted.

15. BRAKES:

- A. Must be steel approved OEM, operative four wheel, drum or disc.
- B. Must maintain minimum OEM dimensions for hubs/rotors and calipers cannot be lightened. Bolt pattern may be changed. Larger studs will be permitted.
- C. Rear rotors may be aftermarket 0.81-inch thickness (new).
- D. Vented rotors only, scalloped or ceramic-coated rotors will not be permitted.
- E. One proportioning device allowed (one-to-one ratio), front to rear only.
- F. Brake lines must be visible and must connect directly from master cylinder to calipers with no devices in between.
- G. Rear caliper brackets must be welded or bolted solid to rear-end housing.

16. EXHAUST:

- A. Round tube headers only.
- B. All primary header tubes must enter directly into one collector, at same point, at end of header.
- C. Merge collectors will not be permitted.
- D. Stepped will be permitted.
- E. Painted headers only.
- F. Heat wrap on headers will be permitted to prevent burning spark plug wires.
- G. All exhaust must go through mufflers, two per car, one per header.
- H. Exhaust sensors, cross-overs or balance tubes will not be permitted.

17. FUEL SYSTEM:

- A. Racing fuel cell required, maximum 32-gallon capacity (12 gallon recommended) must be in minimum 20 gauge steel container.
- B. Cell must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, and minimum 10 inches above ground.
- C. Fuel Cell must be mounted with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick.
- D. All cell mounts must be steel, securely welded to frame/cage.
- E. Protective tubing must cover rear and extend past both sides of cell.
- F. No part of cell shall be lower than protective tubing.
- G. Fuel cell vents, including cap vent, must have check valves.
- H. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
- I. Pick-up must be on top or right side of cell. Limit of one fuel filter.
- J. Cool cans will not be permitted.
- K. Air cleaner top/stud cannot direct air into carburetor.
- L. Top flow air cleaner housings will not be permitted.
- M. Mechanical OEM type push rod fuel pumps only.
- N. Claim engine must use one of three approved naturally aspirated carburetors: OEM GM Rochester two-barrel carburetor (only alterations allowed are booster I.D. may be machined to 0.250 inch and venturi I.D. machined to 1.375 inch); Unaltered 350 c.f.m. Holley - part no. 0-7448; Unaltered 500 c.f.m. Holley - part no. 0-4412 (both may be modified to Holley HP Dorton specs only.) Float bowl must face forward. Any adapter, maximum one inch thick.
- O. GM crate engine may use any Holley 4 barrel, subject to exchange claim, Carb Spacer one-inch thick will be permitted. Maximum 0.100-inch thick carb gaskets only.
- P. Throttle bore adjustable carb spacers will not be permitted.
- Q. Carburetor, may be exchanged, style for style only, following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night.

18. FUEL:

- A. Gasoline only.
- B. Racing fuel will be permitted. *Pump grade recommended.*
- C. Performance enhancing or scented additives will not be permitted.

- D. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.

19. WEIGHT:

- A. **A minimum weight of 2,500 pounds, no tolerance, after the completion of competition with the driver in the car will be required.**
- B. **A maximum of 56% left side weight.**
- C. Weights must not be used in driver compartment or outside body.
- D. All weights must be securely mounted with at least two 0.5-inch bolts, painted white with car number on it.
- E. Titanium, magnesium, stainless steel or carbon fiber components will not be permitted.
- F. Solid steel fasteners only.

20. BATTERY/STARTER:

- A. One 12-volt battery only, must be securely mounted between frame rails, and positive terminal must be covered.
- B. Starter must bolt on block in OEM location and directly engage flexplate/flywheel.

21. GAUGES/ELECTRONICS:

- A. Unapproved cameras, transmitting or listening devices will not be permitted. 12-volt ignition system only.
- B. HEI distributor only. Ignition rotor, cap, coil and module must remain OEM appearing.
- C. **Crate engine must use original HEI distributor with MSD #8728 rev-control and 6,200 rpm chip. Box must be mounted out of the reach of the driver on the right side of the car.**
- D. Ignition boxes, remote coil or accessories will not be permitted.
- E. All wiring must be visible for inspection.
- F. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and analog tachometer (memory recall will be permitted).
- G. Electronic traction control devices will not be permitted.

22. TRANSMISSION/DRIVE SHAFT:

- A. All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. 'In and out' boxes or quick change devices will not be permitted. Functioning shift levers must be in OEM location. One steel or aluminum OEM style/size flywheel or steel OEM style/size flexplate will be permitted, must be bolted directly to end of crankshaft.
- B. **Automatic:** Must be unaltered, two or three speed, OEM production case with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flexplate. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inch minimum) only.

- C. **Manual:** Must be unaltered, three or four speed, OEM production case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flexplate. Removal or lightening of the gears will not be permitted. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel/aluminum bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flexplate area. Hydraulic clutch pedal allowed with manual transmission only.
- D. **Drive Shaft:** Minimum two-inch diameter, white, steel drive shaft. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint. The driveshaft must be within 1" of being straight.

23. ENGINE COMPARTMENT:

- A. Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle.
- B. Engine offset must be kept within two inches of centerline of front crossmember with engine level. NO TOLERANCE.
- C. Minimum 11-inch engine height from ground to center of crankshaft.
- D. V-belt aluminum or steel pulleys only.
- E. Copper/brass or aluminum radiator only and must be mounted in front of engine.
- F. **No anti-freeze and/or cooling system additives will be permitted. Only water will be permitted for use in the cooling system. The result of using antifreeze will be a \$100 fine.**

24. ENGINE OPTIONS AND SPECIFICATIONS:

Crate Engine Option:

- A. **Unaltered sealed GM crate engine #88958602. Upon inspection, any different, altered, or missing GM seal bolts will result in disqualification, loss of all Lake Erie Speedway points for the season, \$5,000 fine and a one year suspension. \$300 fine and two week suspension for any crate engine not using required distributor, rev limiter, pushrods, valve springs or rocker arms.**
- B. **In the event that any competitor wins three feature races, crate engine will be removed from the car and impounded by the speedway. The crate engine will be taken to a specified Dynamometer for further inspection. The track manager and track officials may further inspect the crate engine internally after the Dynamometer inspection for research and technical purposes. Any competitor refuses and/or denies this process they will be disqualified from all prior racing events and face further penalties including suspension, fines, etc.**
- C. Driver using crate engine cannot claim engine nor have engine claimed.

Built/Claimer Engine Option:

- A. Claim engine, with following specs: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered.
- B. **BLOCK:**
 - a) Must use OEM steel GM, Ford or Chrysler block and heads.
 - b) Ford SVO or Chrysler W components will not be permitted.

- c) Only GM block numbers allowed are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
- d) Stroke must match block. Maximum .60 inch overbore. Maximum 361 c.i (GM); 363 c.i. (Ford); 370 c.i. (Chrysler), to be checked with pump, or by visual inspection of part and/or casting numbers, pistons, etc.
- e) Maximum 9 to 1 compression ratio, no tolerance, checked with a Whistler.
- f) Flat top or dished pistons only, gas-ported pistons will not be permitted.
- g) OEM type steel crankshaft and rods only.
- h) Conventional flat tappet cam and lifters only, cannot alter lifter bores.
- i) OEM firing order cannot be changed.
- j) May use oil restrictors. 'Wet' sump oiling system only.

C. CYLINDER HEADS:

- a) Only GM OEM approved head numbers are - 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126.
- b) Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust.
- c) May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH350I, head must remain as produced, valve sizes can not be changed.
- d) Porting, polishing or unapproved alterations will not be permitted to ANY cylinder head.
- e) Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks will be permitted.
- f) Stud girdles will not be permitted.
- g) **Roller rocker arms will be permitted. 1.5 rockers only. 1.6 Roller Tip rockers are still permitted.**

D. INTAKE:

- a) Unaltered, approved OEM cast iron low rise, two- or four-barrel; or unaltered Weiand aluminum - 'IMCA stamped' Chevrolet #7547-1 or Weiand aluminum unaltered Chevrolet #7547; Ford 302, #7515; 351 Windsor # 8023; 351 Cleveland #7516.
- b) Disqualification, loss of points and purse, and \$300 fine if any alterations are found to heads and/or intake.
- c) OEM type unaltered harmonic balancer only.
- d) OEM type steel or aluminum water pumps only.
- e) **Modifications to the heat risers will be permitted.**

25. ENGINE CLAIMING RULES:

- A. \$500 cash claim on engine, \$25 goes to wrecker for pulling engine.
- B. Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10.

fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers

NOTE: During engine claim, inspect heads and intake, and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all Lake Erie Speedway events until such time as a \$250 fine is paid, for first offense. Claimer then has option to accept or decline engine - if declined, driver is not charged with claim. Second offense penalties will be \$500 fine and/or suspension.