



2010 Late Model Rules

THIS DISCLAIMER IS BENEFICIAL FOR THE PARTICIPANTS, GUESTS, AND CREW MEMBERS: 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, OR REQUIRING A CARBURETOR RESTRICTION PLATE ON A VEHICLE MAY/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, which 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, guests 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 thereto for these purposes.

Driver _____ Car Owner _____

ALL MEASUREMENTS WILL BE MADE WITH THE DRIVER AND SAFETY EQUIPMENT IN THE CAR. ALL CARS WILL BE WEIGHED PRIOR TO THE FEATURE.

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). Transponder location will be 154" from leading edge of nose to inside left rear frame rail.

THE PLYLER OVERHEAD DOOR WINDOW STICKER MUST BE ON THE FRONT WINDSHILED OR ABOVE THE TOP OF THE WINDSHIELD NO EXCEPTIONS. WINDOW DECAL AND ALL OTHER CONTINGENCY DECALS IN PLACE IN ORDER TO GET POINTS AND PAYOUT

Late Model Competitors must purchase a minimum 5 gallons of fuel on race nights

BODIES –

A. The following models are approved for Lake Erie competition:

1. Chevrolet – Impala/Monte Carlo
2. Ford – Taurus/Fusion
3. Dodge – Intrepid/Charger
4. Pontiac – Grand Prix
5. Toyota - Camry

B. ABC BODIES

1. Lake Erie subscribes to the Approved Body Configuration (ABC) specification bodies as manufactured exclusively by Five Star Race Car Bodies and Aluminum Racing Products Inc. Events are open to 2004 and newer American-made full size body sedans meeting ABC specifications. Refer to the 2010 ABC rulebook for all body specifications and tolerances. **ABC Bodies will be mandatory in 2010.**
2. Side panels should not be lower then the frames.
3. **Streamlining or under panning of any type will not be permitted.**

C. TEMPLATES

1. All cars must conform to any and all approved templates, comparison pieces and/or other measuring devices as applied and measured by Lake Erie officials from the ABC Program Rulebook.
2. Duplicates or exact reproduction of templates used by Lake Erie officials for inspection purposes are available from Five Star Bodies.
3. Lake Erie will use the ABC Official Referee for technical inspection purposes.
4. Maximum template tolerance is 0.375 inches (3/8").

5. Side window front wings more the 10" will not be permitted.

D. SPOILERS

1. Cars using custom-built engines will be limited to a rear spoiler measuring a maximum of five-inches (5") high.
2. Cars using crate engines and all perimeter-frame cars will be limited to a rear spoiler measuring a maximum of six and one-half-inches (6.5") high.
3. The spoiler must be a flat surface with a maximum width of sixty-inches (60") and have no forward air deflectors and/or rails. The width will be measured across the back of the spoiler.
4. The spoiler must mount to the edge of the rear deck. Spoiler sides will not be permitted.
- 5. The spoiler location. Please refer to the 2010 ABC Rulebook.**
6. Spoilers must be made of clear Lexan or poly-carbonate material.
7. Lettering or decals on the clear portion of the spoiler will not be permitted.

Fiberglass, steel and aluminum body components will be permitted. Kevlar and/or any other lightweight body parts as determined by Lake Erie and/or track officials will not be permitted.

Engine manufacturer does not need to match the body style. IE: You may run a Ford engine in a Chevrolet body.

Additional weight and/or competitive alterations may be requested and made at any time for any car with a non-conforming body at the discretion of Lake Erie and/or track officials. All penalties will be determined by Lake Erie track officials and may not be protested or appealed.

CHASSIS -

- A. Offset ('straight rail') or perimeter-style chassis will be permitted.

B. WHEELBASE

1. The minimum wheelbase is 102", and the maximum wheelbase is 105", measured from the centerline of the front spindles to the centerline of the rear spindles on both sides of the car. Offsetting will not be permitted. There will be a tolerance of .5" (1/2")

C. TREAD WIDTH

1. Tread width will be a maximum of sixty-five inches (65”), with a tolerance of one-inch (1”) plus or minus measured from the centerline of the front and rear tires. Tread width will be measured from the outside bead flange of the wheels using a ‘tram’ or toe-in style gauge. All cars must fit within the gauge.

D. RIDE HEIGHT / GROUND CLEARANCE

- 1. Ride height or frame to ground clearance is a minimum of (3.5”) inches with driver in the car.**

E. FUEL CELL

1. Fuel cell canisters shall be mounted parallel with the ground plane, and may not be lower than eight-inches (8”) above the ground plane.
2. A maximum twenty-two (22) U.S. gallons fuel cell capacity approved for competition. Fuel cell bladders must reflect a manufacturing date of Jan. 2003 or newer. All cars competing in Lake Erie events must have sealed fuel cell and/or ASA late model series documentation that the fuel cell was checked for compliance during the 2009 race season.

TIRES -

- A. The following are the only approved tires for LAKE ERIE SPEEDWAY competition.

- 1. Tires: Hoosier 2070/Right Side and 2060/Left Side**
2. Any modification and/or alteration of a manufactured tire in any manner will not be permitted. Any tire(s) that in the judgment of the Track Manager and/or Track Officials has been modified and/or altered will result in the tire(s) being confiscated and declared ineligible for competition. The Track Management and Track Officials have the right to have the tire returned to the manufacturer and/or an independent source for analysis. If, in the judgment of the Track Management and/or the Track Officials the tire has been altered and/or at the conclusion of testing, the tire has been declared altered, modified and/or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points, fines, suspensions and an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Track Manager and Track Officials.
3. Alteration is defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling and/or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer’s specifications. A tire durometer may be used to determine whether a tire has been altered.
4. Alteration or defacing of tire identification numbers; labels; code numbers and/or serial numbers is considered an alteration to the tire.

B. Tire Allocation will be. (Dates below may change)

See Chart Below:

Race Date	Event	# of Tires allowed for purchase
May 22nd	Opening Night	8 (Start Inventory)
May 29th	LES 40	2
June 5th	Twin 30s	2
June 12th	LES 40	2
June 19th	LES 40	2
July 3rd	TWIN 30s	2
July 17th	LES 150	4
July 24th	LES 40	2
July 31st	LES 40	2
August 14th	LES 40	2
August 21st	LES 40	2
September 4th	LES 40	2

Total of (30) Thirty for Weekly Racing Competition
 Total of (4) race tires plus practice/spare tires for July 17th

WHEELS -

A. Only fifteen-inch (15”) diameter steel wheels, with a ten-inch (10”) rim width and reinforced center will be permitted. Bleeder valves will not be permitted.

WEIGHT -

- 1. Unaltered GM 604 Crate Motors – minimum (2680 lbs.) with maximum left side percentage of weight shall be 59% (The only alteration made to this motor will be the Champ Oil pan)**
- 2. Custom Built Motor – minimum (2750 lbs.) with maximum left side percentage of weight shall be 58%**
- 3. ASA Legal GM Crate- minimum (2700 lbs.) with maximum left side percentage of weight shall be 59% (Updates include: Champs Oil Pan # CP106LTRB (6 ½’ deep) with a pickup #10111SB or 106SB, Aftermarket SFI approved engine harmonic balancer, 1.6 rockers arms, an upgraded valve spring and retainer kit available from Phil Harper Motorsports, 1” inch tall aluminum carb spacer with four (4) round non tapered holes will be permitted.)**

4. **ASA Legal Ford, McGunegill motors- (2700 lbs.) with maximum left side percentage of weight shall be 59% ** All Ford engines must run 1.5 rocker arms**
5. **Unaltered GM 602 Crate motors- (2650 lbs.) with maximum left side percentage of weight shall be 59.5%**
6. **Competitors choosing to run a cambered rear end and/or a locker rear end must run at (50 lbs. more)**
7. **Overall weight will be measured prior to the race, with the driver in the car, along with all driver safety equipment and radio installed.**

Please Note: The Lake Erie officials reserve the right to change the weights of the cars during the course of the season.

FUEL -

- A. Cars running custom-built engines and crate-engines must use Sunoco 110 (Purple) leaded fuel.
- B. No 'blending' or mixing of fuels will be permitted.
- C. Fuel will be inspected and/or fuel specimens may be examined by the manufacturer for compliance.

ENGINES -

A. CUSTOM-BUILT ENGINES

1. Restricted to 'steel head', cast iron small block engines with specifications as defined by the competitor's local track rules. Geographic location and attendance at a specified local track during the past three seasons will determine which local track a competitor is eligible to declare.
2. **Dry-sump systems will not be permitted.**
3. Engine displacement as follows:
 - a. General Motors 350 cubic inches, GM – Stroke 3.480 and Bore 4.000
 - b. Ford 351 cubic inches, Ford – Stroke 3.500 and Bore 4.000
 - c. Mopar, American Motors 360 cubic inches, Mopar – Stroke 3.580 and Bore 4.000
1. Any manufacturer's engine may be interchanged from one manufactured line to another.
2. Stock stroke and bore. Maximum of .060 inch absolute overbore in each cylinder. No tolerance. No aluminum blocks. Manufacturer's engine parts may not be interchanged between manufacturer's engines.

- a. Block: GM Chevy 350 cu. In standard production block with stock external and internal measurements
- b. Bore size of 4.00 to 4.060 only (+ .005 tolerance)
- c. Bowtie cast iron block 10051183 with 4.00 bore is allowed

4. MOPAR/ FORD ENGINE RULE

Chrysler W-2, the Mopar 360 and FORD 351 will be permitted. Mopar can use stock Mopar 360 cylinder heads or W-2 cast iron cylinder heads only. Intake runner must retain stock dimensions and stock appearance with a maximum 180 cc. Ford must run M6049-N351 cast iron cylinder heads N351 with intake runner maximum of 195 cc. Mopar may mill stock rocker towers down and install mounting plate. Mopar and Ford engine blocks are allowed 3 inch set back from centerline of upper ball joints. Maximum valve sizes are as follows; Ford 2.020 intake 1.600 exhaust. Mopar intake 2.020 intake 1.625 exhaust. Intake manifolds Ford performer M-9424-C358 only. Mopar P4529295 casting 8015 or Weiland #8015. Both intake manifolds must remain stock and unaltered.

3. Only flat top three (3) ring piston, with three (3) rings in place permitted.
4. Cylinder heads must be cast iron only, maintaining stock OEM dimensions, limited to two (2) valves per cylinder. No titanium valves or valve springs. Only steel valve springs permitted. No port matching or flow work is permitted. No angle cutting of the head to block mating surface will be permitted. Intake runners must maintain the following dimensions; Chevrolet 182 cc; Ford 195 cc. The head stud or bolt holes cannot be offset or drilled off-center for the purpose of moving the head in any direction.
 - a. A maximum of three (3) angle valve cuts will be permitted. All cutting in reference to the valve cuts must be centered off the centerline of the valve guide. No radius cuts will be permitted. Upon completion of the valve cuts, the bowl area must remain unaltered with the same shape and surface finish as supplied from the manufacturer. Blending, radii and/or polishing will not be permitted. Hand grinding, polishing and/or acid dipping will not be permitted.
 - b. Chevrolet Bowtie part numbers 14011058, 10134392 and 12480034. Casting number 14011034 heads permitted in GM models. The Chevrolet head part number 10051108 will not be permitted. Chrysler W-2 cast iron cylinder heads are permitted. Ford part number M6049-N351 cast iron cylinder heads N351 are mandatory.
 - c. Chevy Vortec cylinder head casting #10239906 or #12558062 with maximum intake port volume of 170cc and maximum valve size of 1.94 intake and 1.50 exhaust. Vortec head must use 2116 Edelbrock performance manifold.
 - d. All valves must be identical in appearance and construction as an OEM type valve. Air directional devices will not be permitted on any valve surface. Valve stem diameter must have a minimum diameter of 11/32". Valve stem diameter may be undercut to a minimum diameter of 5/16" in the area of the valve stem from the head of the valve to the bottom of the valve guide. Maximum valve sizes as measured across the face of the valve are as follows:
General Motors: Intake - 2.020 Exhausts - 1.625
Ford N351: Intake - 2.020 Exhausts - 1.600
Chrysler: Intake - 2.020 Exhausts - 1.625
 - e. The combustion chamber may be machined, beside the valve only, to equalize the chamber cc. No other machining or grinding will be permitted.

f. The Ball Method will be used for checking cylinder heads. On the exhaust side, the header will be removed and then the inspector will place a tool in the port, which will consist of a .531" diameter ball bearing welded to a flexible shaft. With the valve fully opened the ball will be placed against the valve stem and moved to a full circle (360 degrees) around the valve stem. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal. On the intake side, the carburetor will be removed and the intake manifold for the same type of procedure, only the ball size will be .787" diameter.

5. Only stock production type, steel and/or cast iron, crankshafts will be permitted. Fluid-damper type balancers will be permitted. If an aftermarket crankshaft is used, it must be identical in appearance and construction as an OEM crankshaft including weight. All counterweights must be the same shape and design as OEM. Knife-edged, undercut or altered crankshafts will not be permitted. The main bearing journals may not be drilled. Normal balancing will be permitted. All crankshafts must be acceptable to Track Officials. The reference weights listed below shall include the timing chain gear sprocket. No lightweight cranks. The following dimensions are minimum specifications for all crankshafts:

<u>Manufacturer</u>	<u>Main journal</u>	<u>Rod journal</u>	<u>Ref. Weight</u>
Dodge	2.500 minus 0.030	2.100 minus 0.030	50 Pounds
Ford	2.750 minus 0.030	2.100 minus 0.030	50 Pounds
Chevy	2.450 minus 0.030	2.100 minus 0.030	50 Pounds

- a. Scat 9-35034805700 Crankshaft permitted.

6. Only magnetic steel connecting rods will be permitted. A one (1) inch inspection plug(s) is required in the oil pan in the side of the oil pan with a clear view of any connecting rod and a clear view of the crankshaft counterweight. Aluminum oil pans will not be permitted. Failure to have inspection plug will require the removal of the oil pan for inspection. NO EXCEPTIONS.
7. Dry sumps will not be permitted. Dry sump type oil pumps or external oil pumps will not be permitted. Oil coolers will be permitted. **DRY SUMP MOTORS will not be permitted.**
8. The camshaft must be driven in the same direction of rotation as the standard production engine.
9. Roller cams and/or lifters, mushroom lifters and/or revkits, will not be permitted. Magnetic steel lifters will be the only lifters permitted. .842 GM. Chrysler.904 lifter limit. Roller rocker arms will be permitted. Shaft mounted roller rockers will not be permitted. Rocker arms for all General Motors and Ford engines must be of the independent single stud type design. Offset or dual shaft rocker arms will not be permitted. Stud girdles will be permitted. All Chrysler engines may mill the existing rocker arm single shaft support towers and install a mounting plate that permits the rocker arms for a single cylinder to be mounted from the top for easy removal. Ceramic tipped, Conical and Shuback lifters will

not be permitted. Only standard production sleeve type cam bearings will be permitted. Needle or roller bearing not permitted.

10. Compression ratio: 11:1 maximum. No tolerance.
11. Any type of valve retainers will be permitted.
12. Only steel valves permitted; no titanium valves.
13. Engine Location:
 - a. GM engines must be located with the center of the forward most spark plug hole within 2” of the centerline of the upper ball joints. Ford and Chrysler engines must be located with the center of the forward most spark plug hole within 3” set of the centerline of the upper ball joints.
 - b. The center of the crankshaft must be within 1” of the centerline of tread width, front and rear.
14. The engine must be mounted within 2” of the centerline of the frame rails.
15. The engine angle must be within the AMA standard stock positioning.
16. The minimum clearance from the centerline of the crankshaft to the ground is 10”.
17. Removal of the identification numbers on any parts within engine will not be permitted.
18. A mechanical fuel shut off valve within the driver’s reach, labeled “on and off”, in a location visible and accessible from the right side window is mandatory.
19. A ball check valve in the fuel cell is mandatory.
20. A minimum fuel purchase at the track is mandatory. Track Management and Track Officials reserve the right to have all cars use the same “brand” of fuel. The fuel must be automotive gasoline only. The gasoline must not be blended with alcohols, ethers and/or other oxygenates and it must not be blended with aniline and/or its derivatives, nitro compounds or other nitrogen containing compounds. Fuel samples may be taken and sent to fuel manufacturer(s) for chemical analysis.
21. **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.**

B. CRATE ENGINES

1. **Approved crate engines for 2010:**

General Motors part # 88958604

General Motors part #88958602

Ford part #M-6007-D347SR

McGunegill Ford part #ASA 425 LM

**** All Ford engines must run 1.5 rocker arms**

*****G.M. part # 88958604 ASA Legal – use of a Champs Oil Pan #CP106LTRB (6 1/2” deep) with a pickup #10111SB or 106SB, Aftermarket SFI Approved engine harmonic balancer, 1.6 rocker arms, an upgraded valve spring and retainer kit available from Phil Harper Motorsports.**

2. Track Officials reserve the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.
3. 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.
4. Any team found to have altered and/or tampered and/or removed with any engine seal(s) will be subject to IMMEDIATE disqualification from the event, loss of all points and monies, suspension and/or other penalties issued from Track Management and Track Officials. Any seals that in the judgment of the Track Manager and/or Track Officials have been tampered with and/or altered will result in the engine being declared ineligible for competition. Track Officials may impound the ineligible engine for further inspection and/or return it to an Authorized Crate Engine Dealer, at the expense of the team, for engine re-certification. If, at the conclusion of testing, the engine been declared altered, modified or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points and monies, fines, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Track Manager and Track Officials.
5. Effective Nov. 1, 2006 all Lake Erie Speedway crate engines that are purchased ‘new’ from any manufacturer must remain ‘sealed’ by the manufacturer and/or builder. Any alterations, for example: ‘blue printing’, to a newly-purchased crate engine will not be permitted.
6. All crate engine repairs must be coordinated through a Lake Erie.
7. All repairs must be conducted by an approved Lake Erie engine repair specialist.
8. A Lake Erie engine repair specialist must document all repairs, in writing, to a Lake Erie-member track.
9. Lake Erie engine guidelines: All General Motors engine guidelines will be followed.
10. Approved Lake Erie engine repair specialists: TBA

C. RPM CHIP

1. All custom-built engines will be required to run a 6800 rpm chip.
2. All 'crate' engines will be required to run a 6300 rpm chip.

D. IGNITION

The only approved ignition systems for Lake Erie competition in 2010 are:

1. The Crane Cams Ignition unit (part # 600-6463 ASA LMS), complete with magnetic trigger, tech output, digital locked out rev limiter set at 6300 for Crates or 6800 for built rpm. Plus or minus 30 rpm.
2. MSD 6 ALN box. Lake Erie officials will install and seal in place a specific mandated (6300 or 6800) rev chip limiter in the MSD box during pre-qualifying tech inspection. The mandated rev chip limiter must remain in place for all on-track activity after inspection. Lake Erie officials reserve the right to replace any rev chip limiter at any time. Teams will not be permitted to remove the Lake Erie rev chip limiter at any time, for any reason. Only Lake Erie officials will be permitted to remove the Lake Erie-owned rev chip following competition.
3. All ignition boxes must be mounted in the dashboard area on the passenger side of the vehicle. All wiring to and from the ignition box must be visible and accessible for inspection purposes. Box and wiring must be out of the driver's reach during competition.
4. **Each late model is only permitted to have one ignition box in the car during the race event. NO TOLERANCE**

E. CARBURETOR

1. Custom-built engines will be permitted to use:
Holley model 2300, 500 CFM (# 0-4412C)
Holley model 2300, 500 CFM (# 0-4412S)
Holley model 2300, 500 CFM (# 0-80583-1)
2. Crate engines will be permitted to use:
Holley model 4150, 650 CFM (# 80541-1)

F. EXHAUST SYSTEM

1. **Any single flange steel tube header permitted.**

G. ENGINE LOCATION

1. Engine must be installed in a normal, upright position
2. Engine ground clearance is measured from centerline of the crankshaft at the harmonic balancer and must be a minimum of eleven inches (11”), with a tolerance of one-inch, plus or minus.
3. Engine must be mounted so the location of the number one (No. 1) spark plug socket is 3.5 inches (3 ½”) behind the left front ball joint. Maximum engine location tolerance is plus or minus .5-inches (1/2”).

RUNNING GEAR -

A. TRANSMISSIONS

1. Transmissions used in Lake Erie events shall be either manual, or clutch-less type automatic with a minimum of two (2) and a maximum of four (4) forward gears, along with a functioning reverse. Transmissions must be available to any and all competitors in a documented parts catalog for a maximum racer net cost of \$1,850.00.
2. All approved transmissions must have either an ‘as produced’ internal clutch, or utilize a multi-disc steel-racing clutch. External clutch must be a minimum disc diameter of 5.5 inches. Clutch must be contained by an approved racing bellhousing. Housing must have a 2.5 inch inspection hole at the bottom. Carbon clutch discs not permitted. Use of ceramic-coated bearings will not be permitted.

B. REAR SUSPENSION

1. Rear ends must be non-independent, solid spool quick-change style with full floating hubs, or nine-inch Ford style units. No open tube rear ends permitted. No limited slip differentials of any kind permitted. Rear end center section must maintain a minimum cross section height of twelve-inches (12”) at center of rear axle with a side bell minimum diameter of twelve-inches (12”). Quick change sections with magnetic spur gears only will be permitted. Only a magnetic steel lower jackshaft and driveshaft yoke will be permitted in the quick change rear end center section. Any rear end center section and/or rear axle that is deemed ‘mini’, ‘light’ and/or smaller than a standard twelve-inch (12”) unit will not be permitted. All rear ends must be approved by Lake Erie.
2. Front Mount quick change rear ends will be permitted.

3. Racket Type Rear Ends will be permitted with a 50 pound penalty.

4. Rear end components, including gears, bearings and axle tubes must be constructed of either steel or aluminum. Titanium, magnesium and/or any other special alloy or ceramic will not be permitted.
5. Traction Control Devices will not be permitted.

6. A maximum left side rear camber of 1.5 degrees will be permitted with a 50 pound penalty. Right side maximum camber is 1.5 degrees will be permitted with a 50 pound penalty.

C. BRAKES

1. Hydraulically activated, four wheel brakes are mandatory. Brake calipers must be available to any and all competitors in a documented parts catalog for a maximum racer net cost of \$450.00 each.

2. Iron and steel brake rotors only. Anti-Lock Braking systems and recirculators are not permitted. Brake bias adjusters are permitted in the driver compartment.

D. SHOCKS

1. One shock per wheel.

2. All shock parts (internal or external) must be of the same manufacture.

SAFETY

In all matters pertaining to safety; car owners, drivers and crew members must review and educate themselves in all safety standards. It is the responsibility of car owners, drivers and crew members to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to: helmets, fire suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any safety infraction will deem a car ineligible for competition until the infraction has been repaired and/or corrected and the car has been re-inspected. Lake Erie subscribes to the SFI Foundation and references SFI specifications relating to safety equipment used in and on Lake Erie race cars.

A. SEAT BELT / SHOULDER HARNESS (Illustration B).

1. All seat belt and shoulder harness systems must meet SFI Specification 16.1, type 1 regulation. Y-type shoulder belts will not be permitted.

2. Seat belts and shoulder harness systems more than two (2) years old will not be permitted.
3. A minimum five-point harness system is mandatory

B. DRIVER HELMET – SFI Specification 31.2A

1. Driver helmets must conform to SFI Specification 31.2A (closed face), or Snell Foundation SA2005 Standard. No open face helmets will be permitted.
2. SFI or Snell approval sticker must be visible on helmet during Lake Erie tech inspection.

C. HEAD/NECK RESTRAINT SYSTEM – SFI Specification 38.1 (Illustration C)

- 1. Use of head and neck restraint devices is mandatory for all hot-track activity. Lake Erie approved devices are the: HANS Device, LFT Technologies R3, Hutchens I Device and the Hutchens II Device. A neck roll is not a head and neck restraint device.**

D. DRIVER UNIFORM – SFI Specification 3.2 A/5

1. Driver uniforms must be fire retardant, multi-layer and full coverage specifically designed for motorsports usage.
2. Fire retardant gloves, socks, underwear and shoes are mandatory.

E. WINDOW NET

1. A left side driver window net is mandatory. Construction may be wide-mesh or web-type with mechanical release meeting SFI Specification 27.1

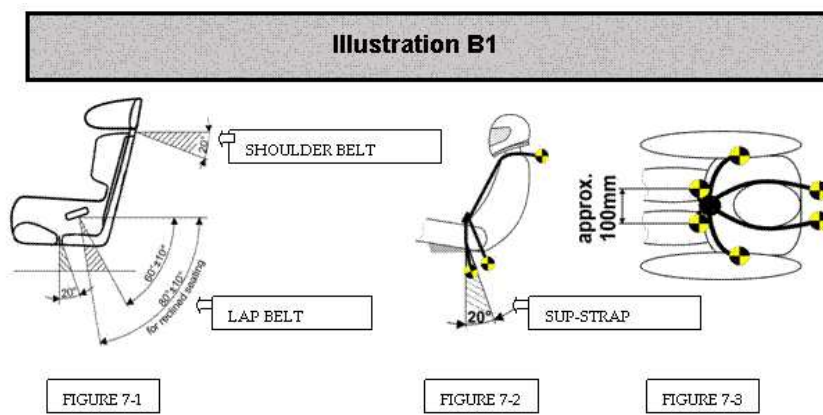
F. FIRE EXTINGUISHER SYSTEM

1. A minimum five-pound (5 lb.), securely mounted, fire extinguisher is required. A multiple discharge fire suppression system and/or cold fire system is recommended for cockpit usage.

G. RADIO SYSTEMS

- 1. All spotters must use a one way communication device to listen to race tower control. This radio is a frequency of 461.4875.**
- 2. All cars must have a functioning two-way radio communication system between the driver and team members.**

3. Teams must have a designated 'spotter' located in the official spotter's area mandated by Lake Erie. Spotter must sign in with Spotterville Official. NO EXCEPTIONS
Spotter must be in the designated area at all times while car is on the track. Spotter must have a radio/scanner monitoring Lake Erie race control at all times during the event. All teams must supply Lake Erie with its radio frequency. NO EXCEPTIONS



PROPER WRAPPING OF SHOULDER HARNESS BELTS

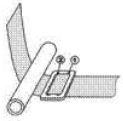


FIGURE 7-4



FIGURE 7-5

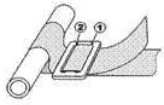


FIGURE 7-6

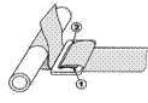


FIGURE 7-7

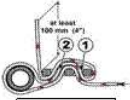


FIGURE 7-8

3-bar adjuster should be positioned as closed as possible to harness bar or Snap-on/bolt-on bracket, this applies to both lap and shoulder belt points.

PROPER MOUNTING OF BOLT-IN MOUNTING BRACKETS – INTEGRATED 3-BAR

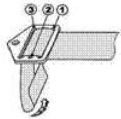


FIGURE 7-9

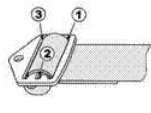


FIGURE 7-10

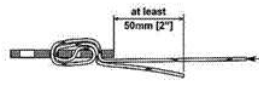


FIGURE 7-11

POSITIONING AND USE OF LAP BELT MOUNTING POINTS

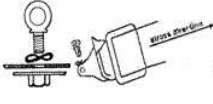


FIGURE 7-

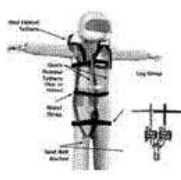
FIGURE 7-12



FIGURE 7-13

Lap belts must be positioned so that the mounting hardware through which the webbing passes is loaded in plane as the webbing passes through the seat and over the pelvis. Bolt-on brackets must be allowed to swivel and snap-on eye bolts must be aligned (using wavy washers) to allow directional

Illustration C



NOTICE –

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimal 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They 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. Lake Erie Speedway shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of Lake Erie Speedway track officials. All decisions are final.

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