



2010 Modified Rules



These rules are in effect as of Jan 20, 2010. This publication supersedes all previous LUCAS OIL SPEEDWAY rules and rule updates.

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

Body

1970 or newer American compact passenger car only (no panel vans or station wagons). An aluminum half-windshield may be used on driver's side of the front window opening only. Stock appearing front window support of now more than six (6) inches at bottom, going straight up to top for non-clear materials. Support may be up to ten (10) inches at bottom, going straight up to top, only if it is a clear Lexan material. A minimum window opening of twelve (12) inches must be maintained on both side window openings.

No streamlining at top of windshield. Bodies must have standard appearing windshield opening and corner post must follow standard configuration. Original rood line of vehicle must be maintained with

a maximum of five (5) inches of slope from rear to front. No more than one-half (1/2) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground.

Sail panels must be of matching design with matching styles on both sides of racecar. No belly pans. A belly pan will be defined as any object or material that alters the airflow under the racecar. No panel in front of the right door next to the engine compartment.

No racecar will be allowed to compete with excessive (to be determined by an official) body damage.

A maximum rear spoiler height of six (6) inches of total material will be allowed for racecars. Rear spoiler may not exceed the width of the rear deck lid.

A maximum of four (4) supports may be installed on the front of the rear spoiler. Supports may extend to a maximum of two (2) inches above and a maximum of two (2) inches behind the top of the rear spoiler. Supports may be a maximum of twenty-four (24) inches in total length. Fins, wings, or other air spoilers (except as noted above) are not allowed. The rear deck lid and/or trunk area must be covered. Rear of bodies "may" utilize a solid rear panel at least eight (8) inches high which extends from the left quarter panel to the right quarter panel. If so, the rear panel must be securely fastened and must display the racecar number on either the left or right side. No gaps or holes of any kind are allowed in the rear panel. A racecar with a rear panel that is loose or becomes separated from the racecar during an event will be subject to disqualification. Aluminum roofs are allowed. Doors and quarter panels may be mounted a maximum of one (1) inch above the deck. Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend twelve (12) inches forward of the back of the engine block.

Appearance

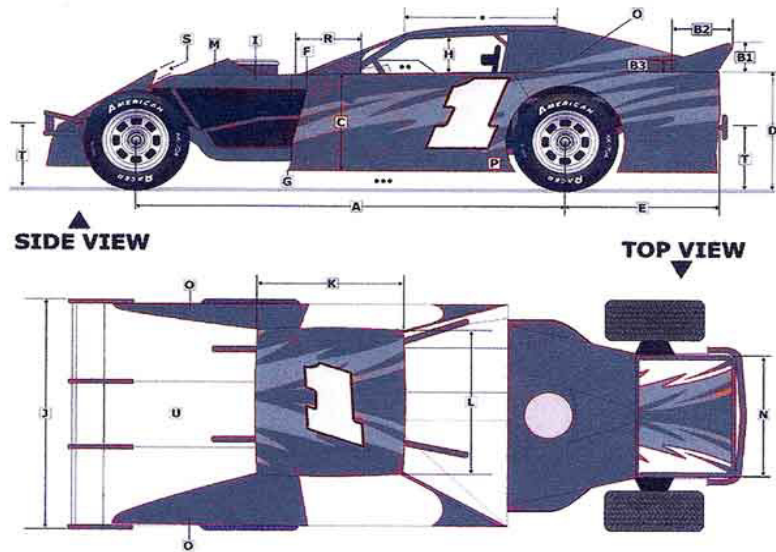
All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

Officials reserve the right, in the public image of the sport and or the Lucas Oil Speedway, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.

Bumpers

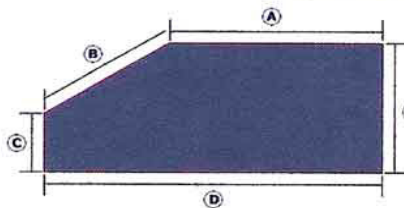
Both front and rear bumpers must be used, and must not have any sharp edges. Any inappropriate bumper will be disallowed by an official. Front bumpers should be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1 1/4) inch tubing and must be able to support the racecar if lifted by a tow vehicle.

Rear bumpers may be constructed of tubing or flat stock, and must protect the fuel cell. Center of bumpers (front & rear) must be at least sixteen (16) inches from the ground and no more than twenty (20) inches from the ground. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars).



- A. Minimum 108"
 - B1. Maximum 8"
 - B2. Maximum 24" long, 2" above and 2" behind spoiler (maximum 4 braces)
 - B3. Maximum 3" tall from deck lid to end of angle. No square or rectangular supports allowed.
 - C. Minimum 22", maximum 30"
 - D. Maximum 36"
 - E. Minimum 34", maximum 46"
 - F. Top of door and deck to rear of block
 - G. Maximum 12" forward from rear of block
 - H. Minimum 12", maximum 18"
 - I. Maximum 4" sides, maximum 3" slope
 - J. Minimum 53", maximum 66" (must be same front to rear)
 - K. Minimum 40", maximum 56"
 - L. Minimum 44", maximum 50"
 - M. Maximum 6" high
 - N. No wider than front frame horns
 - O. Sail panels must be same on both sides
 - P. Maximum 6" plastic skirt
 - R. Maximum 20"
 - S. Maximum 2", bent same (both in or out)
 - T. Minimum 16", maximum 20" from ground
 - U. Deck must remain flat from side to side, except for cockpit - maximum 10" rake from front to rear. If doors remain flat, only maximum 5" rake allowed
- * Maximum 5" front clearance, 2" rear clearance using 4' level.
 - ** Driver may be asked to exit right side of car with helmet on if official deems interior shield to be too large or unsafe
 - *** Minimum 3" from ground to body; Minimum 4" from ground to frame

Spoiler Braces



- A: 12" Maximum
- B: 12" Minimum
- C: 3" Maximum
- D: 24" Maximum
- E: 8" Maximum for open engines; 10" maximum for spec head and flat tappet engines

All spoiler braces must be of the same shape with a maximum of four braces. No mixing of the two outside braces. Metal braces in center are permitted. Spoiler must mount to deck and may be 6" of material for open engines and 8" of material for spec head and flat tappet engines.

Roll Cage

Round steel tubing, seamless roll-over bars are required for the basic roll cage, and must be acceptable to officials. Acceptable tubing is as follows: one and three-quarters (1-3/4) inches by nine-tenths (.090) of an inch or one and one-half (1-1/2) inches by ninety-five one-hundredths (.095) of an inch for mild steel and DOM tubing (one and three-quarters (1-3/4) inches by eighty-three one-hundredths (.083) of an inch for chromoly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded. Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended. Installation and workmanship must be acceptable to officials.

Must be frame-mounted in at least six (6) places. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage. Must have a protective screen or bars in front window opening in front of driver's face. Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory. Brace bars forward of roll cage may not be higher than the stock hood height. A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars with a thickness of less than nine-tenths (.090) of an inch should have four (4) bars at least one and one-half (1-1/2) inches in diameter at a minimum of eighty-three one-hundredths (.083) of an inch thickness and be gusseted in place. The door bars must have six (6) vertical studs per side of one and three-quarters (1-3/4) inches by eighty-three one-hundredths (.083) of an inch minimum seamless round tubing equally spaced.

Frame

Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than thirty-six (36) inches from center of rear end housing. May only be altered for the installation of springs and shocks. All components must be made of steel and be properly welded. Must be full and complete on both sides, may not be widened or narrowed and must be able to support roll cage on both sides. Minimum height from ground is four (4) inches. Exception: Front cross member may be notched for radiator clearance only. No Jeep, Bronco or similar four-wheel drive frames allowed. No sports car frames allowed. No front-wheel-drives allowed. Rear of frame may be altered to accept leaf or coil springs. No hydraulic, ratchet or electric weight jacks anywhere on the racecar. Aluminum jack bolts are not allowed. Minimum wheelbase of one-hundred eight (108) inches in both sides (no tolerance). Tubular front clips are not allowed. Maximum overall width of car (at front or rear) shall not exceed seventy-eight (78) inches from outside of tread to outside of tread (no tolerance).

Cockpit

Loose objects and/or weights are not allowed.

Air bags are not allowed. Rear view mirrors are not allowed. Floor and firewall must be complete in the driver's compartment. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.

Steering

Steering box must be O.E.M. and must remain within original bolt pattern for type of frame used.

Rack and pinion is not allowed. Steering may be modified to suit driver, but must remain on left side of cockpit (no center steering).

Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.

Seat

Factory-manufactured racing seats are mandatory, and must be acceptable to officials.

Homemade aluminum, plastic or fiberglass seats are not allowed. Must be properly installed and seat back cannot be moved back further than rear edge of quarter post. High-back aluminum seats only.

Suspension

Must remain stock-type for the type of frame being used. Steel aftermarket parts may be used as stock components as long as they mount in the stock location and are the same size as the O.E.M. parts.

This includes lower tubular A-frames. If using lower tubular A-frames, must match factory specs. No aluminum or titanium components allowed. Magnet must stick to all components.

Steel tube-type upper A-frames allowed and can be moved. Aluminum cross shafts and wedge tubes are allowed.

Stock passenger car spindles only - no fabricated spindles. Bottom A-frames cannot be altered, lightened or moved.

Front sway bars may be used. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints. Sway bars must be solid full-length O.E.M. Rear panhard bars may be used. Rear panhard bars must be made of steel and may be attached by using a minimum three-quarter (3/4) inch i.d. steel heim joint. Steel coil-over eliminators or steel/aluminum coil-over kits are allowed, but must conform to shock and spring rules. Suspension or rear end parts must be steel. Aluminum mounting brackets are permitted.

Shocks and Springs

One steel non adjustable shock per wheel only. Air shocks, canister shocks, Schrader valve shocks, aluminum shocks are NOT allowed. All coil springs must be at least four and one-half (4-1/2) inches outside diameter. Steel springs only. No torsion bars allowed in rear.

Electrical System

Battery must be securely mounted. One (1) 12-volt battery only.

Ignition

No magnetos or crank-triggered ignitions. No more than one (1) coil may be used. Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on". No traction control allowed of any kind. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. Adjustable ping control devices, dial a chip controls, timing controls, or automated throttle controls are NOT permitted in the cockpit or any other position accessible to driver. Any remote controlled components inside or outside the cockpit of any competitor's race car are not permitted. Data acquisition systems are not permitted. Any competitor found with any of the above will be disqualified, loss of monies and suspension from Lucas Oil Speedway.

Fuel

Fuel must be automotive gasoline or alcohol only. No additives of any kind. Racing fuel is allowed. Penalty for illegal fuel is loss of points, cash and awards earned for that event. May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Electric fuel pumps are not allowed.

Carburetor

One (1) two-barrel, four-barrel or Predator carburetor properly installed will be permitted. Must be naturally aspirated. No fuel injection

Fuel Cell

Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points. Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.

No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. Maximum capacity of thirty-two (32) gallons. Must have check valves. A ball-type, flapper or spring, or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

Wheels

Must be fifteen (15) inches in diameter and eight (8) inches in width. Stickers are not required. Must be reinforced steel only.

Wheel covers are allowed on the right side wheels only. Wide, five wheel adaptors are not allowed. Steel or aluminum spacer between hub and wheel is allowed, but overall width of racecar cannot exceed the seventy-eight (78) inch limit. Aluminum or steel lug nuts are allowed.

Tires

American Racer G60 (KK704) or Hoosier G60 IMCA stamped tires are allowed. Softening,

conditioning, or defacing sidewall is not allowed. Grooving and siping allowed. Right rear bead lock ONLY allowed.

Braking System

Brakes must be operating on all four wheels and must lock up all four wheels during inspection. Car must have caliper and rotor on all four wheels. Vented rotors are required on front wheels. Electronic brake actuators are not allowed. Calipers may not be lightened and must be O.E.M. Steel or aluminum single-piston O.E.M.-type calipers are allowed. Rotors must be steel and may not be lightened or drilled. Rotors may be re-drilled for different bolt patterns or larger studs. Front-to-rear brake bias is allowed. Brake shut-offs are not allowed. Brake lines must be visible.

Drive Shaft

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

Transmission

O.E.M. three-, four-, and five-speed and automatic production-types allowed. "In and out" boxes are not allowed. Must all be clutch-operated. Bert and Brinn transmissions are allowed. With motor running and racecar in stationary position, driver must be able to engage racecar in gear and move forward, then backward, at time of inspection. Clutch must be inside of bell housing for O.E.M. production-types. One (1) forward gear and one (1) reversal gear must be in working order, plus a neutral position, and must be able to be shifted by driver. Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved (GM bell housing is not SFI approved). Automatic, Bert, or Brinn transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel, and must be constructed of at least one-quarter (1/4) inch steel. Alternatively, automatic transmissions may utilize an SFI-approved aftermarket guard. All racecars must have the capability of starting without being pushed or pulled.

Rear End

Any passenger car- or truck-type is allowed. No aluminum allowed except lowering blocks, axle cap, and drive plate.

Quick change is optional: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearing must be tapered; titanium is not allowed; wide-five wheel patterns are not allowed; aluminum spools are permitted. Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear ends purchased prior to that date will be permitted and must have original serial number. No cambered rear ends (one-piece drive flange only). No traction devices allowed (includes Gold Track, True Track or similar type components).

Engine

Must be able to be used in conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings and fitting may not be changed. Machine work on outside of engine, or on front or rear of camshaft, is not allowed.

No total "dry sump" systems allowed. "Wet" system must be operative. Cooling system may be modified. Radiators and oil coolers must not protrude above interior. Any American make may be used. Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle- no tolerance. Offset must be within two (2) inches of centerline

of front cross member. Must be a minimum of eleven (11) inches from ground to front center of crankshaft. Steel blocks only – no aluminum or titanium. Overflow tubes must be directed towards the ground and inside the frame rails. Radiator must be mounted in front of engine. Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification. Tri-Y headers are not allowed. Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage. No SB2 motors. No 18 degree heads
If utilizing aluminum heads, racecar must have fifty (50) pounds in front of mid-plate; split between sides of motor.

Weight

Total weight 2450 lbs; no burn-off;

Ballast

Lead may not be mounted in cockpit, or outside of body or hood area. Must be securely mounted, painted white and clearly marked with the car number. Must be attached with at least two (2) one-half (1/2) inch bolts. May not be attached to rear bumper.

Safety

It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 121 or equivalent). Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers are highly recommended. Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm-ups, hot laps, and races. Helmets are mandatory and must be approved SHCA or Snell-type full coverage.

Helmets should accompany driver and racecar at time of inspection. Helmets of at least Snell SA2000 or SA2005 rating are mandatory. Complete one- or two- piece fire suits of a flame retardant nature must be worn by all drivers at all times when the racecar is on the racetrack. This includes during the track packing, warm-ups, hot laps, and races. SFI-approved fire-resistant gloves and shoes are mandatory. Five-point safety belts, sub-belt and shoulder harness is required. Factory-type shoulder belts or straps are not allowed.

Metal to metal buckles are required on shoulder and seat belts. Shoulder harness must be mounted securely to the roll cage. It is recommended that seat belts and shoulder harnesses not to be more than 3 years old. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting of the belt. Full-size window net mounted in the left side driver's window opening and/or approved racing arm restraints are required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. If driver is utilizing arm restraints and official can pull driver's arm out of cockpit, driver will not be allowed to compete. Fire-resistant safety neck collars are required.