

# 2020 LSR RULES

## General Rules

1. All participants are subject to the rules of the LSR are expected to know the rules. A lack of knowledge of LSR rules by any participant will not be recognized as a valid argument for failure to comply with LSR rules.
2. Approval of any race car by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it farther declared that officials shall not be liable for any mechanical failure, nor any losses, injuries or death resulting from the same.
3. Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action by the LSR. This will be strictly enforced.
4. Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors, and family members.
5. Absolutely no alcoholic beverages or other illegal chemical substances may be consumed by a driver or pit crew prior to the race, in the infield, or during the event. The duration of the event shall also include all support classes events run as part of the overall program. The use, sale, or distribution of illegal drugs at any time shall be cause of immediate and indefinite suspension.
6. Any participant who defies or violates the intent or spirit of the LSR rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by LSR promoters.
7. All drivers must be at least fourteen (14) years of age (proof of age is required). Drivers less than eighteen (18) years of age are required to have a signed and notarized parental consent form. The parental consent form must be signed by a parent or legal guardian, and must be received by LSR before the start of the event.
8. LSR official may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate or continue in the event.
9. No equipment or racecar will be considered approved until it passes through tech at the start and/or end of the race. Cars are subject to tech after the race is concluded.
10. LSR reserves the right to add, delete, supersede or modify any rule deemed necessary for the conduct of events and/or safety of the participants or spectators.
11. LSR and/or promotor reserve the right to refuse or to accept the entry of any racecar or participant. Furthermore the LSR and/or promotor reserves the right to revoke or cancel any entry, or participant's claimed right to be on the racetrack's premises. If it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants', spectators, track management, and/ or employees of the LSR the participant will be removed from said premises.
12. All racecars running at the completion of the main event shall report to the front straightaway and await further instruction.
13. Technical inspection of all events including the top (5) finishers in the main event and any other racecars as instructed by the officials. The cars chosen for technical inspection maybe required to report to a designated area after the completion of the main event where a mandatory and varied post-race technical inspection will be required to be completed.

14. All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be disqualified.
15. Any driver or pit crew member entering the racing surface or any other restricted areas without the direction of an LSR official shall be removed from the premises.
16. No cell phone or other communication devices other than Raceiever are allowed inside the car.

## Car & Body

1. Passenger Automobile with factory steel roof only. No station wagons, convertibles, rear, or mid-engine cars will allowed.
2. Compact and FWD cars are allowed but are required to have a racing fuel cell.
3. All bodies must be steel and strictly stock per OEM, fully intact and unaltered. All hoods and trunks must be securely fastened. No gutting of trunk lids. Chains, bolts, or hood pins are allowed to secure hood and or trunk.
4. No aluminum hoods or trunks unless OEM. Hoods should have no holes or air scopes. Hood must be sealed off from driver compartment with metal. Hood must be separate from fenders.
5. OEM steel bumpers must be in stock location. All bumpers must be capped to the body. The reinforcement of any bumper is not allowed. Compression bumpers must be welded
6. Damaged bumpers may be replaced with 2 X 4 inch square tubing no thicker than 0.125 inches and no wider than body, must be capped. Must have one (1) inch inspection holes on both ends. Must be mounted in stock location and stock height.
7. Chains are required on bumpers front and rear for tow truck to attach to.
8. No moving or changing windshield posts or quarter panel posts. No altering or channeling of the body is allowed. Nothing allowed to alter the stock appearance such as but not limited to wings, spoilers, skirts, or air scoops. Six (6) inch maximum sun visor is allowed.
9. Number fins are required. Minimum 12 x 12 Maximum 24 x 24 inch.
10. Car numbers must be 24 inches tall and 3 inches thick on sides of car. Number should be on roof fin and must be legible.
11. All chrome, glass, upholstery, front and rear seats, lights, and mirrors must be removed.
12. Must have working brake lamp.
13. All doors must be secured shut.
14. Full floorboards must remain intact.
15. Trunk floor maybe removed to accommodate fuel cell.
16. A full visible metal firewall must separate the driver from the fuel cell and trunk compartment.
17. Full firewall must separate driver from engine compartment and must remain in stock location. All holes must be covered with metal. No expandable type foam can be used on any part of the car.
18. Inner wheel wells front and rear must be stock. Front fender wells may be removed.
19. All stock gas tanks must be removed. A fuel cell in a metal container is required. It must be mounted above the rear frame rails. Two steel straps mounted to the frame or roll cage and around fuel cell minimum 2 inches wide.
20. Check valve or roll over valve required. Flapper valve required.
21. Brakes on all four wheels are required and they must work. They will be inspected the day of the race. No brake shut-off devices are allowed. No rear disc brakes unless OEM. No aftermarket brake pedal assemblies are allowed. No aluminum brake drums. Stock master cylinder mounted in stock location. All brake components must remain stock for make and model of frame used.

22. No computers or data recorders unless OEM.
23. If fuel line runs through drivers compartment it must be in continuous solid metal pipe or metal conduit securely attached from the rear firewall to the front firewall.
24. Rub rail maximum 1 inch thick 2 inches tall mild steel only. No grater blades. Ends must be tapered. No sharp edges or they will have to be removed. Maximum material thickness of 0.125 inches.
25. Bodies can be repaired with OEM thickness of material only.
26. No other lights are allowed except brake light.

## Drivers Equipment

1. Five-point safety belt. Sub-belt, shoulder harness, and lap belt. Belts should be anchored to the roll cage only, not to floor.
2. All helmets must be full face. No open face helmets allowed. No goggles allowed. All helmets must be SNELL rated SA2005 or newer.
3. Fire suit, neck brace, fire retardant gloves and fire retardant shoes are required.
4. Roll bar padding is recommended in driver's compartment.
5. Driver's window net is mandatory mounted to roll cage. Three (3) ¼ inch minimum diameter windshield bars in front of the driver are required and screen is recommended.
6. Detachable steering wheel is optional.
7. Steering column must be double knuckled or collapsible shaft like OEM. No welding of collapsible shaft it must remain operable.
8. Raceiver will be required.
9. All cars must have aluminum high back racing seat that is fastened to the roll cage. Bolting to the floor is NOT ALLOWED. Seat must be no farther back than "B" pillar. Unless it is a full size 4 door car.
10. Any fuel injected car running an electric fuel pump must have a shut off switch left of the steering wheel. It must be marked clearly "ON – OFF" and easily excisable for safety personnel.

## Suspension

1. Must be OEM suspension. No add on quick steering boxes. No altering or changing suspension or steering. All components must match frame and be in original location.
2. No racing shocks, this includes but is not limited to Bilsteins, Afco, Carrera, Pro, QA1, or any other shock exclusively made for racing. No racing springs. Rear pigtail springs only, must have pigtails down. Shocks mounted in factor location only.
3. No spacers or chains allowed on suspension.
4. Stock unaltered spring pockets.

## Drivetrain

1. OEM automatic transmission with OEM working torque converter. Must have all forward gears and reverse.
2. Any external auxiliary transmission coolers must be mounted in close proximity to the radiator.
3. OEM manual transmissions must have all forward gears and reverse. Minimum 10 ½ inch diameter single disc clutch.
4. OEM passenger car rear end only. Ford 9 inch non floater rear ends are allowed. Must be mounted like stock rear end for that make and model of car.

5. Maximum rear end gear ratio of 4.11

## Wheels and Tires

1. No double side wall tires allowed. No doubling of tires.
2. Passenger car tires only. Absolutely no mud, racing, snow, fancy, exotic or trick gumball tires allowed. No trailer, No winter or winter force style tires allowed.
3. ½ inch wheels studs are recommended. 1 inch lug nuts are required on any steel wheel.
4. Maximum 15 x 7 inch wheel only. No bead locking devices or screws allowed. 3 or 4 inch offsets only or OEM. No wheel spacers.
5. Racing or spoke steel wheels allowed.

## Battery

1. Battery must be securely mounted in the trunk area. It must be enclosed in a marine type box or metal box or mounted directly to frame. Positive post must be covered.
2. Only one 12 volt battery per car.

## Roll Cage

1. Main cage must consist of continuous hoops, minimum 1.75 O.D. tubing, with wall thickness of at least 0.095 inches. Recommend low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Unibody cars are required to weld cage to 6 x 6 steel plates to floor. Drivers head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 O.D. with 0.083 inch wall thickness. Front down bars must be tied together; Passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. Rear kickers (down bars) must be minimum 1.25 inch O.D. tubing 0.083 inch wall thickness.
2. All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on drivers side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.
3. No front hoops allowed in engine compartment. Two bars can be used to protect the radiator. Bars must be behind bumper no wider than frame rails. Maximum 2 O.D. inches. Factory radiator support may be used. No radiator support bars farther back than front of upper A-arms.
4. No square tubing or galvanized pipe is allowed in the making of the roll cage.
5. Fuel cell protection bar strongly recommended must be mounted from frame rail to frame rail no higher than the fuel cell.
6. Inner door panels may be removed to accommodate the roll cage only

7. "X" bracing frame is optional, stock transmission cross member required if frame is not "X" Braced. No other reinforcing of frame is allowed.

## Engine and Carburetor

There shall be two (2) engine options. You must pick one and follow all the rules of that option.

### Option #1

1. OEM engine for that make and model of car. VIN will be used to validate that is how car came out of the factory. No alterations to intake, exhaust, or ignition system. All components used must be OEM or OEM equivalent replacement for that car.
2. Unaltered bore, stroke and camshaft specs must be maintained.
3. Naturally aspirated engines only no turbos or supercharged engines will be allowed.
4. Must maintain factory fuel delivery. The ONLY exception to this is; 4 barrel carburetor can be removed and replaced by a 2 barrel carburetor of same make (GM to GM, Ford to Ford ect.). Must maintain OEM intake manifold. Adapter may be used no more than one (1) inch rise including any gaskets.
5. Must be in original mounts
6. Simply NO modifications

### Option #2

1. Any American make engine allowed. OEM steel passenger production vehicle block only. No GM Bowtie, Ford SVO, or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
2. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inch (GM); 363 (Ford); 370 (Chrysler).
3. Maximum compression ratio is nine(9) to one(1), NO TOLERANCE. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons etc.
4. Flat top or dished pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aeroing, bullnose, knife edge, undercut or drilling of second or third rod throws.
5. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed.
6. Cap screws allowed. No splayed main caps.
7. Conventional flat tappet cam and lifters or hydraulic only, No roller cams. Cannot alter lifter bores.
8. OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2)
9. Wet sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection holes in all pans- no obstruction to crank and rods.
10. Steel heads only. No Vortec heads Allowed. Must be unaltered.
11. No roller tip rockers arms allowed. GM – 1.25 inch maximum O.D. valve spring. No beehive valve springs allowed.

12. GM to GM, Ford to Ford, Chrysler to Chrysler
13. Intakes must be stamped with OEM part number. No aftermarket intakes allowed
14. Two (2) barrel carburetor only. No Holley's on GM. Adapter may be used on 4 barrel intakes. Maximum rise one (1) inch including gaskets.
15. No sealed engines allowed.
16. Stock distributor cap, stock module
17. No headers, OEM manifold only. No center dumps.

## Claim

1. \$1500 cash claim option on the initial top 5 cars that finish. Should one (or more) of the INITIAL top five (5) finishers be disqualified, any driver advancing into the top five (5) is not eligible to claim or be claimed.
2. Claims must be paid within five minutes of the end of the race to the promotor, by the driver whose car is still running at the end of the race and completed at least half of the winner's laps. To be eligible to claim must have competed in all of the previous LSR events in the current calendar year, or have been previously claimed in the current calendar year at an LSR event. There will be no claims permitted on the first race of the calendar year.
3. Claim does not include seat, belts, and fuel cell.
4. Driver is only allowed one (1) claim per calendar year.
5. Only driver may claim and agree to sell or refuse. In case of multiple claims, drawing will be held to determine outcome. Claim is not charged to drivers not awarded claim. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
6. Refusal to sell any claim forfeits all cash, trophies and contingencies for feature and all LSR points.
7. Any driver refusing a claim, when claimed within rules, loses right to claim any other LSR driver for 12 calendar months from date of refusal.
8. First refusal will also result in driver being suspended for remainder of calendar year and a \$200 fine paid to LSR. . Fine must be paid before the driver will be reinstated.

## Scoring

1. All LSR events will be scored electronically using My Laps hardware. Transponders will be available to rent but you are encouraged to purchase your own.
2. Transponders should be mounted on front firewall on passenger side with clear view of the ground unobstructed by any metal objects no more than 18 inches high.
3. LSR is not responsible for any lost, damaged, or non-functioning transponders. We will do our best to make the driver aware if any such event were to occur.

## Rules of the Race

1. Cars must be checked for safety requirements at least 30 minutes prior to the beginning of the race.
2. The first car to complete 200 laps or two hours will be declared the winner.
3. Cars finishing in the top ten at the end of the event may be inspected by LSR officials.
4. Pre-registered drivers will draw for starting positions. All others will fill in as there arrive at the track.
5. The racecars will hold their position until the green flag is displayed.

6. The yellow flag will not be used. If there are cars with breakdowns or accidents the other cars will avoid them while continuing to race.
7. When a red flag is displayed all cars must stop. The race will be restarted with the cars in the same position as before the red flag.
8. Cars will be allowed to enter the pits for repair or servicing. Re-entry to the racing surface will be allowed as the pit steward indicates. During the red flag period no entrance to the pits or exit from the pits will be allowed.
9. The white flag will indicate the leader is on the last lap and the checkered flag will signal the finish of the race.
10. No drugs or alcohol permitted on the grounds prior to or during the race.
11. Pit stops in the pit stalls must be done orderly and in a safe fashion, and away from the pit entrance or exit.
12. All cars must be removed from the infield within one (1) hour of the completion of the race. Any car not removed from the ground within three (3) days becomes property of the promotor and will be disposed of accordingly.
13. Due to stricter insurance regulations cars must meet the approval of the track official.
14. No refunds
15. Any car pushed off the racetrack by LSR within the first 1 hour and 45 minutes or 175 laps will be allowed to re-enter the race one (1) time only. Any car needing a second (2) push off, or after the 1 hour 45 minute time or 175 laps shall be considered out for the remainder of the race.

Make checks payable to the track you are competing at.

Any question regarding these rules please text or call Head Tech Official Trey Davis 605-553-5044