

LONESOME PINE RACEWAY MOD 4 RULES

COMPETING MODELS:

- A. Competition will be open to 1962 and later models of American or foreign four-passenger sedans sold in the United States.
- B. Cosworth Vegas, mid-engine and all wheel drives will NOT be permitted.

CAR BODIES:

- A. Stock OEM configuration of stock front fenders, roof and rear panels will be considered 'stock'.
- B. Fabrication for stock appearing metal doors and trunk lid is permitted.
- C. Aftermarket nose, tail and hood is permitted. Aftermarket pieces may be metal, fiberglass or plastic.
- D. Interchanging of body on chassis make and model is permitted.
- E. Full aftermarket bodies are permitted. Full aftermarket bodies interchanged chassis vs make and model – Bodies should be stock in appearance.
- F. There must be no addition to total weight.
- G. Open rear sections are not permitted. The minimum rear bumper cover height is 18 inches.
- H. Open wheel bodies will NOT be permitted.
- I. Hood and deck lid should have positive magnetic steel type fasteners.
- J. Inner body panels may be removed. If removed, what is left of inner panels should be safe and neat.
- K. Headlight and taillight openings must be covered. Door plate must be used on driver side 1/8th inch thickness.
- L. Roof height – Aftermarket body MUST maintain a minimum of 44 inches in height when measured 10 inches back from the center of the windshield.
- M. Spoiler – Rear spoiler MUST be a maximum of five (5) inches high and no wider than the deck lid. Centered on car.

SUSPENSION:

- A. OEM factory suspension must be only for make and model of chassis being used.
- B. Upper A-frames may be cut.
- C. Adjuster cups or wedge bolts are permitted.
- D. Lower control arms must be same length left and right.
- E. All mounting points on the front lower unit must be in stock location.
- F. OEM spindles must be used and NOT altered except for adding bracing.
- G. Mono-Balls are permitted in the suspension.
- H. The use of neoprene and solid bushings is permitted.

- I. Sliders, wedge bolts or extended shackles may be used on leaf springs.
- J. Rear control arms must be stock OEM-type.
- K. Aftermarket trailing arms – adjustable to maximum of half (½) inch are permitted. The trailing arms must be the same length and same construction.
- L. Aftermarket lower control arms and aftermarket bushings are permitted.
- M. Stock-type coil over strut kits may be used on cars that came with sprint-over-strut design.

SWAY BAR AND STEERING:

- A. Any front anti-sway bar mechanism allowed. Rear anti-sway bars are not permitted.
- B. LMSC sway bars with arms are permitted. LMSC Sway bar 1 ¼ inch maximum permitted.
- C. Heim joints must be used on sway bar linkages. OEM steering rack and/or linkages must be used. OEM Ford rack and pinion on other makes is permitted. Using heim joints where steering rod end meets spindle steering arm for bump-steer correction is permitted.

FIREWALL:

- A. Firewall is required and must fully shield the driver from the engine compartment.
- B. Rear firewall may be stock or fabricated with no less than 24-gauge steel and must separate driver from the fuel cell.

FLOOR PAN:

- A. Factory floor pan must extend from the front firewall to the rear firewall.
- B. Wheel wells and crush panels may be fabricated, but they must be metal if either is part of the front and/or rear firewall.
- C. The floor pan may be patched but can be no less than 24-gauge steel. Floor pan may be minimally altered to accommodate exhaust systems extending thru the firewall. The exhaust must be boxed in so that fumes cannot enter driver compartment.

CHASSIS:

- A. Front and rear chassis may be connected with tubing that protrudes through the floor pan. Tubing may replace the rocker panels.
- B. All chassis to suspension control arm mounting points must be of OEM dimensions and relative heights, including from A-arms, rear upper and lower trailing arms, steering rack and pan hard bar.
- C. Uni-body design chassis may be tied together.
- D. Under-slung rear chassis are permitted.
- E. Original chassis rails must be in tack from front cross member mounting to centerline of rear axle.
- F. Aftermarket tubing clip extensions must mount cross member, suspension parts and steering rack in OEM location and the majority of the front clip.

- G. The front cross member must be stock.
- H. Full tube chassis allowed with the option to add weight at LPR's discretion.
- I. Nose weight on full tube cars is 50%.

WHEELBASE/TREAD WIDTH:

- A. Tread width must be the same on front and rear of car. Maximum of 64 inches.
- B. Any offset wheel. Wheel offset – Front and rear MUST be the same on both sides. No side to side.
- C. 101-inch wheelbase length maximum.

GROUND CLEARANCE:

- A. Five (5) inches minimum clearance – with driver – checked at pinch-point of chassis.
- B. Ride height will be checked down length of left side of car between the wheels.
- C. Minimum nose valence height is four (4) inches.

ROLL CAGE:

- A. Refer to NASCAR LMSC guidelines for minimum requirements.

ENGINE:

- A. OEM four-cylinder engines only.
- B. Three (3), four (4), five (5) valve or double overhead cam engines are NOT permitted.
- C. Rotary engines are NOT permitted.
- D. Cars may interchange with all gasoline engines and parts within same make under track guideline. (Dodge 2600cc engine is permitted.)

BLOCK:

- A. Aftermarket blocks are NOT permitted.
- B. O-ringing of block to head is NOT permitted.
- C. Head gaskets must be used.
- D. Cylinder walls may be sleeved for repair.
- E. Excessive machining to fit parts from other models is NOT permitted.
- F. All parts within the block must be of the same make.

RODS:

- A. Any magnetic steel aftermarket rod is permitted. Hollow rods are NOT permitted.
- B. Maximum rod length for Ford engine is 5.7.
- C. Toyota engines only may use H-beam style rods.

CRANKSHAFT:

- A. Stock OEM crankshafts ONLY. Aftermarket crankshafts are NOT permitted.

- B. Crankshafts may be polished between No. 5 main and No. 4 rod journal only for viewing of possible cracks, not for lightening. Lightening is only permitted to balance and by means of drilling. Crankshafts must NOT be ground.
- C. OEM stock stroke crankshafts. 0.015 variation from stock.
- D. May use later model 2.3-liter Ford crankshafts in earlier model 2.3 blocks. NO excessive machining to fit crankshaft to block.
- E. Crankshafts must match their relative bore size.

CAMSHAFTS:

- A. Any single camshaft is permitted.
- B. Any solid or hydraulic lifter is permitted.
- C. Aftermarket or high-performance cam pulleys are permitted.
- D. Stock ratio roller rocker arms permitted on GM engines only.

HEADS:

- A. Only manufacturer stock production heads with bolt to engine block being used. No excessive machining to fit head to block.
- B. Aftermarket cylinder heads are NOT permitted.
- C. Esslinger aluminum stock-type production heads are NOT permitted.
- D. Heads do not have to match the block, but all parts MUST be from the same make.
- E. Porting and polishing of head is NOT permitted.
- F. No blending of valve job with rotor tool to head casting.
- G. Bowl cuts will be in accordance with LMSC guidelines with no blending to port.
- H. Multi-angle valve is permitted.

VALVES:

- A. Stainless steel valves, neck-down valves, Ford millimeter stem size valves, and swirl polished valves are permitted.
- B. Valves will be 1.75 or 1.5. Oversized valves add 100lbs to minimum weight.
- C. Listed right side minimum weight remains at 1035 or 45%, whichever is greater. (Total weight 2400 lbs)

VALVE SPRINGS:

- A. Any valve spring is permitted.
- B. Flat spring damper are permitted as long as they are stock diameter.

CARBURETOR:

350 CFM two-barrel Holly carburetors. Checked by LMSC rework guidelines. As defined: Carburetor main body, Reshaping, polishing, grinding or drilling of additional holes will NOT be permitted. The maximum size of the air bleed holes in the top of the carburetor body will be 0.080 inch for all (4) holes. Screw in air bleed jets will not be permitted in the 2300 main body.

The choke horn may be removed, but all screw holes must be permanently sealed. Choke horn must not be removed.

Carburetor Boosters: The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy that may be used to assist in securing the booster stem to the main body of the carburetor.

Carburetor Venturi: The venturi area must not be removed. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer. Alterations that, in the judgement of Track Officials, were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will NOT be permitted.

Carburetor Throttle Body (Base plate): The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must be straight without taper from the top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.

Throttle Plates (butterflies): Stock throttle plates (butterflies) must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw end may be cut even with the shafts, but the screw heads must remain standard.

Throttle Shafts: Shafts must remain stock and must not be thinned or cut in any manner.
Carburetor Metering Blocks: Only Holley metering blocks for improved gasket seal will be permitted. The Holley metering block, part number 12323 (screw in emulsion bleed jets) will not be permitted in the Holley 2300, list number 7448.

Accelerator Pump: The accelerator pump discharge nozzle must not be changed. The retaining screw must NOT be drilled for a discharge passage.

Power Valves and Floats: May be altered.

SPACER:

- A. A one piece or two (2) inch aluminum carburetor spacer(s) with maximum of two (2) inch thickness may be installed between intake manifold and carburetor.
- B. Any hole design and blending in spacer is permitted – no more than two (2) inches.

INTAKES:

- A. Stock and aftermarket intakes are permitted.
- B. Machine porting and polishing of stock intakes is permitted.
- C. Aftermarket intakes must remain as from manufacturer. Only machining to accept carburetor and spacer allowed. Any gasket is permitted.

AIR CLEANER:

- A. Any round pleated paper air cleaner. Hats, ducts, o-baffles are not permitted. Air cleaner must not protrude through the hood.
- B. Bottom of air cleaner cannot be above the choke horn.

ENGINE COOLING SYSTEM (General):

- A. Any water pump that is belt driven from crankshaft is permitted.
- B. Stock production radiators or aluminum racing radiator.
- C. Radiator overflow hose must exit to the right side of the windshield. Overflow hose cannot point towards ground.
- D. Toyota may reroute water line to intake.
- E. Stock-type or electric fans are permitted. Stock type must have fan shroud over top of the fan.
- F. Aftermarket pulleys are permitted.

ENGINE LUBRICATION:

- A. Lubrication system must be stock from block being used.
- B. OEM or aftermarket oil pans are permitted.
- C. Cranks, scrapers, or wipers are NOT permitted.
- D. Windage trays are permitted.
- E. Dry sump systems are NOT permitted.

EXHAUST SYSTEM:

- A. Any stock or aftermarket exhaust is permitted.
- B. Exhaust system must have pipe which exits the right side of car.
- C. Header tape is only allowed to keep driver from getting burned, header tape is not allowed in the engine compartment.
- D. Crankcase to exhaust evacuation system is permitted.
- E. Exhaust cannot extend more than half ($\frac{1}{2}$) from the body and must exit from middle of door.

BATTERY:

- A. 12-volt battery must be used.
- B. Battery must be installed in an enclosed box complete with cover, located behind the Driver's seat. Battery box must be mounted inside the frame rails and cannot extend below the bottom of the frame rails.

ENGINE/ELECTRICAL SYSTEMS (General):

- A. Cars may have an MSD ignition system. MSD must be mounted on the right side of the dash with the chip insert side to the inside or top of the car. If there is not a full dash, still mount MSD in specified location.

CLUTCH ASSEMBLY/FLYWHEEL:

- A. Stock-type clutch disc and pressure plate only. Must be a minimum of 8 ½ inch diameter disc.
- B. Aftermarket discs are permitted, must be of OEM pressure plate and match block being used.
- C. Flywheel, clutch and pressure plate must weigh a combined weight of 19 pounds. Flywheel must be at least eight (8) of the 19 lbs.
- D. Aftermarket aluminum flywheels are permitted. Must be stock diameter for block being used.

BELL HOUSING:

- A. A blow-proof bell housing is recommended.
- B. Must have some type of shield (beltline, scatter shield, etc.)

TRANSMISSION:

- A. Must use standard OEM three (3), four (4) or five (5) speed manual transmission with all gears in working order.
- B. Automatic transmissions are permitted.

DRIVE SHAFT:

- A. Drive shaft must be painted white. Magnetic steel.
- B. Two (2) 30-degree drive shaft loops of ¼ inch thickness and two (2) inches wide of solid steel required. Must be located six (6) to 12 inches from each universal joint.
- C. Aluminum driveshafts are not permitted.

REAR AXLE:

- A. Rear axle must be stock, standard production assembly. May interchange makes and models.
- B. Must use stock mounts for chassis being used. Rear end must be in stock position.

- C. Any differential allowed.
- D. Quick-change rear end is permitted.
- E. Non-adjustable pan bars are permitted.
- F. Must mount in stock location with stock brackets and bushings. Must be mounted with the horizontal center of the axle housing.
- G. Independent rear axle assemblies are not permitted.
- H. Zero (0) degree camber with rear axle level. Rear ends must NOT be cambered.

BRAKES:

- A. Double master cylinder arrangements are permitted. Must be stock OEM parts.
- B. Any flow control valve must be out of reach of driver.

WHEELS:

- A. Eight (8) inch maximum width permitted.
- B. Wheels must be 13 inches.

TIRES:

- A. Track approved Hoosier tires only permitted.
- B. Bleeders are not permitted.

FUEL SYSTEM:

- A. 110 octane max. Additives must not be used.
- B. Minimum fuel cell capacity is eight (8) gallons.
- C. All fuel cells must meet the standard safety requirements.
- D. Electric fuel pumps permitted when used with a mercury switch connected to the oil pressure switch.
- E. Fuel pumps may be mounted in trunk.

SHOCKS:

- A. Steel body racing shock only.
- B. One shock per wheel.

OVERALL CAR WEIGHT:

- A. All cars must weigh minimum 2,300 pounds (1 lb per cc required).
Toyotas with 1980cc engine should weigh minimum 2,000 pounds.
- B. Minimum right-side weight is 1380 lbs.
- C. Fuel burn-off – One (1) lb per lap.

CAR NUMBERS:

- A. Car numbers MUST be visible for scoring purposes.
- B. Door numbers must be 18 inches in height.

- C. Posted on both doors.
- D. Roof number required. 28 inches minimum height. Roof numbers are recommended to face reading toward the grandstand.

NO ANTIFREEZE! If your car is found to have antifreeze, you will be subject to a \$100 fine.

***Track officials will have discretion to modify these rules as needed.
Track officials will determine legality of all components.***