



2016 LEXINGTON 104 SPEEDWAY
STREET STOCK SERIES

The General Rules for the 2015 Season have been created.
It is IMPORTANT that you familiarize yourself with these rules

NO UNSAFE CONDITION WILL EXIST. AN UNSAFE CONDITION, IDENTIFIED BY THE TECHNICAL INSPECTOR, RACE DIRECTOR OR PROMOTER WILL BE FIXED IMMEDIATELY OR THE CAR CANNOT COMPLETE.

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1) SAFETY EQUIPMENT

A. Driver

Driver Suit - Fire suit, Fire resistant gloves and shoes are mandatory. Nomex under is strongly suggested

Helmet - must have a SA 2005 or newer sticker. 2010 will be the last year the SA-2000 will be allowed to be used. Driver's helmet should carry name, blood type, allergies and date of last tetanus shot along with pertinent medical history – this is optional, but suggested.

OTHER

B. Driver compartment

Window Net – Full window nets are mandatory. Unless using are restraints.

C. Fire Equipment

Car – Fire extinguisher or flame out system is required to be mounted in the driver's compartment (dry chemical type.)

Pit – Each pit area must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher minimum 7.5 pounds capacity. This is in addition to the extinguisher in race car. The extinguisher must be visible from pit road.

D. Seat

E. Seat Belts

Seat Belts minimum 5 point type is mandatory. Belts must be less than 2 years old if no tag is visible depending on condition a one race grace period may or may not be given.

F. Communication

Race receivers and transponders are MANDATORY!! Race receivers and transponders are available for purchase or rent at the track.

NO SCANNERS, TWO-WAY RADIOS, CELL PHONES, SIGNALING DEVICES OR OTHER MEANS OF COMMUNICATION MAY BE USED.

G. Miscellaneous

All items which pertains to safety will be at the discretion and interpretation of OFFICIALS.

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Fuel switch must be labeled on and off.

Driver's compartment must be completely sealed from engine compartment.

Neck Brace is recommended (Hans Device....Ect..)

II. WEIGHT

A. Class weight Rules

Minimum weight: 3100

All cars may be checked for minimum weight compliance at any time. Post-race (any) non-compliance = disqualification.

B. Add-on weight

All weight added to the car must be in minimum 5lb block form, painted white with the car number clearly printed on it.

Any mounting of weight is subject to inspections. All weight must be bolted with a minimum of 2 – 3/8" grade 8 bolts

III. CHASSIS

A. Eligible Models

Any American made sedan with a stock firewall and floor pan and frame.

B. Dimensions / Wheelbase

Wheelbase 101 inches minimum, 112 inches maximum.

All cars must retain stock wheelbase for the year and model of the car. Maximum ¼" inches tolerance

Older chassis with newer sheet metal must maintain older chassis wheelbase.

C. Frame Specifications

Sub frame cars may tie frames together under car. Front clip to rear clip. No gutting of unibody material allowed. Complete, steel firewall requires between driver's compartment and fuel cell.

Rear clips from centerline of rear axle back may be reinforced with round or box steel tubing (1 3/4 " round or 2" to 3" box.) maximum size. Rear clips damaged due to accidents may be

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replaced with 2" to 3" box tubing from the center line of the rear axle back with the stock and spring mounts remaining in stock location.

D. Roll Cage Specifications

ALL CARS MUST HAVE A SIX (6) POINT ROLL CAGE. The rear roll bar must form a hoop running the width of the car (inside), mounted behind the driver's seat. The rear roll bar must be X 'ed and installed as close to the top sheet metal as possible. Rear roll bar upright of roll cage must be within 10 degrees of vertical and must have a brace running rearward at an approximate 45 degree angle, welded to the frame of a footplate in unibody cars. ("Vertical" defined as 90 degrees to frame rail.)

Another brace must run side to side between the roll bar uprights and about mid-height.

Side door bars are mandatory and must extend into the door panels, a minimum of three (3) on the left side and three (3) on the right side with additional vertical: six (6) vertical studs per side equally spaced.

Roll bar material must be minimum 1 1/2 "O.D. tubing by .095 thickness

All welded joints must have a gusset of minimum 1/8" think steel.

No conduit, thin-wall tubing or cast iron pipe fittings will be permitted. All roll bar installations are subject to approval by the Technical Inspector.

All bars within reach of driver must be padded. Optional but highly suggested

E. Driver's Compartment

Interior of car must be stripped. All sharp objects must be removed or covered.

Holes in firewalls necessary to accommodate linkage, wiring, pedal mounts, etc must be cut with a maximum 1/4" tolerance or resealed to within a 1/4" of intrusion. All interiors subject to Tech Inspector approval.

NO REARVIEW MIRRORS.

No enclosed compartments except to enclose exhaust.

Stock and aftermarket pedals allowed, must be in stock location for year make and model.

Stock firewall and floor pan must be retained and in stock location. Minimum cut for roll cage allowed. Aluminum Decking allowed

F. Steering

Any stock or aftermarket power steering pump allowed.

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No billet pumps.

Must mount to front of block in stock location.

Steering column must be OEM length and in stock position for year make and model.

Steering box must be in stock location for year make and model.

Steering may be quickened.

Aftermarket steel swaged tubes and steel heims may be used in place of the outer tie rod ends.

Aftermarket Heavy-duty steel tie rod adjusting sleeves and clamps may be used. Steel heims may be used.

G. Suspension

All suspension must remain in stock location.

Racing springs and shocks allowed. Spring buckets and lower blocks allowed. No weight Jacks.

Rear end may be locked or posi-track.

9 in Ford rear end is allowed. Floater allowed

After Market axles are encouraged.

4 wheel working brakes, shut off valves and aftermarket components OK.

Brake rotors and hats must be steel.

Brake pedal must remain in stock location.

Rear disc brakes OK, rotors and hats must be steel.

No wedge blocks, No adjustable bars, No weight jacks.

H. Transmission:

Manual or automatic with working torque converter.
Minimum 10.5 inch clutch.

Flywheel must be steel and weight a minimum of 20 lbs.

I. Tires

275/60 D.O.T. tires

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IMCA G60's or American Racer mod pull offs KK704

Must punch/durometer 50 after race.

Maximum 8 in steel wheels allowed.

No wide 5 allowed

Bead Locks OK

No mixing wheel sizes.

J. Engine

15 inches of vacuum at 1000 RMP 362 cubic inches max.

No stroking or de-stroking allowed.

Stock 5.7 factory production rod.

Dished or flat to 2 or 4 valve relief pistons allowed.

Pistons must stay flush with or below top of the block.

Factory passenger production heads only, no Dart, NO Boetie, or Aluminum heads allowed.

No angle plugs or performance heads.

Stock valve springs with 1.94 intake and 1.50 exhaust valves. GM to GM.

Stock valve springs with 1.94 intake and 1.65 exhaust Ford to Ford.

Poly locks permitted.

No Polishing, porting or match porting anywhere, no milling inside chambers each chamber must have a 55 cc minimum volume.

Stock ratio rockers with stock diameter pushrods. 1 ¼ inch adapter plate under carburetor allowed.

Stock 2 barrel carburetor for engine claimed

500 CFM Holley allowed (must pass go – no-go test)

1 11/16 throttle bore maximum

Removal of choke plate allowed.

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Traction Control

Engine in stock location, engine cannot be set back further than number (1) plug in line with the ball joints.

Headers – No aftermarket heads or Aluminum heads

Manifolds allowed

NO 180 degree headers.

Must run gasoline (NO Alcohol)

Stock HEI ignition, no mags, super coil, no electric fuel pumps.

Hydraulic cam and lifters only.

Balancing of engine is permitted

3/8 screw in studs or pinned studs allowed, guide plates allowed.

One radiator in stock position and no extra storage.

GM means GM part numbers, any cast-iron intakes 2 or 4 barrel or Aluminum.

No porting or polishing anywhere

Factory forged cost-iron or steel crankshaft with GM factory casting numbers.

No Knifing 50 lb. minimum weight

Disclaimer

From: THE MANAGEMENT PF LEXINGTON 104 SPEEDWAY

The rules and/or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules govern the conditions 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. The race director shall be empowered to permit minor deviations 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 officials. Their decision is final. **REFEREE'S DECISION IS FINAL.**

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Lexington 104 Speedway will have on hand 2 (55 gals drums) for the disposal of vehicle liquids. Please use the provide drums.

IMPORTANT NOTICE

It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable Lexington 104 Speedway rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.