

LANGLADE COUNTY SPEEDWAY
ASCI TRUCK/STREET STOCK CLASS RULES
2011 Race Season

GENERAL

The Antigo Stock Car, Inc. reserves the right to amend, change and/or interpret these rules as they see fit for the betterment of the truck/street stock class and racing at the Langlade County Speedway. All Langlade County Speedway Track Operational Rules will apply to the ASCI Truck/Street Stock class. If you do not have a copy, obtain one. It is your responsibility to know all the rules.

A \$50.00 ASCI Truck/Street Stock License MUST be purchased for the 2011 race season.

BODIES

Minimum wheelbase of 114 inches on both sides of truck. Will be measured from center of lower ball joint to center of the rear axle. Chevy, Ford, Dodge, 2-wheel, full-size pick-ups only.

Body panels and cab must be stock factory steel. Factory box sides may be separated from the bed to ease installation and replacement. Box sides only may be replaced with 20 gauge (approximately .036 inches thick) steel panels. Fabricated panels must be the same height and length as factory panels and must be formed to the same contour as the original. Absolutely no aluminum panels.

After market tail-pieces may be used. Stock tailgates may be removed but the tailgate opening must be covered with metal except for minimum of 22 inches maximum outside of frame rail gap in the center if not using aftermarket tail piece.

After market nose pieces may be used. Factory stock front bumpers are required if the stock nose is used. If you use an after market nose, the factory bumper or an approved tube bumper may be used. Stock bumper may be mounted either in front of or behind the nose piece. Tube bumpers must be mounted behind aftermarket noses. Front bumpers may be reinforced between the frame rails. Rear bumper may be O.E., step type, approved aftermarket, or approved fabricated type. Rear bumper must be capped and the ends tied into the bodies to eliminate hooking on other vehicles. Absolutely no sharp edges allowed on bumpers or on body panels.

Hood latches must be removed and hood fastened down with hood pins. Minimum of four (4) pins (2 front - 2 rear). Hinges may be used on rear of hood along with two (2) hood pins on front. Three (3) hood pins are recommended on front.

No lowering of roofs. Posts may be cut and roof removed to ease installation of roll cage, but must be welded back together in a professional manner holding the stock window opening sizes.

Interior panels, including inner door panels, may be modified or removed for installation and fitting of roll cage. All bolt in interior items may be removed. All flammable interior items MUST be removed. All glass MUST be removed. Firewall must remain in place. Roll cage tubes may run through the firewall but holes must be only big enough for tubes to fit through..

All holes in the firewall must be patched with metal.

Boxed in cockpits are allowed. Must have a minimum 12 inches by 12 inches inspection door or opening. Inspection door or opening must be in an easily accessible location without entering truck. Top of cockpit close to passenger side is recommended.

Box must have a metal (aluminum or steel sheet) tonneau cover. Back of cab must remain stock and totally closed to the box area. These rules are for the fire protection of the drivers.

All lights must be removed. Tail light openings must be covered if not using after market tail piece.

Weights may be added for ballast. All weights must be securely mounted to the frame with a minimum of two (2) ½ inch bolts. All weights will be painted white and be labeled with truck number.

Minimum weight rule is 3200 lbs. with driver after the feature race. NO EXCEPTIONS. Trucks will be scaled after heat races. If you do not make the minimum weight you will start in the back of the feature. If you do not make weight after feature race it will result in loss of points and money for the night.

Rear spoiler/wing is allowed at eight (8) inches maximum height above top of box sides.

Bodies may be interchanged (Ford body on Chevy, Chevy on Ford, Ford or Chevy on Dodge, Dodge on Chevy or Ford). Cab must remain stock for frame.

A-pillars must remain in stock location and unaltered.

ROLL CAGE

The minimum requirement will be a six (6)-point roll cage per WISSOTA Street Stock rules. Minimum roll cage material and door bar material will be 1,500" o.d. X .095" wall thickness steel tubing. All main cage mounting points must be to the frame. ABSOLUTELY NO mounting of roll cage to the body only. The front hoop should follow the line of the "A" pillar. The rear main hoop will be inside the cab. Two (2) rear braces may extend out the back of the cab and be attached to the frame within the box area.

Three (3) door bars minimum are required on the driver's side. The top bar must be below the line of the side window and the bottom bar must be at bumper level. Door plating is required on the driver's side. Plating must be a minimum of 13 gauge steel. A minimum area of 24 inches high by 28 inches wide must be covered. Plating must be welded to door bars in a manner that will not allow it to be torn loose in case of impact. A minimum of two (2) door bars are required on the passenger side either horizontal or "x"ed. All door bars must be welded to front and rear main hoops. All door bars must be same material as main roll cage.

All roll cages must be welded in a professional manner. ABSOLUTELY NO brazing or soldering of roll cages.

All roll cages must pass inspection. Any truck with a cage ruled as unsafe will not be allowed to race.

All trucks may be asked to drill a hole in the roll cage to verify tube wall thickness.

MISCELLANEOUS

No mirrors are allowed.

Aluminum racing seat is required.

A 5 point racing harness is required. Must have a minimum of three (3) inch lap and shoulder belts and two (2) inch anti-submarine belt. All belts must be in like new condition. No defects in belts allowed. Both the seat and harness must be securely mounted. Recommend that seat and belts be mounted to roll cage and/or frame. All belts must be dated and legible. No belts more than three (3) years old are allowed.

A fire extinguisher is required in all trucks. Must be securely mounted in a metal quick release bracket. No zip ties, duct tape or plastic brackets are allowed.

Steering box must remain in stock location. Manual or power steering is allowed. No rack and pinion units are allowed. Steering quickeners are allowed. After market steering wheels are allowed. Quick release hub is required on steering wheel.

Battery must be located in the bed area. The battery must be securely fastened down and enclosed in a non-conductive case (marine type battery box).

Fuel cells are required. Cell must be enclosed in an 18 gauge minimum steel can. (Recommend 22 gal. or less fuel cell). Cell must be mounted a minimum of ten (10) inches forward of the rear bumper. Fuel cell protection bars are required behind the cell. They must be a sufficient size and shape to protect cell in case of rear impact.

Window nets are required in all trucks. Helmet nets are recommended.

Windshield area must be covered with ½ inch square mesh.

Approved Snell 2000 rated helmet or newer is required. (SA2000 or better). Snell rating SA2005 will be required in 2011 race season.

SFI rated fire suits are MANDATORY and must be in good condition. No torn or ripped suits will be allowed.

Racing gloves and shoes are recommended.

Aluminum racing radiators are allowed. Must be mounted in stock location.

NO ELECTRIC COOLING FANS are allowed.

DRIVE TRAIN & SUSPENSION

Transmission must be stock, unaltered, automatic, 3, 4, or 5 speed units. Automatics must have a stock, unaltered, working torque converter. In the stick transmissions, the clutch must be a stock unit or an after market unit of the same single disc type. A one (1) inch inspection hole is required in the bell housing.

Rear axle housing must be stock. Full spool or open rear differentials are allowed which fit, without modification, inside the stock housing. Any ring and pinion ratio allowed. Ford 9 inch rear ends allowed and recommended. No aluminum spools, carriers or center sections allowed. No cambered housings allowed. No quick change rear ends. Floating rear axles will be allowed. Hubs must be cast iron. End caps may be aluminum.

Drive shafts must be painted white. Mild carbon steel drive shafts ONLY. No aluminum shafts are allowed. A driveshaft loop **MUST** be installed around the forward half of the shaft and must be a minimum of ¼ inch x 2 inch steel. Loop must be close enough to the shaft to prevent its contacting the racing surface.

All brake components will remain stock with the following exceptions: Brake lines maybe relocated. Wheel lines may be replaced with braided steel lines. **NO PROPORTIONING VALVES ALLOWED.** All 4-wheels must lock up upon inspection.

All suspension components will remain stock to frame and unmodified (see rule under frames) except as follows: On truck with coil springs, rear spring pockets may be raised or lowered to accommodate racing springs. Pockets and springs must stay in stock location front to rear. Rear trailing arms may be reinforced but not lightened in any manner. No fabricated or after market trailing arms may be used. Screw jacks are allowed on front springs only. No traction devices of any kind may be used. Trucks with rear leaf springs above the axle may relocate the springs to below. A maximum of three (3) inch towering blocks may be used, Lowering blocks may not be adjustable. Lowering blocks may be aluminum or steel. Leaf spring mounts may be relocated but must remain mounted on frame. Racings springs are allowed front and rear. Any spring rate is allowed. All spring must be steel. If the truck frame is cut or notched for lowering purposes it must be reinforced. Bump rubbers may be removed or modified. Alignment settings are not restricted. Bushing material is not restricted. Any front or rear sway bar may be used providing that it is bolted to the vehicle, not welded and is available on the general after market. Bar must maintain original concept and design. Sway bar must not be remotely adjustable. Panhard bars may be adjustable. All heim joints used must be steel. No aluminum parts may be used unless otherwise noted.

Racing shocks are allowed. One (1) shock per wheel. Shock mounting points may be moved to allow for additional wheel travel.

ENGINE

Rules will be per the 2011 WISSOTA Street Stock rules for "Engines, Aspiration and Fuel". With the following exceptions only:

**Motor location. The #1 spark plug hole (the threads at the exterior of the plug hole) must be in line with or ahead of the center of the upper ball joints or stock to truck (Ford). There is no exception allowed on this location.

**Any carb spacer may be used. It must be aluminum with a maximum 1 3/8" including gasket. No adjustable or sliding spacer of any kind is allowed.

**Small ram style center dump manifolds are allowed. No 2 ½" Corvette manifolds are allowed. No modifications to manifolds are allowed.

**1.6" exhaust valves are allowed in lieu of 1.5" valves.

**GM HEI Ignitions are allowed in Ford and Dodge engines.

**Stock aluminum flywheels are allowed.

**Oil pan inspection rule per WISSOTA is recommended.

FRAMES

Frames may be shortened but must maintain minimum wheel base (114 inches). If frame is cut and/or shortened, all welds must be plated for reinforcement purposes. All welds must be high quality and are subject to inspection. Any welds deemed insufficient must be redone in a satisfactory manner before the truck will be allowed to race.

No lightening of frame rails by drilling or cutting is allowed.

All frames must maintain original suspension mounts and hardware not to including shock mounting points. No fabricated or after market suspension mounts or brackets are allowed. No adding swing arms to leaf frame or leaf springs to swing arm frame. No splicing of different type or year frames. NOTE: ON 88-98 short box gm frames it is alright to reinforce rear spring hangers. Shackles are to remain stock.

All frames must be identified by year and make on the Driver's Information Sheet.

TIRES & WHEELS

Hoosier Dirt Boss or Super Boss/E - Mod tires. No recapped tires are allowed.

8 inch maximum rim width. Steel rims only. No aluminum rims.

All lug nuts must be 1 inch.

Wheel spacers will be allowed. Must be one piece spacer with maximum 1 inch thickness. Wheel studs must protrude through lug nut when spacer is installed.

PROTESTS

TOP & BOTTOM TEAR DOWN - \$200.00

TEAR DOWN CONSISTS OF BUT IS NOT LIMITED TO:

- *Carburetor & spacer plate
- *One (1) exhaust manifold
- *One (1) head
- *Oil pan
- *Two (2) rod and piston assembly
- *Any other part of engine Tech Inspector deems necessary.

Protesting driver's truck must pass inspection and be legal. If you are protesting, your engine will also be torn down. Protesting driver's engine will be torn down at the same time as the protested driver. Both protested and protesting engines must be ready for complete inspection within 1 ½ hour of notification. If you are not ready, you will be found illegal and subject to penalties. Protesting truck MUST go directly to tech area with protest money.

A \$200.00 tear down fee must be paid to the Tech Inspector within five (5) minutes after end of the feature race.

Drivers ONLY may make a protest. Protesting driver must also be in that particular feature race. \$50.00 of each protest fee goes to the Tech Inspector. If the truck is found to be illegal, the remaining \$150.00 is returned to the protestor. If the truck is found to be legal, the remaining \$150.00 is awarded to the protested driver.

Refusal of protest will result in an automatic \$500.00 fine paid to A.S.C.I., receive a two (2) week suspension and loss of all track points for truck and driver. Driver and truck may not return until fine is paid.

PAN OFF TEAR DOWN - \$100.00

TEAR DOWN CONSISTS OF BUT IS NOT LIMITED TO:

*Oil Pan

*Check Stroke, Rod length and Bore Diameter.

*Any other part of engine Tech Inspector deems necessary.

Protesting drivers truck must pass inspection and be legal. If you are protesting, your engine will also be torn down. Protesting driver's engine will be torn down at the same time as the protested driver. Both protested and protesting engines must be ready for complete inspection within 1 ½ hour of notification. If you are not ready, you will be found illegal and subject to penalties. Protesting truck MUST go directly to tech area with protest money.

A \$100.00 tear down fee must be paid to the Tech Inspector prior to the start of the feature race. Drivers ONLY may make a protest. Protesting driver must also be in that particular feature race. \$25.00 of each protest fee goes to the Tech Inspector. If the truck is found illegal, the remaining \$75.00 is returned to the protester. If the truck is found to be legal, the remaining \$75.00 is awarded to the protested driver. Refusal of protest will result in an automatic \$500.00 fine paid to A.S.C.I., receive a two (2) week suspension and loss of all track points for truck and driver. Drive and truck may not return until fine is paid.

PENALTIES

FIRST OFFENSE: Loss of track points to date, money and/or trophy for that race. One (1) week suspension, not including rainouts and \$250.00 fine to be paid to A.S.C.I. All illegal parts must be removed and turned over to A.S.C.I. Fine must be paid and parts turned over before truck and driver are allowed to race again. Otherwise, driver is disqualified and will be considered not have raced.

SECOND OFFENSE: Loss of all track points accumulated to date. Loss of all money/trophy for the race. Two (2) weeks suspension, not to include rainouts and a \$500.00 fine to paid to A.S.C.I. Illegal parts removed and turned over to A.S.C.I. Fine must be paid and parts turned over before driver and truck are allowed to race again. Otherwise, driver is disqualified and will be considered not to have raced.

THIRD OFFENSE: Loss of all track points to date. Loss of money/trophy for race. Suspension from L.C.S. for truck and driver for remainder of season and a \$1,000.00 fine to be paid to A.S.C.I. All illegal parts must be removed and turned over to A.S.C.I. Driver will be disqualified and is considered not to have raced that night.

MISCELLANEOUS OPERATIONAL RULES

All problems will be handled by Antigo Stock Car, Inc. 2010 Track Operational Rules.

The Antigo Stock Car, Inc. Board of Directors by a majority vote, promoter or inspector has the right to do any inspection, teching or disassembly of any part or parts at the driver's expense. Truck driver, owner or crew of that vehicle will do tear down with techs and officials only. The track, promoter and inspector will have final decision except for sanctioning bodies inspectors if there is a disputed illegal part or parts. The part or parts will be sent to the sanctioning body for final decision.

Remember when you enter Lantlade County Speedway, you are agreeing to abide by all rules set forth by Antigo Stock Car, Inc. 2011 Operational Rules.

THANK YOU FOR PARTICIPATING AT LANGLADE COUNTY SPEEDWAY. HAVE A FUN AND SAFE RACE SEASON.

Approved by ASCI Board of Directors on 3/1/11