



2012

ROAD WARRIOR
RULES

Lebanon I-44 Speedway

2012 Road Warrior

GENERAL DESCRIPTION

Anyone having questions may call Larry Magnussen (Chief Tech.) at 417-531-0775.

This is a stock production class designed as an entry-level division. The cars finishing in the top 4 positions in the feature will weight and go through tech nightly. 54% Maximum left side weight with the driver sitting in the normal upright position in the seat. Maximum compression limit of 11.0:1. Both rear wheel drive and front wheel drive cars will be allowed.

Rear wheel drive cars – minimum weight 3100 pounds after race with driver.

Front wheel drive 4 cylinder cars – minimum weight for 2500 pounds after race with driver.

Front wheel drive V6 cars – minimum weight 2900 pounds after race with driver.

GENERAL RULES FOR ALL CARS UNLESS NOTED OTHERWISE

I. BODY / FRAMES

1. No SUV'S, vans, trucks, convertibles, T-tops, two seat sports cars, specialty, or all wheel steer cars.
2. Inter-marriage of body and frame between corporate manufactures not permitted.
3. Any factory body allowed. No aftermarket bodies.
4. Frame rails of unibody cars may be reinforced, but must not replace stock frame rails with tubing.
5. Unibody cars must have 10-inch circumference square or rectangular frame rails added with .125-inch wall thickness connecting front and rear sub-frame.
6. All glass is to be removed. Lexan windshield **or screen** with 3 support bars required. **Lexan** must be clear, not tinted.
7. Must have complete factory produced OEM steel body. No **aluminum**, fiberglass or plastic aftermarket body parts permitted.
8. Headlight and taillight covers are permitted.
9. Rust and other damage to body components may be replaced with same gauge steel: no aluminum permitted.
10. Spare wheel well may be cut out and replaced with same gauge flat steel.
11. All OEM inner metal panels, braces, reinforcements, etc. must remain intact, unless specifically permitted in these rules.
12. Doors must be welded and/or bolted shut. Trunk lid and hood must be pinned down.
13. Must have all side glass, trim and upholstery removed, including soft dash components. All flammable material carpeting, etc. must be removed.
14. **No chopping of roof, must have stock roof line.**
15. Rear view mirror must not extend outside of body.
16. Hood must remain rear hinged: steel hood may be debraced, but aluminum hood must remain braced and unaltered. No hood scoops permitted.
17. Front inner fenders may be removed.
18. Front and rear firewall must remain stock and unaltered. All holes must be sealed with metal patches.
19. Stock floorpan must remain from frame rail to frame rail. No cockpit-type interiors permitted.
20. Rusted floorpan must be replaced with same gauge steel only. No aluminum permitted.
21. Driver must have easy access into and out of car on both sides.
22. Roof may only be debraced **for** roll cage clearance.
23. Window and door operation hardware may be removed.
24. Inner front door panels may be removed to allow for curved door bars.

25. Steel trunk lid may be debraced, aluminum trunk lid must remain braced and unaltered.
26. Only outer half of rear wells may be trimmed for tire clearance. Any sharp edges or tire cutting edges must be trimmed.
27. Wheel openings may be enlarged a maximum of 20 inches from center of hub.
28. Car must have brightly painted, easily visible, at least 4 inches thick and 24 inches high number on roof (reading from passenger side) and at least 4 inch thick by 18 inches high number on both doors, and numbers at least 1 inch thick by 6 inches tall on front (driver side) and rear (passenger side) of car. See general rules.
29. Ground clearance is 5.5-inches minimum from side frame rails without driver in car.
30. Car must be kept in good condition all season long.
31. Fabricated core supports are allowed. Minimum 1.5-inch square tubing for core support.
32. Fabricated or stock steering columns are allowed with removable steering wheel.

II. ROLLAGE

1. Must consist of continuous hoops not less than 1 3/4 inch outside diameter and must have a wall thickness of at least .095-inch carbon steel round mechanical tubing.
2. Must be welded to frame in at least 6 places or welded to 6" by 6" upper sandwich plate made of 1/4" steel and connected to the bottom sandwich plate by four – 1/2" diameter grade 5 bolts. Body mounted roll cages are not acceptable.
3. Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
4. Driver's head must not protrude above cage with helmet on, while strapped in driver's seat. A minimum of 3 inches of clearance to nearest tubing.
5. Roll cage must have 3/16-inch inspection hole in non-critical area.
6. Minimum requirements for all roll cages are as follows:
 - A) 4 upright bars and 3 overhead bars
 - B) Must have at least 4 curved horizontal bars at driver's door welded to front and rear cage members and must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars. And 3 in passenger door connected by vertical tubing.
 - C) 1 horizontal bar in dash area connecting front uprights.
 - D) Roof support bar (see diagram #2).
 - E) Rear hoop brace (see diagram #3).
 - F) Tubing to protect driver's feet (see diagram #4).
 - G) Vent window brace on driver side (see diagram # 4).
7. Must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars.
8. Bends must not have any kinks.

III. BUMPERS

1. **Must have stock factory automobile front and rear bumper, or a fabricated bumper made of up to 1.75" round tubing. Bumpers must be securely mounted in stock location for make and model of car, reinforcement allowed. If running a tubular bumper, aftermarket plastic nose and/ or rear tails may be used, but must match body style.**
2. Must have tow hook or cable, front and rear, capable of supporting car, minimum of 1/4" cable.

IV. WHEELS / TIRES

1. Steel wheels **only must be racing wheels on right side. 8" maximum width, 3" maximum backspacing.**
2. **Track tire rule will be in effect. More info T.B.A.**
3. No softeners permitted. No alternations of any kind permitted, this is defined as any attempt to change or alter the physical and / or chemical composition of the tire by cutting, grinding, buffing, warming, cooling, etc. or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications. No alteration or defacing of tire identification numbers, labels, code numbers or serial numbers permitted.

4. **Fenders may be trimmed or cut for tire clearance only.**
5. At least ½ inch bolts and 1-inch heavy duty lug nuts recommended.
6. No bleeders allowed.

V. WEIGHT

1. Maximum left side weight is 54% of total weight with driver **sitting in normal driving position** in car.
2. Added weight is permitted. All ballast must be in block form, of 5 pound minimum, painted white, must have car number painted on it, and be securely fastened. Cannot be located in drivers compartment.
3. **Additional weight may be added to any car at track's discretion to keep the class competitive.**

VI. NUMBERS

1. All cars must have large legible numbers on both doors and on top (reading from passenger side) in contrasting color from body.
2. Numbers must be at least 4 inches thick and 18 inches high on doors and 24 inches high on roof.
3. Number is to be placed on front (drivers side) and rear (passenger side) of car that are at least 1 inch thick and 5 inches in height.
4. Numbers must be registered with track before racing. See general rules.

VII. BRAKES

1. Must have operating brakes on all 4 wheels, at all times.
2. Stock unaltered brakes only.
3. Master cylinder and booster may be replaced with single master cylinder, aftermarket or OEM.
4. Pedal must remain in stock location.
5. No brake bias or adjustable valves allowed.
6. No shut off valves.
7. May run disc brakes on rear.

VIII. SEAT, SEATBLETS & SAFETY ITEMS

1. Full containment, high backed steel or aluminum racing seat is mandatory.
2. Seats must be attached with a minimum of 6, 5/16 inch or larger bolts (minimum of grade 5) with fender washers; 4 on bottom and 2 in back.
3. All cars must be equipped with an approved quick release type seat belt and shoulder harness, securely fastened to frame and roll cage.
4. Seat belt and shoulder harness material should be at least 3 inches wide and CANNOT be older than 2 years. Minimum requirements consist of lap belt, shoulder harness and crotch strap. And should be routinely checked and maintained through out the season. No sewing or altering allowed on seat belt material. Seat belts must be attached to main structure with a minimum of 7/16-inch grad 8 bolts with double or self-locking nuts.
5. Seat and steering wheel may be located to suit driver, but must be kept on the left side.
6. Drivers are required to wear a helmet (with the latest Snell Foundation label, rated for SA (Special Application) at all times while on the track. See general rules for additional information. Head & neck support/brace devices are highly recommended.
7. Drivers are required to wear fire retardant driving suit and fire resistant gloves at all times on track. Fire resistant socks and shoes are recommended.
8. An approved safety net with quick release is required.
9. Master "ON/OFF" switch on battery cable must be located just inside driver side window, between ledge and roof, just behind driver for easy access.
10. Must be equipped with a fully charged fire extinguisher with working gauge and must be mounted in a quick release holder to be accessible by the driver. Onboard fire-out system is recommended.

IX. FUEL SYSTEM / FUEL CELL

- 1. Cars without the fuel pump mounted in tank must use a fuel cell or marine type tank mounted in the trunk. Maximum fuel cell size is 16 gallons. If mounted below the trunk floor, the fuel cell must be encased in an approved metal container of no less than 20 gauge steel or 1/8" aluminum. Must have 3, 1/16" steel protection plates on rear and both sides of fuel cell that attach to square tubing, straps or frame of car. No plumbers tape. . See diagram # 1.**
- Fuel cells must be mounted between frame rails as far forward as possible and using minimum of 2, 2 inch by 1/8-inch metal straps.
- Fuel cell must not extend below the **rear end housing**. Fuel cell height is measured from ground to lowest point of bottom of fuel cell, 10 inches is minimum permitted. **Must be equipped with a drag loop extending below the bottom of the cell.**
- Stock tanks allowed if mounted in front of the rear axle, must have a minimum .062" thick steel skid plate mounted underneath entire tank.**
- If a fuel cell is used, it must have a check valve on vent tube or cap.**
- Must have a sealed steel or aluminum firewall mounted between driver and fuel cell.**
- Tanks must not be mounted within 10" if the rear panel or extend beyond the frame rails.**
- Cars equipped with electric fuel pumps must install a toggle switch clearly marked at the base of the drivers "A" pillar to shut off electric fuel pump.**
- Steel lines must fit tight against bottom of floor pan. Use high pressure fuel hose at ends for final connections.** Fuel lines must be armored hose, or installed in metal conduit, or steel fuel lines. And must not be routed through driver compartment.
- Pump gasoline only. Must meet track specifications.**

X. ENGINE

- Must be of same manufacture as car (**GM engine to GM car, Ford engine to Ford car, etc.**).
- Engine must remain completely stock.
- Engine must be in stock location with stock mounts.
- No modifications allowed.
- No **cylinder head or intake** porting or polishing allowed. No gasket matching allowed.
- No aftermarket heads, intakes or exhaust. **Cast iron intakes only. No Bow-Tie or marine intakes.**
- Heads must have GM, Ford or Chrysler ID. **No angle plug, GT40, W2, or other exotic OE heads. 305 heads on 305's only.**
- Hydraulic camshaft only, **no solid lifter, solid roller, or hydraulic roller cams permitted.**
- Rev-kits are not permitted.
- Roller rockers are allowed, no stud girdles.**
- Engine must maintain 14 inch of vacuum at 1000 RPM'S.
- Centerline of crankshaft must be a minimum of 12 inches above the ground.
- Stock appearing, no light weight, press fit rods only, no floating rods, 5.7" rod maximum on G.M.**
- Flat top or dished pistons only.**
- Only stock appearing cranks allowed, no lightened, knife-edged, or lightweight crankshafts.**
- Extra capacity oil pans are permitted. No dry sumps allowed. Oil pump must mount in stock position. MUST HAVE 3/4" INSPECTION HOLE ABOVE OIL LEVEL FOR INSPECTION. Inspection hole needs to be installed in a manner were Tech officials can see crankshaft & rods for proper inspection. If not pan may be removed for inspection.**

XI. EXHAUST

1. May have dual exhaust.
2. Pipes **MUST** exit behind driver.
3. Only OEM cast iron exhaust **manifolds allowed. No factory tubular manifolds, no LT1 exhaust manifolds, maximum manifold outlet is 2”.**
4. Maximum outside diameter 2 ½” **on exhaust pipe.**
5. **H, X and crossover pipes are allowed.**
6. Catalytic converter may be removed.
7. Noise level is set at a maximum of 100 db measured at 100 feet from car.
8. Exhaust must be sealed and securely mounted.
9. **3.5” minimum ground clearance on exhaust. NO EXCEPTIONS!!!!**
10. **No car expelling flame, smoke or backfiring allowed**

XII. ENGINE CLAIM RULE

Claimed driver/owner has option of accepting cash or exchanging engines with claiming driver.

1. \$550.00 cash and exchange, claim on engine, flywheel and balancing plates (\$25.00 goes to wrecker and \$25.00 to official).
2. \$1050.00 cash outright claim by track or competitor (\$25.00 goes to wrecker and \$25.00 to official).
3. Claim does not include – 1. clutch, 2. pressure plate, 3. bellhousing, 4. **Exhaust manifolds**, 5. carburetor, 6. starter, 7. motor mounts, 8. oil/temp. sending units, 9. carburetor spacer, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dipstick, 15. water pump, 16. fuel pump, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. **Valve covers.**
4. Track or top 5 **finishers in the feature** are eligible to make claim.
5. Refusal to **accept** exchange or outright purchase will result in loss of **accumulated points for season & that’s night’s winnings and the car and driver will receive a 4 week suspension.**

XIII. CARBURETOR

1. A Carburetor claim rule will be in effect:
 - A) Claim will be \$300 with NO EXCHANGE.
 - B) Claim may be made by any competitor who finishes on lead lap of feature.
 - C) Claim may be made by track.
2. Stock Holley 4412 or Rochester - 500 CFM carburetor only.
3. Alterations to allow additional air to be picked up below opening of venture will not be permitted.
4. Base plate must not be altered in any way.
5. No modifications, No polishing, grinding or drilling of holes permitted.
6. Boosters may not be changed or altered in any way.
7. Venturi area must not be altered in any way. Casting ring may not be removed.
8. 1-inch maximum thick adapter between carburetor and intake. Cannot be ported or in anyway allow more air to be drawn in.

XIV. IGNITION / ELECTRICAL SYSTEM / BATTERY

1. Must have working starter and be capable of starting engine on demand.
2. Must be stock in stock location.
3. **Factory style distributor and coil only. HEI distributors allowed.**
4. **Battery may be relocated to interior or trunk, must be securely mounted in sealed battery box.**

XV. ENGINE COOLING SYSTEM

1. All engine-cooling radiators must be mounted in engine compartment.
2. Must have operational radiator overflow tank with a minimum capacity of 1 gallon, securely mounted.
3. NO ANTI-FREEZE permitted. **WATER ONLY, NO ADDITIVES!! Violators subject to penalties.**
4. Fan shroud must cover a minimum of top 180 degrees of fan. Must extend at least to centerline of fan blades.
5. Radiator may have protection hoop.

XVI. TRANSMISSION

1. Automatic or manual transmission allowed. **Must have all forward and reverse gears in good working condition. No lightened internals. Must remain stock.**
2. **Stock 12" torque converter only if running automatic. \$100.00 claim on any torque converter.**
3. **Powerglides are allowed, must add 50 pounds to car in front of firewall.**
4. **10.5" minimum diameter for clutch assembly, no mini clutches or racing clutches. \$100.00 claim on any clutch / flexplate.**
5. **Stock, unlightened flywheels ONLY.**

XVII. MISCELLANEOUS

1. Carbon fiber clutch or drive shaft, ceramic valves, or other new high technology, high expense items will not be permitted. Ask first, before buying any questionable equipment.
2. Pre-race inspection is mandatory for all cars each night before being permitted on track. Permission to compete does not mean that the car meets and passes all safety and division rules.
3. Post-race inspection is mandatory for any car directed by track officials, or for any car competing with a weight penalty.
4. All cars involved in a major accident must be re-inspected before returning to competition.
5. Equipment or parts failing inspection is subject to confiscation.
6. Any new parts or equipment not specifically covered in these rules must be approved before being used in competition.
7. Mirrors are allowed, but must not extend outside of body.
8. No electronic traction control allowed.
9. No 2-way communication allowed. This includes radios, cell phones, etc. **Scanners are highly recommended.** Driver will be allowed a scanner to monitor track frequency, **scanner can only monitor track frequency and cannot use a spotter.**
10. **Anyone under the age of 18 (Driver or crew member) must have a signed and notarized minor's parental waiver / release form(s). Both parents must sign. Questions, please call before showing up at track. Proof of age is required and no one under 10 will be permitted in pits at any time, (special rules and pit areas, apply for 10-13 years old).**
11. **At no time is anyone allowed to ride in or on the car with any part of their body outside the car. This includes in the pit or on the track. Disqualification from event can result.**

OPTION 1 – REAR DRIVE CARS

Minimum weight 3100 pounds after race with driver.

XVIII. BODY / FRAME

1. Any American made car, front engine, and rear wheel drive may be used.

XIX. DRIVE SHAFT

1. Minimum 2-inch diameter, painted white, steel drive shaft.
2. Steel slip-yokes only.
3. 360 degree drive shaft loop required and must be constructed of at least ¼ inch by 2 inch steel, or 1 inch tubing, mounted six inches back from front U-joint.

XX. REAR END

1. Only Steel approved OEM passenger car or truck non-cambered rear end permitted.
2. Must be centered in chassis.
3. All components must be steel, except lowering blocks, axle caps and drive flange.
4. Open tube rear end not permitted.
5. Independent rear axles not permitted.
6. Aluminum rear end is not permitted.
7. 9-Inch Ford rear ends OK.
8. Ring gear, center section and yoke cannot be lightened.
- 9. Open rear ends only. No posi, limited slip, spools, mini-spools or lockers allowed.**
10. Solid steel axles and one piece drive flanges only.
11. No lockers, tru-trac, gold track etc.
12. Inspection hole in housing **or cover** is required.

XXI. SUSPENSION / STEERING COMPONENTS

1. All suspension parts must be made of steel.
- 2. Completely stock suspension in stock location required, no modifications allowed except strut/shock towers can be reinforced and altered for camber.**
3. No adjusters of any kind.
4. May run approved aftermarket upper A – arm, **steel cross shafts only. No aluminum cross shafts.**
 - i. Monte Carlo 78 to 88 metric
 - ii. Speedway Motors 8 inch on right and 8-½ inch on left front.
 - iii. Big metric Chevy cars 78 and up.
 - iv. Chevelle 73 to 77 metric.
 - v. Camaro 73 to 81 metric (8 ¾ inch on right front and 9 ¼ inch on left front).
 - vi. Ford LTD 79 to 91 metric (8 ¼ inch on right front and 8 ¾ inch on left front).
- 5. Rubber or poly urethane bushings only, no steel bushings.**
6. No steering quickners are allowed.
7. Left front and right front are allowed to have non-adjustable spacer for height adjustment.
8. Racing springs are allowed in stock location.
9. Steel, non-adjustable shocks only. **Shocks MUST mount in stock location ONLY. \$50.00 each – track claim on shocks.**
10. **5.5” ground clearance minimum at the lowest point on the chassis / body with driver out of car. NO EXCEPTIONS!!!!**
11. **Stock steering components only, no heim joint tie rod ends.**

OPTION 2 – FRONT WHEEL DRIVE

Minimum weight 2900 pounds after race with driver.

XXII. BODY / FRAME

1. Any American or Foreign made front wheel drive standard production car with a 4 or 6 cylinder EFI engine allowed.
2. Complete stock bodies with Lexan windshields required.
3. Body gutting is limited to doors, hood and truck/deck lid.
4. Hood X reinforcements must be removed.
5. **Stock appearing aftermarket** nosepieces allowed.
6. Full rocker panels required.
7. No side skirts allowed.

XXIII. ROLL CAGE

1. Sub frames must be connected in driver's compartment.
2. Strut/shock towers may be connected side to side.
3. See additional rules in general section page 2 / section II rollcage.

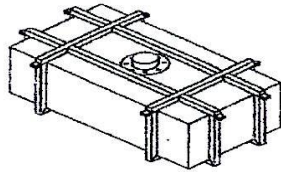
XXIV. SUSPENSION

1. Completely stock suspension in stock location required, no modifications allowed except strut/shock towers can be reinforced and altered for camber.
2. Stock or stock replacement springs and shocks required.
3. Front cross-member must remain at stock ride height.
4. Rear ride height cannot be lower than front cross-member height.
5. Front spring spacers, spring blocks, or weight jacks not permitted.
6. Rear springs may be altered.
7. Rocker box must be a production height.

XXV. ENGINE & DRIVE TRAIN

1. Engine must be stock for that make and model.
2. **Four or Six cylinders engines only.**
3. Cars equipped with electric fuel pumps must install a toggle switch clearly marked at the base of the drivers "A" pillar.
4. No turbochargers, superchargers or rotary engines.
5. All engines must use stock motor mounts and be in stock location.
6. Engine must remain completely stock.
7. Wiring, including data port and computer configuration must remain as produced.
8. **Cold air intake allowed.**
9. Stock OEM **automatic or manual** transmissions **allowed, must have** all forward and reverse gears operational.
10. Overflow tank located under hood required. No anti-freeze permitted **WATER ONLY. Violators subject to penalties.**
11. A/C, smog pump and heater core may be removed.

DIAGRAM #1



1 INCH STEEL SQUARE TUBING
OR
2 INCH BY 1/8 INCH STEEL STRAP

DIAGRAM #2

TOP VIEW
FRONT

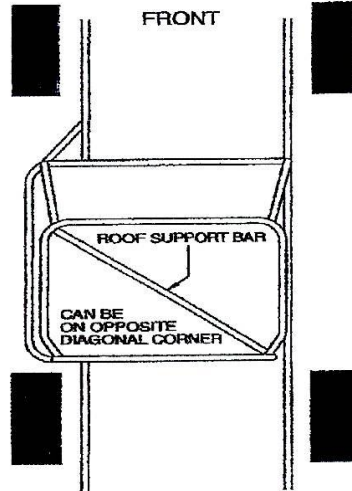
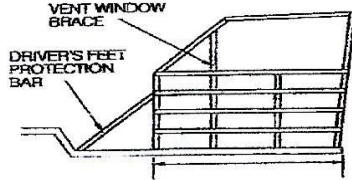
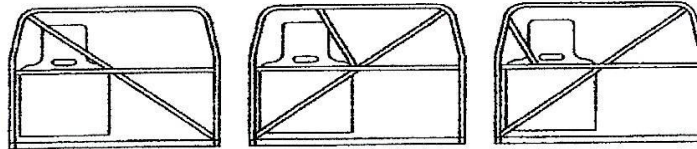


DIAGRAM #3



THIS AREA TO BE .095 INCH WALL THICKNESS BY
1.66 INCH O.D. TUBING MINIMUM.

DIAGRAM #4
BACK VIEW



ADDITIONAL BRACING BEHIND DRIVER'S HEAD IN MAIN HOOP REQUIRED.
THESE DIAGRAMS ARE MEANT TO BE SUGGESTIONS ONLY.

PROPER DRIVER SIDE DOOR PLATE INSTALLATION

Diagram # 5
Preferred Method

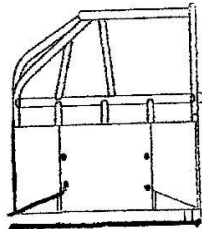
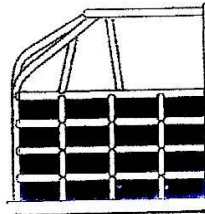


Diagram # 6



SEAT / SAFETY HARNESS

3-bar adjuster should be positioned as close possible to harness bar or snap-on/bolt-on bracket.
This applies to both lap and shoulder belt points. The final wrap as pictured in # 9 is mandatory. At
Least 4-inches of webbing material must extend out from the adjuster after this final wrap is completed.

Diagram # 7
Lap Belt Angle

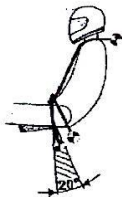


Diagram # 8
Sub Strap Angle

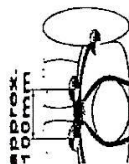


Diagram # 9
Proper Wrapping of
Shoulder Harness Belts

