

LAKESIDE SPEEDWAY 2026 E-MOD RULES

This is an entry level class. Anyone can compete in this class but must follow the rules as written and interpreted by the officials. These rules are meant to inform you of what you can and cannot do. If the rules don't say you can do something, then you can't. Before you do something that may be questionable to you, it is advised to ask the head tech official first so they can tell you yes or no on the questions you may have.

These rules will be for a minimum of three years, 2025-2028. If any clarification is needed to these rules, it can be added at any time by the head tech official and/or track managers. All competitors must have a RACEceiver. Note: **There is a strong possibility of spec shocks beginning in 2027.**

ANY RULE INFRACTION IS SUBJECT TO EITHER DISQUALIFICATION AND/OR A RACE POSITION PENALTY, DEPENDING ON THE SEVERITY OF THE INFRACTION AS DETERMINED BY RCE OFFICIAL(S). THERE MAY ALSO BE A WEIGHT AND PLACEMENT PENALTY ISSUED IF OFFICIALS DEEM THE INFRACTION WAS SEVERE AND GAINED THE COMPETITOR AN UNFAIR ADVANTAGE. PLEASE NOTE THAT THESE RULES ARE FOR OUR HOME TRACK PARTICIPANTS IN GENERAL. IF YOU RACE WITH US, YOU MUST MEET OUR RULES GUIDELINES FOR TWO (2) RACES WHETHER THOSE EVENTS AWARD POINTS OR NOT. UNTIL THEN, YOU MUST PRESENT YOUR RULES TO TECH OFFICIAL(S) TO BE APPROVED TO COMPETE.

FRAMES

1. Factory production complete full American passenger frames only. Frame rails must extend to a point beyond the base of the driver's seat. Rear clip may be fabricated out of tubing. Front and rear pick-up loop required; otherwise, bumpers or other pick-up points will be used.
2. Minimum right front frame height is 4 inches, maximum is 6 inches, and will be measured at the right frame rail where it turns toward the rear at the weld seam with the driver in the car. Frames cannot be altered from OEM dimensions and/or modified. You will be allowed to use a metric chassis for a Ford or Chrysler motor, but if you use the metric frame, you must use the body for the motor in the vehicle. Must be able to identify.

BODIES

1. See IMCA Northern Spor Mod or USRA B-Mod body rules for all body rules except where noted in these rules. No rear filler panels. The sail panels must be solid and not be frame-only design. MD3 nose not allowed. Window opening must be a minimum of at least 12 inches on all 4 corners. Body may extend 1" past the outside edge tire on both sides.
2. A 5-inch spoiler maximum from the deck with 3 braces maximum. Maximum deck height 39 inches. No reverse hood rake. Wheel openings cannot be smaller than the outside diameter of the tire. Example: (29-inch-tall tire will require a minimum 30-inch wheel opening). Must have a removable panel straight above the pull bar for inspection and be a minimum of 10 inches wide by 20 inches in length.

WHEELBASE

1. 108 inches minimum, 112 inches maximum both sides.

ROLL CAGE

2. Must consist of continuous hoops not less than one and one-half inches outside diameter and must have a wall thickness of at least .095 inch. Must be frame mounted in at least six (6) places.

Body mounted roll cages not acceptable. Must consist of a configuration of front and rear hoops connected by tubing on sides or side hoops.

3. All frame and roll cage tubing and/or bars must be completely welded solid; no slip collars or collapsible joints. This may be inspected at any time by officials to be deemed acceptable. Driver's head must not protrude above the cage with a helmet on while strapped in the driver's seat.
4. Must have at least three (3) horizontal bars at the driver's door welded to the front and rear of roll cage members. Driver's door must be plated.

WEIGHT

1. Minimum weight is 2,500 pounds with the driver after the race. No tolerance. All lead weight must be mounted securely with 2 weight clamps and 1/2-inch bolts. Lead must be painted white and have your car number on the lead.
2. Lead can only be mounted to the chassis. No weight can be mounted to any suspension part or to the rear end.

WHEELS & TIRES

1. American Racer G-60-15 KK704 or IMCA stamped Hoosier G-60-15 are the only tires permitted. Grooving, siping and/or grinding is permitted. No doping or softening of tires. No aluminum wheels. No extra weight of any kind can be added inside or outside the wheels. Example: Lead added or glued inside of the wheel).
2. Wheel width must not exceed eight (8) inches. Any foam or plastic type mud cover mounted on right side wheels. Inner mud plugs on LR only. Bead locks allowed on right front and right rear only. Tire must durometer 55—NO TOLERANCE. Widest part of the car can be 78 inches. This includes outside to outside of front tires.

BRAKES

1. Disc or drum brakes may be used front and rear. No aluminum disc or brake calipers allowed. Brakes must be operational on all four (4) wheels and must lock up all four wheels during inspection. Front to rear bias only; no left to right bias.
2. Calipers must be for the frame being used and must use the same size caliper pistons for the front left and right.
3. The rear must be the same size for the left and right also.
4. Brake pads cannot be altered. No heavy or solid brake rotors allowed. No brake shut-offs or brake restrictions.

BUMPERS

1. Bumpers must be used front and rear. Front bumper must be mounted on the frame end and be of a semicircle configuration with the bottom loop parallel to the ground. Center of bumpers (both front and rear) must be at least 16 inches from the ground and no more than 20 inches.
2. No sharp edges. Front bumper shall be mounted to the frame horn with the bottom loop parallel to the ground. The top and bottom bars shall be straight up and down, top bar directly over the bottom bar. No laid-back bumpers. Material must be one and one-quarter inch minimum, two-inch maximum O.D. steel pipe.
3. Rear bumpers may be constructed of round tubing with a minimum of 1.25 inch and in a manner of protection for the fuel cell. Rear bumpers must not extend beyond the width of the rear tire. Bumpers must be able to support the car when lifted by a wrecker.

SEAT & SEAT BELTS

1. Racing seat mandatory. All cars must be equipped with an approved quick-release type seat belt and shoulder harness securely fastened to the frame and roll cage. Seat belt material should be at least two (2) inches wide and cannot be older than 3 years and must be a 4-, 5- or 6-point belt system.
2. Sub belts are required. Seat and steering wheel may be located to suit the driver's taste but must be kept on the left side of the car. No center steer. Seat belts cannot be mounted to the tube that goes to the rear section of the car; they must be mounted to the bar that crosses left to right behind the seat.

ENGINE

1. All engines parts must be Ford to Ford, Chrysler to Chrysler, GM to GM (no mix or match). Maximum size of engine block: GM 350, .060 maximum; Windsor Ford 351, 060 maximum. Chrysler 360. **CRATE ENGINES ARE NOT ALLOWED.**
2. Smaller and stroker engines are permitted.
3. OEM firing orders cannot be changed.
4. Beehive valve springs or high-performance valve springs allowed.
5. Maximum 9:1 compression permitted.
6. The 602 crate engine block and crankshaft may be used.
7. 400 blocks or parts, **and aftermarket blocks are not allowed (must be OEM blocks with non-splayed main caps).**
8. Rear of engine (bell housing flange) must be at least 72 inches forward from the center line of the rear axle.
9. The center of the crankshaft must be within 2 ½ inches of center line of lower A-arm ball joints.

HEADS

1. 72cc minimum combustion chambers on a 76cc head is remitted to clean up surface and/or obtain proper compression. No performance heads, no double humps, no 292 or 041 castings or LT1 or Bowtie heads. May not use center bolt valve covers. No Vortec or aftermarket heads. No porting or polishing (includes no gasket). Matching to runners.
2. Rocker studs with 3/8 -inch shouldered screws are permitted.
3. Guide plates are permitted.
4. GM-approved stock casting may use 1.94 intake valve and 1.60 exhaust valve. No 2.02/1.60 permitted.
5. 305 heads only on 305.
6. Ford maximum valve 1.84 intake and 1.60 exhaust on stock cast heads.
7. Angle milling is not allowed.
8. GT40 or GT40p head castings permitted, but may not run any valve larger than a 1.94 on intake and be 1.55 on exhaust. All other cast features must remain as cast.
9. GM approved castings: 14079267, 3986336, 3986339, 3986339x, 3986388, 3932441, 376445, 3928454, 3932454, 3934933876487, 3973487, 3973487x, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997 and 3970126. **The only approved aftermarket heads are the DART #10024360 and the EQ #CH350.**
10. If using the DART or EQ head option the valve size cannot be changed it must be as cast 1.94 and 1.50 exhaust (no modifications). All valves must be solid steel with no hollow stems or lightened parts such as titanium (magnet must stick to all parts).
11. Aluminum, high performance and/or boss heads are not allowed.
12. External cooling hoses outside of motor that go from water pump to side of block, **or** from top of intake to upper water outlet area are permitted where thermostat housing is located, **but not both.**

CAMSHAFT

1. Hydraulic camshafts only. All lifters must preload to a min. of ½ turn. No pump up lifters or Variable lifters (lifters can have wire retainers or snap ring retainers).
2. GM-455 maximum lift at valve, stock 1.5 ratio rockers only no tolerance. Max lift at cam is .300 no tolerance. Ford max. lift at cam is .285 and are allowed 1.6 rocker arm.
3. Steel roller tip rocker arms or roller rockers are allowed but must be 1.5 stamped on them from factory. This is for the GM motor, Ford may use 1.6 rockers.
4. Springs: 260 OD max, seat pressure of 125 max. Roller cams are not allowed.

CRANKSHAFT & RODS

1. Stock OEM crankshafts.
2. Aftermarket Crankshaft may have holes in the front and rear rod throws only.
3. The two center rod throws must be solid, there can be no holes in the two center rod throws.
4. No lightweight crankshafts. Rear flange on crank must look OEM out of a 350 c.i. Chevy for those who are running a Chevy combination. NO round flanges allowed on GM motors you cannot cut rear flange to look as a factory flange. You may be told to remove pan for further inspection of the manufacturers stamped number and name. There must be factory stamping or name on it.
5. Rear flange on the crank must look like an OEM crankshaft.
6. No h-beam rods or lightened rods of any kind are allowed.
7. Stroke must match block. 3.48 for GM, 350 Ford, 3.50 or 3.58 for Chrysler.
8. Minimum weight on crankshaft is 48/50 pounds. GM may run either 5.7 or 6 inch rods the Ford 351 Windsor must run the 5.956 rod.

PISTONS

1. Any flat top, four-valve, two-valve, unbrow or dish piston is permitted.
2. Domed pistons of any kind, lightweight piston and/or gas ported pistons are not allowed.

BALANCER

1. No Modifying of Harmonic Balancer. No fluid dampeners.
2. Harmonic balancer on GM minimum 6.25 diameter, 1-inch thick.
3. TRACK HAS OPTION TO ENFORCE THESE RESTRICTIONS WITH A CUBIC INCH PUMP GAUGE OR BY VISIBLY CHECKING PARTS AND PART NUMBERS.

OIL PANS

1. Extra capacity oil pans are permitted.
2. No dry sumps allowed. All oil must drain back through engine block and cannot be drained back into filter or pan area with an EXTERNAL drain hose of any kind.
3. Oil pump must mount in stock position.
4. MUST HAVE 1 INCH INSPECTION HOLE ABOVE OIL LEVEL FOR INSPECTION.
5. Inspection Hole needs to be installed in a manner were tech official can see crankshaft & rods for proper inspection. If not pan will be removed for inspection.
6. Track will not replace gaskets or seals if no 1" inspection hole.

CARBURETOR

1. 4412 HOLLEY ONLY. No HP or XP carburetors, but may run the Dorton 500 and must pass all Go/No-Go gauges.
2. No modifications except jets and butterfly may be removed. No electric fuel pumps (manual only).
3. A 1-inch spacer plate is allowed.
4. Spacer plate holes must go straight through and cannot be tapered on the bottom side of spacer.

5. No flow design, HVH or Wilson type spacers allowed.
6. Spacer can be aluminum or phenolic.
7. No cold air boxes.

INTAKES

1. Only intakes allowed: GM EDELBROCK 2101 and 2701, STAR PERFORMANCE 9101, RENEGADE 72001 or FORD 2121 or 2181.
2. CHRYSLER 2176 or 3776 intake must be unaltered.
3. Two-barrel cast low-rise unaltered intake allowed.
4. You may also use a Billet or Phenolic adapter, all adapters must remain unaltered with straight through holes, no machining, no tapered or open bottom adapter allowed. Max hole is 1¾ straight through, must be same thickness all way round, no angling of carb. Or adapter.
5. Total maximum thickness of the spacer and gaskets cannot exceed 1¼ inches.

FUEL SYSTEMS

1. Pump Gasoline only. NON ETHANOL, NO ALCOHOL.
2. No E-85, or E-98 allowed 3) No oxygen bearing additives.
3. No racing fuels.
4. No pressurized fuel systems.
5. Fuel cells mandatory.
6. Fuel max capacity of 22 gallons.
7. Must have rollover flapper in cell.
8. Fuel cell vents including cap vent must have check valves.
9. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel or 1/8-inch aluminum.
10. Fuel cells must be mounted between frame rails as far forward as possible and using four, two (2) inch by 1/8-inch metal straps, two in each direction.
11. Bumper must be equipped with a drag loop extending below bottom of the cell.
12. No electric fuel pumps.
13. A Fuel test reading of "0" will be used, any fuel with a positive test number will be a DQ.
14. All fuel test numbers must stay a negative reading/number.
15. No FUEL RETURN lines from regulator or fuel block, cannot return fuel to tank.

EXHAUST/HEADERS

1. Any collector type header allowed.
2. Exhaust must be directed away from areas of possible fuel spillage.
3. No zoomies.
4. No 180-degree headers.
5. No step down or y type headers.
6. No cones or any devices to help Exhaust performance.

TRANSMISSION

1. OEM three or four speed and automatic production-types are permitted. A. GM Option 1:
2. Unaltered 3 or 4 speed in OEM production case.
3. No 5 or more speed transmissions. B. GM Option 2:
4. Unaltered 3 speed automatic.
5. No TCI, CNR etc.... Torque Converters. Must have a working stock Torque Converter. Torque Converter must measure 10.5 inches, No dummy converters. A heat gun will be used to check converters.

6. No 2 Speed Power Glides.
7. Driver must be able to engage race car in any gear and then move forward and then backward at time of inspection.
8. All gears must work.
9. No lightening of transmission.
10. Clutch must be inside of bell housing and min of 10.4 inches, clutch disk can be solid and cannot be ceramic or a paddle type disc.
11. Must have full-sized steel bell housing.
12. Flywheel must bolt to crankshaft. Minimum weight of flywheel must weigh 15 lbs.
13. Clutch must bolt to flywheel.
14. Clutch assembly must weigh 15 lbs.
15. Automatic transmissions must have a guard two-hundred seventy (270) degrees around flex plate and must be constructed of at least one-quarter (0.25) inch steel or SFI approved.

DRIVE SHAFT

1. Minimum two-inch diameter, white, steel drive shaft with car number on it.
2. Steel slip-yokes only.
3. 360-degree drive shaft loop required and must be constructed of at least .25-inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.

SHOCKS

Can run any steel shock that is non-adjustable...and non-rebuildable. Must be out of box shock. All shock names and part numbers must remain on shocks . No high pressure gas shocks. Can not be as a hold down shock or as a hold up shock, must be able to compress and extend shock. A tech official will be the one to compress and extend the shock and it will be their call as if it is deemed to be an illegal shock. If deemed illegal the part will be confiscated and will not be returned there will be no compensation given for any confiscated parts. This will be if any shock questionable by Tech. They will have right to take shock and hold and not return as they deem for a comparison if needed. IF they shocks get out of hand we will go back to a mandated shock that can be run.

1. One steel, nonadjustable, unaltered shock per wheel only.
2. NO Take Apart Shocks.
3. No external gas ports or release valves of any kind. No removable plugs.
4. All shock mounts, including screw jack type, must be welded.
5. No external or internal bumpers or stops.
6. No shaft extensions.
7. No coil over, air, or remote reservoir shocks.
8. No Schrader valves, bladder type valve or internal gas bags allowed.
9. Front half of any shock may be shielded.
10. One or all shocks may be claimed per event for \$75 each.

FRONT SUSPENSION & SHOCKS

1. Front suspension must match frame and be in stock location. Frt. Springs must be tethered in with cable so as not to be able to come out.
2. Parts must be replaceable from stock OEM type parts from same type suspension.
3. Tube type upper A-arm may be used.
4. Fabricated A-arm mount may be used. Can not be located from the top of frame. Example; (extended to side of frame via brackets etc.) and cannot be attached to cross member.
5. Lower after market A-arms can be used but must match OEM.
6. No tubular lower A-arms.

7. No fabricated spindles.
8. Three piece spindles are allowed, MUST BE SAME LEFT TO RIGHT
9. No coil over shocks allowed either front or rear.
10. One shock per wheel.
11. Steering box must be stock OEM type and be in stock location.
12. No rack and pinion steering.
13. No center steering.
14. No limit chains of any type on front end.

REAR SUSPENSION

TWO OPTIONS:

- Aftermarket three link design or multi-leaf spring design.
- All components must be steel.
- All mounts and brackets must be welded or bolted solid.
- You MAY NOT run a dampening shock above the rear end.

THREE LINK DESIGN REQUIREMENTS:

- Left and right lower bar must use minimum 16 inch center to center of heims.
- No swing arms.
- Solid pull bars are required.
- No spring bars, rubber bushings or any type of torque devise.
- Pull bar must be mounted solid (No rubber or any type of cushion in the mounting bracket).
- Must be located at top center of rear end housing and remain centered on housing over drive shaft (1 inch tolerance left to right of the center line of the drive shaft).
- May use minimum 23-inch long panhard bar located behind rear end housing or minimum 19 inch-long J-bar mounted to a steel pinion bracket.
- Measurements are from center of heim joint to center of heim joint.
- Must mount rear spring directly over center of axle housing. The center of spring must be at the center of the axle tube
- A 4½ inch minimum outside diameter spring
- No birdcages or floating mounts allowed.
- Must use steel upper weight jack
- All adjustable shock mount brackets must be welded.
- Limit chain allowed but rear springs must remain loose left and right with car raised.
- No added weight of any kind is allowed to be bolted on the rear end.
- Rear springs may have a tolerance of 5 degrees from vertical measured with straight edge on spring and a digital angle gauge. Maximum spring height is 16 inches must be tethered in with cable so as not to be able to come out

REAR END

1. Any steel approved OEM passenger car or truck non-cambered rear end allowed.
2. Must be centered in chassis.
3. All components must be steel, except lowering blocks, axle cap, and drive flange.
4. Safety hubs (floater) allowed.
5. No quick-change devices.
6. Inspection hole in housing required.
7. Mini-spools or Full Spools allowed.
8. No Aluminum Spools.

9. Gears may be locked, no limited slip, full spool or mini spools allowed must be steel, no aluminum or titanium parts allowed, ring gear can have a small groove around the radius of the gear only, no other lightening or modification allowed. **The mandated gears will be 486/500/514 only.**
10. Solid steel axles and one-piece drive flanges only.
11. No heavy axle tubes allowed.
12. Left and right axle tube thickness must match.

KILL SWITCH

1. A kill switch is required within easy reach of the driver.
2. This switch must be clearly marked OFF and ON.

BATTERY

1. 12 volts only.
2. All batteries must be mounted in a safe manner.
3. Top of battery must be covered.
4. No voltage enhancing devices, 12 volt alternator allowed, cannot be charging over 14 volts while operating.

STARTER

1. Stock location only.
2. Engine must have working starter in the stock location capable of starting car on demand.

GAUGES/ELECTRONICS

1. Mandatory MSD Part #8727CT rev control box is required with unaltered wiring harness (max RPM setting must be 6,200). The plug cannot be removed, and box must have its own ground. **FOR VISITING RACERS ONLY.**
2. 12-volt ignition system only.
3. HEI distributor only.
4. OEM firing order cannot be changed.
5. Ignition rotor, cap, coil and module must remain stock OEM appearing.
6. No ignition boxes, remote coil or accessories.
7. All wiring must be visible for inspection not bundled as so cannot trace wiring individually, no looms or behind an interior that cannot be easily removed for inspection
8. Only gauges allowed are analog oil pressure and water temperature and analog tachometer (memory recall allowed).
9. No electronic traction control allowed.
10. No electronics that store information allowed (Example: tachometer).
11. Fuel pressure gauge allowed.

ENGINE TEAR DOWN RULE

- The track reserves the right to tear down and inspect any engine at any given time.
- There is no set number of wins before an engine may be torn down and inspected.
- Any car is subject to a bumper to bumper inspection. Including but not limited to removal of intake, head, lifters, transmission, oil pan and gear.
- If found to be legal, \$50 will be added to teardown participation purse.
- Any failure "will" result in disqualification for the night with no pay.
- It will also result in loss of points for the night.

- These rules are wrote & interpreted by the racetrack and tech official(s), not the driver.

TEARDOWN RULE

- All cars are subject to a technical inspection at any point in time while on speedway grounds before or after a racing event. This may include, but is not limited to, a complete car inspection. This may include, but is not limited to, the removal of a head for inspection and the checking of the bore and stroke of a given engine.
- If any car, pre or post-race, fails the inspection process, the driver will lose all monies and points for the event. There will be a \$100 fine issued upon the third infraction and forward. If the said racer continues to fail inspection, the track and/or official can implement a more substantial penalty as they deem necessary.
- Fines must be paid prior to returning to race. Any car found illegal must go to tech prior to being allowed back on track. This must be done pre-race and pass the inspection before being allowed to race. Any deemed illegal parts or objects can and will be confiscated and not be returned, and no compensation will be given.
- Any rule infraction is subjected to either a disqualification and/or a race position loss depending on the infraction and severity of the rule determined by the officials. There may also be a weight and placement penalty issued if it is deemed that the infraction was severe and a possible advantage against other competitors.
- These rules are for our home track participants in general; if you come to race with us, you must meet our rules after four races. Until then, you must present your rules to the tech official for review and to be accepted to race.

IF IT DOES NOT SAY YOU CAN DO SOMETHING, THEN YOU MAY NOT. THE ASSIGNED TECHNICAL INSPECTOR HAS THE FINAL SAY IN RULES CLARIFICATION. CALL THE TRACK OR TECH OFFICIAL IF YOU HAVE ANY QUESTIONS.