



2010 Rule Book

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1. Body: ABC Body rules apply with a reasonable tolerance of up to one inch (1”) max. Refer to ABC rulebook for exact body specifications.
 - A. Panels must have ABC panel stickers or prove they are to ABC Specifications.
 - B. **2004 or newer** legal body styles as follows:
 - 1) Chevrolet - Monte Carlo/**Impala**
 - 2) Ford - Taurus/Fusion
 - 3) Dodge – Intrepid or Charger
 - 4) Pontiac - Grand Prix
 - C. Rear Spoiler: Must be constructed of clear lexan or polycarbonate material and be a maximum of ¼” thick and be no higher then 6 ½” and no wider than 60” as measured on rear of spoiler.

- 1) The Rear spoiler must mount to the rear edge of the tail piece as shown in ABC body mounting guidelines.
- 2) A maximum of 4 adjustable support braces may be mounted to the rear of the spoiler and extend down to the outward face of the tail panel.
- 3) NO DECALS ON SPOILER OF ANY KIND. No rudders and/or forward mounting brackets and or airfoils will be permitted.
- 4) Spoilers must be centered rear of deck lid, no off setting. All spoilers must be acceptable to Race Director.

2. Chassis:

- A. Wheelbase minimum of 101" to a maximum of 108"
- B. Tread width: 77" Maximum measured to outside farthest edge of wheels
- C. Ride Height: Minimum of 3½" at completion of race with driver in car. This includes frame, body and all components of car.

3. Frame: Any acceptable North American Auto Manufacturers or fabricated STEEL Frame Only. No exotic material is allowed, **magnetic** steel only.

- A. Fabricated STEEL frame rails must be constructed with minimum .083" thickness steel box tubing with a minimum 2"x3"
- B. Front Frame Stub must be similar in design and appearance to standard passenger car frame. Under slung rear sections permitted extending to rear of trunk.
- C. Straight frame rails permitted, frame rails must maintain a minimum width of 30" and a maximum of 52" measured anywhere along the frame side rails
- D. No holes may be drilled anywhere in the frame except for the attachment of brackets and necessary components.
- E. Engine Location must be within 2" of centerline of frame rails.
- F. Motor setback to be a maximum of 3" from the centerline of the ball joints to the forward most spark plug hole.
- G. 2"x2" frames allowed from center of rear axle to rear of car.

4. Fuel Cell: Canister minimum **distance is 8"** from bottom of fuel cell **when measured** to the ground.

5. Weight: 2,900 pounds total with 58% maximum left side weight at completion of race with driver in the car.

6. Shocks: The only legal shock is Bilstein Steel 46MM 2" part #S7Z5050 or #S9Z5050. (**Subject to Claiming, see Claiming Procedures document for more details**)

7. Tires: 10” grooved (not treaded) Goodyear Eagle Asphalt Short Track Special part #2677 (left side) and #2878 (right side) in addition to the older Goodyear models #2477 (left side) and #2678 (right side). They are made to last for several weeks without losing speed.
- A. Teams are allotted a maximum of 12 tires for competition for the year. (See **Tire Rules document for additional details**)
8. Engines: Chevrolet crate engine #88958602 or #19258602 will be the only engine allowed in LAMOT:
- A. Engine must be purchased **through** Emerling Chevrolet **located at** 9000 Boston State Rd., Boston, New York. Emerling Chevrolet has agreed to sell these Engines to the LAMOT series competitors at a cost of \$3,300 plus sales tax each. **Call (716) 863-0598 and Ask for Jerry Szalanski to purchase a motor—** Deposit required (prices are subject to change if GM factory prices increase). LAMOT motors must be sealed by LAMOT officials at the dealership before motor is removed from dealership for use in LAMOT.
- B. Any engine is subject to a dyno test to be checked by the race director at the completion of any race.
- C. NO REBUILDING. Engine must remain crate stock. This motor is intended to be a throwaway motor or sold for use outside of LAMOT, NOT TO BE RE-BUILT for use in LAMOT. The Board of Directors must approve any leakage repair problems to the engine prior to the work being started or completed. ANY CHANGED PART(S) OTHER THAN THOSE LISTED BELOW WILL DEEM THE MOTOR ILLEGAL. THE ONLY ENGINE PARTS THAT MAY BE CHANGED OR REPLACED ON THE ENGINE MUST BE GENUINE GM PARTS, NUMBERS AS FOLLOWS:
- 1) Push Rods: Part #14095256
 - 2) Rocker Arms: Part #10089648
 - 3) Valve Springs: Part #10212811
 - 4) Retainers: Part #10241744
 - 5) Valve Stem Seals: Part #10212810 int. #12564852 ex.
 - 6) Valve Cover Gaskets: Part #10046089

In the event a motor is found illegal for any reason:

(a) The Competitor will automatically surrender the Motor to the Tech Officials.

(b)The Driver automatically forfeits all points and Prize money for the season and will be banned from competition in LAMOT for the remainder of the season along with any other penalty rendered by the Board of Directors and or NASCAR.

D. Headers: Any Steel header with a maximum retail price of \$750 for the entire exhaust system including muffler, decibel level not to exceed 95 at 100 feet. Any LAMOT competitor can claim any exhaust system for \$750.00 at the completion of any race. **A Claimed system shall include all pipes from the headers to the end of the exhaust system including all mufflers and tail pipes.**

E. Fuel: ONLY 100% pure pump gas with a maximum octane rating of 93 will be used for competition. **NO RACING FUELS ALLOWED.**

F. Carburetor: Holley Box stock (part #0-80541-1), (Series 4150, 650 CFM). No Exceptions, carburetor must be securely fastened to the intake manifold in stock location with one .0625 (1/16th) or smaller gasket. No spacers or drop in spacers, alterations, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external is prohibited. Only Genuine Holley parts are permitted, subject to tech inspection of officials and LAMOT race director.

G. Ignition: MSD 6 ALN box and MSD Distributor #85551 (chipped at **6000 rpm**). Only one ignition system permitted in the car. Must be equipped with NAPA Quick disconnect connector. Ignition may be exchanged at any time by Tech Official or Race Director **and require chip cover as directed by officials.**

9. Transmission: Standard Transmissions with minimum of 2 working forward gears and 1 working reverse gear with internal or external clutch with a maximum retail price of \$1,850.00 including clutch. NO automatic transmissions allowed. Any competitor may claim another Competitor's transmission including clutch and flywheel for \$1,850.00 at the completion of last race of the night.

10. Rear End: Must be either 9" Ford Style or a "Standard Quick Change"

A. Quick-change gears located in the rear of the center section **ONLY.**

B. No open tube rear ends permitted.

C. No Limited slip differentials or traction control devices permitted

D. No titanium, magnesium or any special alloys permitted.

- E. Center section can be either steel or aluminum, but axle and axle tubes must be magnetic steel only.
 - F. No shock absorbing drive flanges on axles or spools.
 - G. **Rear end center section must maintain a minimum cross section height of twelve inches at center of rear axle with a side bell minimum diameter of twelve inches.**
 - H. **Only Magnetic steel lower jackshaft and driveshaft yoke will be permitted in the quick change rear end center section. Any rear end center section and/or axle that is deemed “mini” or “light” will not be permitted.**
 - I. Front loaded quick change rear ends will not be permitted.
 - J. **Driveshaft** must be made of either steel or aluminum only.
 - K. NO driver’s compartment rear pan hard bar adjusters, sway bar adjusters or any other driver’s compartment adjusters other than brake bias adjusters (see Brakes).
11. Brakes: Hydraulic four-wheel brakes are mandatory subject to the following:
- A. Brake Calipers – Max retail catalogue price of \$275.00 each **and** available to all competitors.
 - B. No brake fluid re-circulation systems.
 - C. Steel Magnetic brake rotors are the only rotors allowed.
 - D. Brake Bias adjusters allowed in the cockpit for adjustment of front to rear only.
 - E. Any 4 wheel adjustable brake bias located anywhere on the car is not permitted.
12. Radio: Use of a radio in car is permitted and subject to mandatory registration of frequency with the Race Director and an assigned person monitoring specified frequency to relay instructions from the Race Director to the Driver. Anyone who does not use a radio must have a receiving only scanner and the driver must monitor the frequency of the Race Director.
13. LAMOT Point fund: To qualify for LAMOT year end point money, all competitors must display all of the contingency stickers required by LAMOT on both front fenders of their cars **as directed by LAMOT** throughout the season and must compete in 80% of LAMOT races. Anyone who refuses to display all LAMOT contingency sponsor stickers or compete in 80% of LAMOT races will not be eligible for any point money at the end of the year. Please make sure you leave adequate space on your front fenders to allow for these stickers. The actual stickers will be provided by LAMOT. **(See Point Fund Rule for additional details)**

14. **Rookies:** Any driver who has **only** competed in a lesser division shall be considered a rookie and will start in the tail position until evaluated by the Track Officials and LAMOT Board Members.
15. **Safety:** To be determined by NASCAR and or the host track, see general NASCAR rules.
16. **Rule Changes:** The Board of Directors for LAMOT reserves the right to add or amend any rule **at anytime throughout the season** if deemed necessary to protect the level playing field and/or cost to ALL competitors in the LAMOT series.
17. Do not assume anything about any parts being legal or not. If you have any questions about interpretation of any of the rules, contact any LAMOT Board Member or Holland Tech Inspector Al Morrison at (716) 445-4648. (See www.lamotracing.com for more contact information)
18. Additional separate rule documents include:
 - 1) Tire Rules (New)
 - 2) Point Fund Rules
 - 3) Claiming Procedures
 - 4) Protests and Appeals
 - 5) Penalties
 - 6) Part Sources