

I-25 Speedway 2016 SPORTSMAN Rules

Revised 1.29.17



GENERAL SPORTSMAN RULES:

1. No equipment on a racecar will be considered as having been approved because of having passed through inspection "unobserved". If this rulebook does not specifically state that a change, modification, or addition is legal, then a competitor must consider that change, modification or addition as illegal. If a question arises about the legality of a change, modification or addition that is not covered in this rulebook, the question must be answered by I-25 Speedway in writing, and that decision is final.
2. **Registration:** Sportsman drivers must turn in a fully paid and completed current year Registration Form with properly assigned car number and pit stall, as well as a current W-9 form prior to competing in any event. (Including but not limited to qualifying races.) Every effort will be made to assign the driver with the pit stall they requested, but I-25 Speedway reserves the right to move any car to another pit of equal construction (when permissible) at any time. Any car not in their assigned pit spot will be fined \$50. There will be no duplicate numbers and/or letters used.
3. **Check Policy:** A returned check fee of \$50. will be payable in cash prior to competing in any event. Re-issue of lost checks will cost the driver \$25.
4. **BEFORE** you race, ALL required forms are to be filled out, NO forms, NO checks. (Racing without said forms is Forfeiture of that wks check-NO tolerance) (revised 1.29.17)

FUEL CELL/SYSTEM:

- 1** A steel can fuel cell is required. It must be mounted within the rear frame section with 2" x 1/8" steel straps or a 1" tubing box.
- 1.2** There must be a minimum of 9" from the FUEL CELL bottom to the ground. A fuel cell guard of 1 1/2" tubing is required.
- 1.3** The fuel cell must have a ground strap from the filler neck to the frame and a vent tube running through the trunk floor. A toll-over valve must be installed in the vent line.
- 1.4** Fuel line must be in steel tubing, conduit, or steel braided fuel line.
- 1.5** Electric fuel pumps will NOT be permitted.
- 1.6** Fuel filters must be of metal construction. NO glass or plastic filters permitted.
- 1.7** All cars must use track fuel.

ROLL CAGE:

- 2** All cars must have roll cage constructed of minimum 1 1/2" x 0.095 mild steel tubing. No galvanized or threaded pipe allowed. Main loop must be formed in one piece. Halo must be made in one piece. Cage must be welded directly to the frame on full frame cars or to a 6" x 6" x 1/8" thick steel plate welded to the floor of uni-body cars. Non-required tubes may be made of any size tubing.
- 2.1** Frames or sub-frames may be reinforced or modified with round or square tubing. All cage welds must be free of slag and porosity. Any visibly unsafe welds WILL fail tech.
- 2.2** The driver's side cage posts may be welded to a rectangular steel weight box.
- 2.3** The weight box must be fully welded to the floor pan and an integral part of the frame if the roll cage is mounted to it.
- 2.4** A minimum of 3 (three) door bars on the driver's side that arch into the door bar; the driver-side door bars must be plated with 1/8" steel minimum.
- 2.5** Any tubing around the driver must be padded with commercially available roll bar padding; NO pipe insulation, rags, etc. allowed.

SAFETY:

- 3** Steel fire wall and floor boards are required with enclosed foot box optional. Stock floor boards are optional.
- 3.1** An aluminum racing seat is required. It must be mounted with a minimum 1" round or square steel tube frame which must be securely welded to the roll cage and chassis.

- 3.2** A 5-point racing harness is required. It must be in good condition with no frayed or modified webbing. The harness must have a date tag less than 3 years old. Harness must be mounted according to the manufacturer's instruction or generally accepted competition guidelines.
- 3.3** A window net is required. It must be securely mounted to the inside of the roll cage with disconnect at the upper front cage corner.
- 3.4** A driveshaft loop of 1/4 x 2" steel strap or "I" round steel is required. It must be located no further than 6" behind the front U-joint. Driveshaft must be painted white. NO aluminum driveshafts.
- 3.5** A fully charged fire extinguisher or onboard system required.
- 3.6** All oil pressure gauges must have copper tubing or braided lines; NO plastic capillary tubing allowed.
- 3.7** A positive toe-kick gas pedal linkage with a minimum of 2 return springs on two adjacent brackets are required.
- 3.8** Brake system must utilize to a dual master cylinder.
- 3.9** All four brakes must be operational.
- 3.10** Must have steel or aluminum brake lines and braided hoses. NO plastic.
- 3.11** NO carbon fiber brake components allowed.

BODY:

4 Minimum weight requirement is 3100 lbs. Cars can be weighed (with the driver) before or after their main event at the Tech official's discretion. Maximum left side weight is 56%. NOTE: Cars with a 365 C.I.D (or more) will carry an additional 250 lbs. for a total weight, with driver, of 3350 lbs. **Visiting Late Models (I-25 Speedway Sportsman) from CNS with a fabricated stub must add an additional 100 lbs. Late Models/Sportsman with GM Crate engines must have correct part # and must weigh 3100 lbs. **

- 4.1** All cars must have a complete body. Body swaps will be permitted (i.e., family to family). Any make or model allowed that fits on the stated chassis. No mixing of body panels will be allowed: All body panels must be for one stated model. Aftermarket bodies and components permitted: metal, plastic or fiberglass panels accepted.
- 4.2** Hood scoops or deflectors are permitted. Must be no more than 4" above the hood surface. Any air cleaner that protruded through the hood must have at least the front 180 degrees covered by an air deflector or hood scoop. (4-inch maximum height.)
- 4.3** A front windshield of 1/8" minimum Lexan is required. Must have metal center braces which can be (3) three aluminum or one 1" x 1/8" metal square or round stock.

4.4 Lexan quarter windows and rear window optional. NO door windows.

4.5 Side nerf bars are permitted. They must not extend into the wheel wells. All side nerf bars must be angle-cut and capped or turned into the body. No more than ½" will be allowed from the body to the inside edge of the nerf bar. Any nerf bar that does not meet these specifications will fail tech.

4.6 A rear spoiler is permitted. Must be ¼" Lexan and no more than 60" long by 7" tall as flat measured or a factory production model for the stated body used. Cannot be angled more than **70 degrees**.

4.7 Cars are to be kept neat in appearance.

4.8 Trunk floor is optional. All holes in floor pan and firewall must be covered with steel and have a maximum clearance of 3" between floor pan and exhaust. Must meet proper ride height requirements.

4.9 All added ballast must be securely bolted to the frame or securely bolted within a weight box. Dislodged weight will not be permitted to be returned to the car for weighing after the race. All weights must be painted white with the car number painted in black on the weight. All decisions on weight placement will be inspected by the tech officials for safety.

CHASSIS, SUSPENSION and STEERING:

5 All car chassis must be American made passenger car sedans. No front wheel drive station wagons, Jeep, convertibles, pickups, or compact cars allowed. Uni-body or full frame cars permitted. Chassis design is optional, but it must be based on a generally available, mass-produced automobile chassis.

5.1 All suspension and steering components (except steering shaft and quickener) must be stock type and design for the make and model of the chassis stated.

5.2 No modifications or alterations of steering linkage to front frame.

5.3 Original equipment lower control arms for chassis used will be required; must retain stock dimensions. Factory lower control arm mounts may NOT be altered in any way EXCEPT for installing larger lower ball joints.

5.4 Tubular upper control arms permitted.

5.5 Aftermarket, non-externally adjustable steel shocks are permitted. NO aluminum or external shock reservoirs permitted. NO coil over, air, adjustable or remote reservoir shocks permitted.

5.6 aftermarket, one-piece sway bars are permitted. Must be mounted under sub-frame. No spline bars.

5.7 Springs must be the same diameter and design as stock for chassis used. 5-inch minimum.

5.8 All spindles must remain in same family (GM to GM). **SPINDLES MAY BE REINFORCED AT THE TIE ROD END TO THE LOWER BALL JOINT.**

5.9 Front cross member may be modified for oil pan, fuel pump or steering linkage clearance.

5.10 Minimum ride height is 4" to the bottom of the lowest frame rail without the driver.

5.11 Leaf spring cars will not be permitted to use panhard bars, third link, or lift bars.

5.12 Leaf springs must be steel multi-leaf. No mono leaf or composite springs allowed.

5.13 Coil spring cars must use 5" diameter springs.

5.14 Trailing arms must be one-piece steel with location optional. Panhard bar and upper link may be steel or aluminum. No springs bushing style allowed. All mounts and hardware must be steel. Must be a three link suspension.

5.15 Weight jack bolts must be steel with location being optional. No coil eliminators (sliders) or coil over shocks allowed.

5.16 A quick release steering wheel is required.

5.17 A 3/4" steel tube steering shaft is required.

5.18 Steering shafts must have at least 1 (one) U-joint approximately mid-way between the steering boxes and quick release hub to prevent the shaft from being driven into the driver upon frontal impact.

5.19 Center U-joint must have a heim joint to the bracket directly behind it for support.

5.20 Steering quickeners are allowed.

ENGINES:

6 Must use a production cast iron block.

6.1 Any generally available cast iron head will be permitted.

6.2 Any flat tappet cam is allowed. Must have production diameter lifter for engine used.

6.3 No roller lifters or roller grind camshafts permitted.

6.4 Rocker arm components are optional.

6.5 Engine must be centered in the frame. Engine may be set back, but the forward most spark plug hole must be in front of a line struck through the centerline of the upper ball joints.

6.6 Wet sump oil system ONLY, NO dry sump oil system. Aftermarket oil pans permitted.

6.7 The following aftermarket aluminum intake manifolds are acceptable with NO MODIFICATIONS. Modifications include but are not limited to, drilling, welding, etc. If the following intakes do not fit, you have the WRONG heads.

- ? Edelbrock Chevrolet 2101
- ? Edelbrock 2101 / 2116 with aftermarket (RHS "stock replacement" pro torque) vortec head #12410 ONLY – (EXCEPTION: 2116 May be redrilled for mounting intake to cylinder heads.)
- ? Chrysler 2176, P5249572
- ? Ford 2121 (289-302), 2181 (351W), 2171 (351W), 2750 (351C)

All other manifold types will not be permitted. No other intake head combination allowed.

6.8 Intake may be machined down, internally, two inches down from the top of the manifold.

6.9 604 Crate Motors Legal (Sealed) w/650 CFM, 4150HP, 80541-1 "Boxstock" Carburetor must be securely fastened to the intake manifold with one .0625-inch (1/16") or smaller flange gasket. Spacers or drop-in spacers, alteration, physical changes, machining, shaping or tampering with any part of the original parts, internal or external is prohibited. Only Holley replacement parts are permitted for use and must match original parts. Jets, Bleeds, Needle and seat, emulsion bleeds power valves, Accelerator pump nozzles, accelerator pump cam, arm and linkage must remain on carburetor, but can be adjusted so that the secondary accelerator pump does not work.

I25 Speedway reserves the right to impound and/or confiscate any carburetor at anytime during or after an event. Failure to comply will be subject to disqualification from event and forfeiture of all monies and points earned for that event. Additional penalties and or suspension may occur. Failure to relinquish a carburetor or components will result in an indefinite suspension from competition until illegal part has been received by I25 Speedway Management, along with fines.

COOLING SYSTEM:

6.9 Radiator must be mounted in front of the engine.

6.10 Cooling catch cans are required. Catch cans must be vented to the right side of the base of the windshield.

6.11 Stock type water pumps are required.

6.12 NO glycol-based (anti-freeze) cooling additives are allowed.

IGNITION:

6.13 Only a point type, single, or dual electronic system is permitted. All ignition systems are subject to approval by I-25 Speedway Tech officials.

6.13A. HEI Coil systems ONLY, No External Ignitions (ie. MSD)

6.13B. NO computerized systems are allowed.

6.13C. NO crank trigger ignition systems allowed.

6.13.D. NO ignition system equipment or wiring may be located in the driver's side door area.

6.14 All ignition system equipment must be securely mounted outside of the driver's reach. All wires from ignition amplifier box to distributor must be visible with NO open connections.

6.15 Each car must have primary ignition system components and may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary/backup switch(s).

6.16 The ignition systems may consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal / external). RPM limiting device must be approved by I-25 Speedway Tech officials and be attached and wired to the ignition amplifier boxes in a visible manner.

CARBURETOR:

6.17 Legal Holley List 4412 type carburetor. Choke horn optional. NO other modifications.

6.18 NO aerosol carbs allowed.

6.19 May remove choke linkage. **CARBURETORS MUST PASS WITH I-25 TECH GAUGES.**

6.20 Maximum thickness of any carb adapter is 1".

TRANSMISSION and REAR ENDS:

7 Any family to family OEM production line installed transmission is permitted. NO racing transmissions.

CLUTCH:

7.1 Any OEM STEEL 10.5" clutch and flywheel assembly required. MUST be production size and appearance. ALUMINUM FLYWHEEL OPTIONAL.

7.2 Bell housing must be a steel safety type, SFI approved recommended.

7.3 Any automatic transmission must have an SFI approved shield or blanket covering the flywheel area and body of the transmission.

7.4 Any transmission cooler lines must be metal.

7.5 Any production rear axle is permitted: may be converted to a full-floating unit. Aftermarket axles are permitted. A steel spool or steel mini spool is required. Rear axle housing must be steel and may be reinforced. Axle mounting pads may be relocated to fit chassis spring spacing. Do not need to be family to family. NO QUICK CHANGE REAR ENDS.

EXHAUST:

8 Any header used can be standard under chassis design resembling a street header or cross-over headers allowed. NO 180-degree headers allowed. Exhaust must exit behind the driver. All care must meet the track decibel requirement levels.

TIRES and WHEELS:

9 15" steel wheels with a maximum width of 8" required. Wheels must be designed specifically for circle track racing; NO stock type wheels are permitted.

9.1 Wheels may NOT have balancing weights.

9.2 Wheel studs must be minimum 5/8" diameter with 1" hex competition lug nuts.

9.3 All cars must use track purchased tires.

9.4 Maximum track width is 78" front and rear, measured outside to outside of tires at the spindle or hub height.

9.5 Wheel base 107.5" min.

RADIOS:

10 Two-way communication radios are required. Positive communication must be maintained between the car and a spotter crew member. An area will also be reserved in the pit grandstands for one crew chief and crew member with radio communications to his/her driver during all practice, qualifying, trophy dash/heat race, and main events. All race teams are required to submit a race radio frequency used in association with their team. Any frequency change must be submitted to the Pit Steward prior to racing events.

10.1 Radios must be of two-way voice communication type only. Radios must be independent of the cars electrical system. Only ONE radio is permitted per car.

10.2 Spotters are responsible for ensuring that positive two-way communications are established at the start of each race.

10.3 Spotters must only advise the driver of situations as they occur on the track. At NO TIME will a spotter make determinations for the driver. The driver is solely responsible for the manner in which they drive and what method they employ. DO NOT DRIVE THE CAR FOR THE DRIVER.

10.4 Spotters must report to I-25 Speedway Officials in the spotters stand before they occupy a position and have their car number displayed on the outside of their clothing. Contrasting tape/number combinations may be used.

10.5 Driving in an inconsistent manner with a loss of communications may subject the driver to a black flag.

10.6 Only ONE spotter per car is permitted.

10.7 A spotter may leave the spotter's area during an event only when his/her car is disabled and leaves the track. The spotter must notify the pit shack official if the car will not return.

10.8 Spotters must always follow the directions and suggestions of Track Officials at all times. Objectionable conduct such as but not limited to, arguing with or shouting at officials, will not be tolerated and will subject the driver to being black flagged.

