

2008 I-25 Speedway Late Model Rules
Publication Date: Jan. 23rd 2008
White Motorsports

2008-2010 Late Model Rules

PART 1 - SECTION 1: ASA License/Membership

All drivers are required to purchase ASA Membership/License to compete in any event at I-25 Speedway. Pit crew members are optional.

1-2 "Rookie" Drivers: Drivers who have never competed in a Late Model Division for at least one half of a race season must have a yellow stripe measuring 2" by 30" displayed on the rear bumper area of the car.

1-3 Rookie of the Year Award Status: Driver may not have competed in more than 4 Main Events in the I25 Speedway in any one season, and no more than 8 total I25 Speedway events. You must declare rookie status by marking the "ROOKIE" application block noted on the Registration Form. Once the car registration has been received by I25 Speedway Officials, they will review each applicant. The Rookie of the Year will be awarded to the Rookie contender who accumulates the most track points during the current season. If two or more competitors are tied in points at the season's end, the I25 Speedway Rookie of the Year will then be determined by: 1) total number of Main Event wins; (if still tied), total number of Main Event second place finishes, etc. respectively, until the tie is broken.

1-4 Race Finish Procedure:

All main events must finish under green to be considered official. I.E.: a green, white, checker finish will be run if a yellow flag situation mandates running over the allotted lap schedule. If a yellow flag is thrown with ten or less laps to go in a main event, all lapped cars shall fall back to the rear of the field.

PART 2 - SECTION 1: Pit Procedures

2-1 A 5 pound dry chemical fire extinguisher with a current inspection label must be within easy reach and available at all times, preferably mounted on the trailer. This excludes the racecar-mounted extinguisher.

2-2 No one is allowed in the pit area without a pit pass on his or her person.

2-3 Pit speed for ALL vehicles is 5-Miles Per Hour. This includes racecars without regard.

2-4 Pit meetings or a driver meetings will occur before any event is started. Meetings are mandatory and failure to attend will subject the driver to a "scratch start" penalty. Meetings are for safety and conduct that is expected at the racing facility.

PART 3 - SECTION 1: Car Rules

3-1 Competing Models: I25 Speedway Stock Car races are open to eligible 1996 through 2007 models of American Made passenger car production models.

3-2 Approved Competition Models

A. The following are examples of approved models eligible for competition:

Chevrolet 1996-2007 Monte Carlo, Lumina

Dodge 2001-2005, Intrepid 2005-2007 Charger

Ford 1998-2005, Taurus 2007 Fusion

Pontiac 1996-2007 Grand Prix

Any other models must be submitted to the I25 Speedway board for approval.

B. Minimum wheelbase: 101 inches.

C. Minimum weight, with driver: 2,900 pounds - before any event. ALL CARS EXCEPT ASA ENGINES

D. ASA Engines - Minimum weight, with driver 2700 pounds- before any event.

E. Maximum left side weight: 58.0% of the car's total weight with driver.

3-3 Bodies

A. All bodies must be U.S. produced and retain a "stock" appearance, no wedge type bodies are allowed.

B. The interior area of the car must be completely enclosed from front to rear with firewalls made of 22-gauge aluminum or steel.

The floor area on the left side shall be no lower than the bottom of the frame rail. All interior panels may be welded or securely

fastened with appropriate rivets. The foot box area and area directly behind the driver must be constructed of at least 22 gauge magnetic steel material.

C. All cars must have complete bodies, hoods, fenders, nose and bumper covers in top quality condition at the start of the racing

season. No holes in any part of the car are allowed unless specifically mandated and addressed in the rules.

Holes for grill opening

and brake ducts are allowed in the front bumper area.

D. A full Lexan windshield and rear windows are mandatory with a minimum thickness of 1/8". A minimum of three front

and two rear internal metal braces to contact the glass area is required to prevent any "blow-in". "Yellowed" (due to aging)

or tinting of any window is not permitted; windows must be clear and present an unobstructed view.

E. Right side windows are not permitted. Quarter windows are mandatory and may contain NACA style air ducts as

needed for additional driver cooling. Vent windows 8" maximum.

3-4 Added Car Weight (Ballast): 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 car number painted in black on weight. All decisions on weight placement will be inspected by the tech committee for safety.

3-5 Car Weights After Race: In the event that cars must be weighed after a race, only water in the radiator, oil in the engine, and fuel in the fuel cell may be added. Wheels and tires must not be changed.

3-6 Spoilers: Spoilers must be attached to the rear deck lid or bumper area only. Maximum height is 6 1/2" with the top portion being 3 1/2" of 1/4" clear lexan. Width must not exceed 60 inches. Minimum spoiler angle is 70 degrees+ or - 2 degrees.

A. Spoilers cannot be adjustable from the driver's compartment.

B. "Rudders" are not permitted. All braces must be mounted on the backside of the spoiler only.

3-7 Door Safety Nets: Driver's window nets must be constructed of no less than a 3/4" webbing with at least a 3,000 rating and securely attached at the bottom with a quick release catch at the top. Nets are required at any time the car is on the racing surface. An inner net (JB net) on the drivers' side is recommended.

3-8 Radios: Two way communication radios are optional.

3-9 Bumpers: Bumpers must be constructed of steel and completely enclosed within the confines of the body both front and rear. Protrusions of any kind are not permitted.

3-10 Hoods:

A. Hoods must be secured at the front by no less than four (4) quick release hood pins and at the rear of no less than two

(2) quick release hood pins

B. Hoods must extend from fender to fender to produce an effective seal.

C. The hood must extend from the front top of the bumper cover and have no gap at the windshield in the rear as practical.

D. "Scoops" or allowing air to enter the hood from the front is not allowed. A hole, 2 1/2 inches wide by 20 inches long may be added within 2 inches of the window is allowed.

E. A maximum 4" rearward facing hood scoop is permitted for clearance, opening must be reduced to 2-1/2

inches wide by 20
inches long at rear edge of scoop.

PART 4, SECTION 1: Frames, Roll Cage Construction

4-1 Frames and Suspension:

A. All frames must be constructed entirely of magnetic steel with no holes permitted unless a stock steel stub is used and must only be those holes as originally produced by the manufacturer.

B. Offset chassis are permitted as long as the required 58.0% left side weight is not exceeded.

C. All welds must be complete and produced in a professional manner.

D. Only one spring and one shock absorber per wheel is permitted.

E. A 4" minimum ground clearance, without driver, is required as measured from the bottom of the frame.

F. Car may not exceed the maximum allowable tread width of 69", front and rear, measured at the center of the tire, zero toe-in, at spindle height.

4-2 Roll Cages:

A. All cars should have a basic and typical roll cage configuration as outlined in NASCAR Late Model Division Rules.

B. All roll bars must be made from round magnetic steel seamless tubing 1 3/4 inches by 0.095" minimum wall thickness meeting ASTM A-519 specifications. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bars and intersections must be welded according to ASTM specifications for the material being welded.

The roll cage must be acceptable to I25 Speedway Officials.

C. All roll bars within the driver's reach must be padded with hi density padding acceptable to I25 Speedway Officials.

D. A minimum of four (4) side bars are required on drivers side of car and two bars required on passenger side. Drivers' side door bars must be plated with minimum 1/8" steel. Minimum size plate must be 24"x32" or smaller plates may be welded into gaps of the door bars.

4-3 Numbering and Identification: An officially assigned number at least 18" high and 3" wide must be clearly displayed on the left and right door. A 30" high number must be clearly displayed on the roof. A 4" high number must be displayed on the right front and left rear of the car. Numbers must be of a high contrast so as to be clearly read by the scorers. Deletion of such numbers may result in incorrect or no scoring. Numbers are assigned by the I25 Speedway and are issued on a

LateModels08

first-come-first served basis. Duplicate numbers may arise from time to time because of visiting drivers and will be altered

so as to present a clear presentation to the scorers. No chrome /reflective/ numbers. Only 2 digits permitted.

4-4a Numbers previously assigned will remain in effect for that car/driver until March 1 of the following race season.

PART 5 - SECTION 1 - Additional Requirements

5-1 Wheels: Wheels must be steel and be manufactured for racing purposes. The use of stock automobile wheels is prohibited. Maximum wheel width is 10". Minimum wheel stud diameter is 5/8", no gundrilled studs.

5-2 Tires: Must run specified tire as indicated by I25 Speedway. "American Racer" tires must be purchased from I25 Speedway, and will be marked.

A. Tire Management : Only 2 Tires may be purchased at each event. Exceptions to this rule: unforeseen tire damage etc.

B. 8 Tires may be purchased at the start of the season or left in a "Bank Account" for future events.

C. Tires must be marked at qualifying.

D. Tires marked at qualifying must be used for that nights main event.

5-3 Radiator: Radiators must be mounted in front of the engine. Overflow catch-cans must have a capacity of not less than 1/2-gallon capacity. Antifreeze (ethylene glycol) is not allowed.

5-4 Fire Control:

A. It is recommended that each car has a built-in Halon 1211 or equivalent "on-board" fire extinguisher system with an operable pressure gauge and must not be of the dry powder type. The fire extinguisher must be securely mounted. Min. of 2 points in cockpit area.

B. It is recommended that at all times, while the car is being refueled or while fuel is being transported, a fire extinguisher be within a crewman's reach.

C. At minimum, one nozzle must be directed towards the driver.

5-5 Fuel and Fuel Systems:

A. Only approved racing fuel or gasoline is allowed, no Methanol. The use of any additive, nitrous oxide, fuel injection, nitro methane or any substance than can be mixed with water or otherwise causes oxidation is not allowed.

B. Fuel pumps must be of the mechanical type and mounted in the stock engine location. The use of an electrical fuel pump is allowed, but must be wired into an oil pressure switch so that the pump shall not operate unless the motor is running.

- C. All fuel lines passing near the driver's compartment must be of a steel or steel braided construction.
- D. Fuel cells equipped with an internal bladder and foam are the only approved fuel tanks allowed. Fuel cell must be constructed of at least 22-gauge steel, securely mounted between the frame rails. Fuel cells must be contained and supported by three (3) tubes one (1) inch by one (1) on the bottom and secured on the top with a rack made of one (1) inch by one (1) inch 0.065 thick steel tubing. A rack must consist of two (2) tubes lengthwise and two (2) tubes crosswise equally spaced along the top of the container. A reinforcement plate of not less than 1/8 inch magnetic steel installed behind the fuel cell is recommended.
- E. Fuel filler may be of the dry-break type or filler cap type bolted on the left quarter panel or on top and be located to the left as possible.
- F. Fuel cells must have a positive vent equipped with a rollover valve.
- G. Fuel filters must be of metal construction. No glass or plastic filters permitted.
- H. Fuel cell is to be mounted no less than 9" from ground. (Not including frame)

5-6 Electrical Systems:

- A. Only a point type, single or dual, electronic system is permitted. All ignition systems are subject to approval by I25 Speedway officials. Ignition amplifier boxes and RPM limiters that are analog only, which DO NOT contain programmable, computerized, or memory circuits will be permitted. NO computerized systems are allowed. NO crank trigger ignition systems allowed. NO ignition system equipment or wiring may be located in the driver's side door area. 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. 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). The ignition systems may consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal / external). RPM limiting devices must be approved by I25 Speedway officials and be attached and wired to the ignition amplifier boxes in a visible manner.

- B. All cars must be self-starting.
- C. Batteries must be located outside of the driver's compartment and be securely mounted.
- D. Master or kill switches must be mounted and clearly marked in an area that can be reached from the outside of

car. It is recommended that the switch be mounted towards the center of the dash.

E. Alternators may be mounted in any location outside the driver's compartment.

F. Cars and driver's are not permitted to carry on board computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices or digital read-out gauges at any time.

G. Radios must be of two-way voice communication type only. Radios are "OPTIONAL" and must be independent of the car's electrical systems. Only one radio is permitted per car.

5-7 Seats: Seats must be constructed of aluminum with a headrest and mounted solidly to the roll cage with a minimum of six (6) 3/8" grade 5 bolts. The use of a fiberglass type seat is not allowed. It is recommended that a right and left side head brace be mounted to the seat.

5-8 Seat Belts/Harness: Nylon safety belts and harnesses are required. Lap belts must be at least 3" in width. Shoulder harnesses must be at least 2" in width. An "anti-submarine" or fifth belt is required. All belts and harnesses must have the manufacturers date tag attached and dated from approximate time of purchase. Maximum usage is three (3) years. It is highly recommended that any manufacturers tags that pass under any adjuster be removed and kept for technical inspection. All belts must be installed in a manner so as not to contact sharp objects and must not have knots, twists or tears in the installation. All seat belts must be bolted solidly to the roll cage with approved eyelets designed for this purpose. Seatbelts that are contaminated by oils, greases, fuels will not be allowed. There cannot be any holes, tears or fraying of any belt.

SAFETY IS A PARAMOUNT ISSUE AND ANY I25 Speedway OFFICIAL WHO DETERMINES THAT ANY EQUIPMENT IS UNSAFE WILL NOT ALLOW THAT CAR TO PARTICIPATE UNTIL THE DEFICIENCY HAS BEEN RECTIFIED.

5-9 Mufflers: All cars are recommended to have operable mufflers at all tracks. A muffler with at least a 96 DBA rating is recommended.

5-10 Control Devices: Any control device within the driver's reach or extended reach is not permitted. A control device in any form whether mechanical, hydraulic, electrical, electronic or any combination which can be used to adjust weight distribution, weight percentages, rollcenters, crossweight, ride height, or traction is not permitted and can not be installed anywhere within the driver's reach to include on sway bars, j-bars, panhard bars, shocks, springs, control arms or any other related suspension items. The only allowable control is a brake bias adjuster that allows front to rear or

vice-versa

adjustment. Only external, mechanical tire pressure bleeders are also allowed.

PART 5 - SECTION 2- Carburetors

5-2-1 Authorized Carburetors: All engines in the United States Late Model Series must be equipped with one (1) I25

Speedway legal Holley #6895 or #80507 four-barrel 390cfm carburetor or one (1) I25 Speedway legal Holley #4412 500cfm two-barrel carburetor

5-2-2 ASA SEALED ENGINES: 650cfm ASA approved Holley carburetor

5-2-3 C.N.S. SPEC ENGINES: Demon 650 cfm p/n 2282010-OT stock or Holly 750 H.P. non billet carb. 1-11/26 Butterfly,
1-3/8 venturi

5-2-4 ALL CARBURETORS MUST PASS WITH I25 Speedway TECH GAGES

A. All carburetors will be inspected prior to the start of any event, random inspections may occur at any time without malice.

B. Reshaping, polishing, grinding, or drilling of additional holes in the carburetor or intake manifold will not be permitted.
All gaskets must be complete and in place.

C. The choke and choke horn may be removed.

D. Booster type must not be changed. Size or shape must not be altered. Height and location of the boosters must remain as manufactured.
All boosters must maintain an outside diameter as manufactured.

E. Venturi area must not be altered or reshaped in any manner. The casting ring must not be removed. The venturi location must remain as manufactured.

F. Alterations that in the judgment of the Officials were made to allow additional air to be picked up below of the opening of the venturi will not be permitted.

G. Base plates must not be altered in size or shape.

H. Stock butterflies must not be reshaped or thinned, idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.

I. Throttle shafts must remain standard and must not be thinned or cut in any manner.

J. Accelerator pump discharge nozzle must remain in the original manufactured position.

K. Milling of metering blocks will not be permitted.

L. The use of a positive throttle stop so as not to cause an over-center of the butterflies resulting in a stuck throttle is required! Throttle stops must be of the approved type and mounted to the carburetor. It is suggested that boosters be safety wired in place so as not to cause a stuck throttle in the event of breakage. Recommended THROTTLE STOPS:
BSR #6493 Primary (Mandatory) BSR Products: (704) 547-0901 CV #1182 Secondary (Recommended) CV Products: 1-800-448-1223 M.
Mopar motors using W8 and W9 cylinder heads must use Holley model #4150 390cfm carb only, NO HP carburetors allowed.

N. All carburetors must be sealed with a I25 Speedway inspection seal after inspection. Please cross-drill the Right-front carb stud and the Right-front intake manifold bolt to facilitate I25 Speedway seal.

PART 5 – SECTION 3: Engines and Drive Train

All drain plugs must be safety wired.

Engine must be naturally aspirated.

5-3-1 Engines: HOLLEY 390 HP CFM OR 500 CFM 4412 2BB CARBURETORS

A. Any cast iron block with no cubic inch displacement limit allowed without penalty.

B. Any cast iron or aluminum cylinder heads permitted with the exception that GM type engines must have a valve angle no less than 20 degrees as measured from the crankshaft centerline.

5-3-2 ASA SEALED ENGINES OPTIONAL - HOLLEY 650 CFM HP

Optional ASA Chevrolet part # 88958604

Optional Ford part #M-6007-D347R2 Ford part number M-6010-BOSS302

Optional Mopar part # P5007958

5-3-3 CNS SPEC ENGINES ONLY - DEMON 650 CFM OR HOLLEY 750 HP

5-3-4 CNS FUEL INJECTED ENGINE - (www.coloradospeedway.com)

A. Engine set back of no more than 2" behind the upper ball joint as measured from the center of the foreword most sparkplug hole is allowed.

B. Electronic switching devices or sensors will not be permitted on the harmonic balancer, crankshaft or flywheel.

C. It is highly recommended that all engines be equipped with an SFI approved harmonic balancer for safety purposes.

5-3-4 Clutches: All stock/OEM type clutches must have a 1/4", 360-degree scatter shield installed. No carbon or

carbon
fiber clutches allowed.

5-3-5 Transmission: 2, 3, or 4-speed transmission allowed with a minimum of 1.23 gear ratio on 1st, 2nd and 3rd gear and a 1:1 4th gear ratio. All transmissions must have at least two operable forward gears and one reverse gear installed.

Transmission coolers are allowed.

5-3-6 Drive shafts: Drive shafts must have two 360 degree safety loops installed one on each end. Drive shafts must be painted white with the car's number printed on the outside at least 2" high.

5-3-7 Final drive ratio for I-25 Speedway: Open

5-3-8 (WILL POST GEAR RATIO FOR ASA ENGINES SOON)

5-3-9 Two adjacent bolts on the rear cover must be cross-drilled to facilitate I25 Speedway inspection seal.

5-3-10 Crank Height: A minimum of 10" from ground to the centerline of the crankshaft is mandatory.

5-3-11 Brakes: No carbon fiber brake components allowed.

PART 6-SECTION 1- Point Structure

6-1: Points

A.Points are awarded to the driver.

B.Driver must compete with car he/she signed in with. No driver/car swaps for point gain during the nights events.

C.To be eligible for I25 Speedway points awards, a driver must compete in a minimum of 50% of races during the I25 Speedway racing season. Any point total ties at the completion of the season, the position will be determined by best finishes for the year.

PART 7-SECTION 1 - Spotters

7-1 Spotters are recommended to ensure that two-way communications are established at the start of each race. However, two way communications are optional equipment.

a. 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!

b. Spotters must report to I25 Speedway Officials in the spotters stand before they occupy a position and have their car number displayed on the outside of clothing. Contrasting tape/number combinations may be used.

d. Only one spotter per car is permitted.

e. Spotters are required to attend all driver's and spotter's meetings. A roll call will be held and failure to attend will subject that car to start scratch.

f. 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 stand official if the car will not return.

7-2 CONDUCT: Spotters must always follow the directions and suggestions of I25 Speedway and Track Officials at all times. Objectionable conduct such as arguing with or shouting at officials will not be tolerated and will subject the driver to be black-flagged.

PART 8 - SECTION 1: Clothing and Equipment

8-1 Personal Clothing: It is recommended that all personnel, male and female within the racing area wear long pants, full shoes and shirts or T-shirts. Tank tops, shorts and sandals offer virtually no protection from the potential of fire and dropped objects. Crew uniforms are strongly encouraged and help to promote professionalism and pride in our sport.

8-2 Helmets: Helmets must meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. Current specifications require that helmets meet a minimum of SA-2000 standard and that NO motorcycle approved helmets are used in automotive competition. The use of a full-faced helmet is recommended. All drivers must have goggles, safety glasses or a full, clear or tinted (during daylight hours) face shield and must be worn in the approved position before entering any racing area.

8-3 Driver's Racing Uniforms: All drivers must wear at minimum either a two-piece or one-piece single layer fire protectant uniform meeting current SFI-3 or better standards. The use of a Proban material driver's racing suit is not recommended. Flame retardant undergarments HIGHLY recommended. Driving shoes and gloves are required and must meet current SFI and FIA standards.

8-4 Mandatory neck support: All drivers are required to wear and utilize a neck safety support system at any time while on the racetrack. A "Hutchens" device, "HANS" or equivalent that positively attaches to the drivers helmet is highly recommended. High-density foam "horse collars" or equivalent, are not considered to be a sufficient support device. All Neck supports are subject to approval by Tech committee. The head and neck restraint device/system, when connected, should conform to the manufacturer's mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer's instructions. It is the responsibility of the driver, not I25 Speedway, to insure that his/her device/system is correctly installed, maintained and properly used.

