

2005 Modified Rules I25 Speedway

Roll Cages: Cage must consist of continuous hoops not less than 1.666-inch outside diameter and must have a wall thickness of at least .095-inch. Low carbon, mild steel tubing is recommended. Cage must be frame mounted in at least 6 places. No brazing or soldering is allowed. It must consist of a configuration of front and rear hoop. Driver's head must not protrude outside the cage with his/her helmet on and strapped in the driver's seat. It must have a minimum of one cross bar to top halo of roll cage. Roll cage must be securely supported and braced. Protection of the feet is mandatory, with bar across the back of engine, of vertical bars and rub rails, or similar protection. No brace bars forward of the cage may be higher than the stock hood height. The main cage can be no further forward than the engine plate.

Door Bars: A minimum of 3 drivers side door bars are required, at least 1.5 inches OD must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of the vehicle. The sidebars must be welded to the front and rear of the roll cage members. The passenger side of the car must have at least one cross door bar, minimum 1.25 inches OD and either horizontal or angled. Doorplates are highly recommended and may be required at some tracks.

Safety: Roll bar padding is required in driver compartment. Fire retardant padding is recommended. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves and shoes are required. Full size (minimum 16 in. x 20 in.) driver side windows net is required (no string type nets). Window net is to be mounted with a latch at top front of window. Five point safety belts, sub belts, & shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Recommended seat belts and shoulder harness should not be more than one year old. Aluminum seats only. Seat must be mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail. A kill switch is required within easy reach of the driver. Switch must be clearly marked "OFF" and "ON".

A 360 degree drive shaft loop is required and must be constructed of at least ¼ in. by 2 in. steel, or 1 in. tubing, mounted 6 in. back from the front U-joint. Steel drive shafts and yokes only. Drive shaft must be painted white.

Electronics: No electronic monitoring computer devices capable of storing or transmitting information except tachometers are allowed on cars. No digital gauges are

allowed. No electronic traction control devices are allowed. No adjustable ignition control boxes are allowed. Only 1 ignition box is allowed on the car. The only changes that can be made with ignition box are re-limited settings, and only 1 high-end setting is allowed. The setting can be changed through 1 chip only, or an internal setting inside the box. No timing retard controls are allowed.

Exhaust: Exhaust system must be mounted in such a way as to direct spent gasses away from the cockpit of the vehicle and away from areas of possible fuel spillage. Mufflers are required and subject to track noise regulations.

Fuel system: Racing fuel cells are required and must be mounted by at least 2 solid steel straps, 2 inches wide, around the cell. Fuel cells must be enclosed in steel container and must be mounted securely behind the rear axle and between the rear tires, no lower than 9 inches off the ground, protected by roll cage tubing. Protective tubing must cover the rear and extend past both sides of the fuel cell. Fuel cell must be a minimum of 4 inches ahead of the rear bumper and no part of the fuel cell shall be lower than the protective tubing. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity. Fuel cells must be grounded. Pick up must not be underneath fuel cell. A limit of 1 standard fuel filter allowed between the fuel cell and the carburetor.

Fuel: No alcohol or Nitrous Oxide will be allowed. No use of performance enhancing fuel additives of any kind. Penalty will be the same as engine claim refusal, loss of all I-25 Speedway points, a 30-day suspension and a \$1,000 fine. One 2-barrel or one 4-barrel carburetor allowed; and must be naturally aspirated. NO fuel injections or electric fuel pumps are allowed.

Batteries: Only 1 battery is allowed and it must be securely mounted and shielded. Batteries must be located behind the driver and separated from the driver's compartment by the firewall. All vehicles must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to the rear of that race.

Weight: Loose objects and/or weight must not be used in driver's compartment or outside of the body or hood area. Any weight added to other areas of the vehicles must be securely mounted and must be painted white and have the car number on it, and attached with at least 2 ½ inch bolts. No titanium products, parts or components are allowed anywhere on the racecar. No gun-drilled, tubular or hollow bolts or studs will be used anywhere on the car. All cars must weigh a minimum of 2500 lbs. including the driver in full gear.

ALL MAIN EVENT CARS WILL BE WEIGHED BEFORE THE EVENT.

Tires and wheels: All cars must run I-25 Speedway "Track tires". IMCA tires will only be allowed "1" night by visiting IMCA cars. If the car returns for a second night it will have to run the I-25 Speedway "Track tires".

All wheels must be 8-inch steel racing wheels. No wide-five wheel adapters are allowed. Aluminum or steel spacers are allowed. Must use steel lug nuts only. Bleeder valves are allowed.

Frames: No part of the racecar can be lower than 4 inches from the ground (exception is the front cross member and oil pan).

- A. Factory production 1930 newer American passenger car frames only. Frames may be cut, in the rear only, at a point not further than 36 inches from the center of the rear end housing. No front clips or tube types are allowed. A maximum 2-inch wide X 4-inch tall frame stiffener may be welded directly to the outside of the frame rail.
- B. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete on both sides. Front cross member may be notched for radiator and/or steering clearance only.
- C. No sports cars, front wheel drive, Jeep, Bronco, etc. or 4-wheel drive frames allowed.
- D. The minimum allowable wheelbase is 108 inches, both sides. Maximum overall width (front or rear) shall not exceed 81 inches from the outside to outside of tires.

Suspension and steering:

- A. Front suspension must be in stock location, and must be replaceable by OEM stock parts. Weight jack must be in original centerline of the spring. Stock passenger car spindles only, no fabricated spindles. Spindles can be ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved (exception: can weld a shock mount on the A-frame). No offset lower control arm bushings are allowed. Tube-type upper A-frame is allowed and can be moved. Front sway bar must be OEM approved. No aluminum or fiberglass suspension or rear end parts are allowed. Steering box must be steel, approved OEM, and must remain within original bolt pattern for the type of frame used. No rack & pinion steering. Steering wheel and shaft may be modified to suit the driver's taste, but must be kept on the left side of the cockpit. No center steering is allowed.
- B. No coil-over shocks allowed, front or rear.
- C. Rear of the frame may be altered to accept leaf or coil springs. Coil springs must be at least 4 ½ inches outside diameter. Steel springs only. No torsion bars are allowed in the rear.

- D. No devices are allowed that would enable driver adjustment to alter wheelbase or for weight jacking while cars are in competition.
- E. Only 1 shock per wheel is allowed. Additional shocks in other locations are permitted. No covers on suspension parts are permitted, except clear cover shield or a shield to protect the shocks. This shield can cover no more than the front half of the shocks. No Schrader valves are allowed.

Brakes: Brakes must be operating on all 4 wheels and must lock up all 4 wheels during inspection. No brake shut-off devices are allowed. Proportioning valves are allowed, but front to rear only. Only vented rotors, front and rear. Rotors cannot be lightened. Rotors may be re-drilled for a different bolt pattern or for larger studs. Must be steel, approved OEM calipers, and they cannot be lightened. No titanium products, parts or components allowed anywhere on the racecar. No gun-drilled, tubular or hollow bolts or studs anywhere on the car.

Bodies: (See attachment for exact specs.)

- A. IMCA type modified bodies only. May utilize a windshield. Must have a minimum of 3 windshield bars in front of the driver. Cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel.
- B. Firewall and floorboards are mandatory. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as an IMCA type body. All cars in competition at I-25 Speedway must have a complete paint job, no reflective doors or quarter panels. No plastic body parts are allowed. Body must be the same width, front and rear, and parallel to the frame.
- C. Original roofline of the vehicle must be maintained. No ground effects are allowed anywhere outside or inside the car. A rear spoiler is allowed, can be no more than 6 inches high, cannot extend more than 4 inches from the rear of the car, and must extend full width of the body. Sail panels must be the same on both sides of the car. Any reinforcing lips on the rear of sail panels must be at 180 degree bends.

All cars competing at I-25 Speedway must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, each number being at least 4 inches wide and at least 24 inches high. Sponsor's names must not interfere with car numbers and must be neatly lettered.

Engine compartment will remain open, no side panels; hood sides may have a maximum 4-inch drop and must be enclosed at the rear of the hood. Maximum hood scoop height is 6 inches. Passenger side of the body must be no further forward than the rear of the block. Rear of the bodies

must be solid panel at least 8 inches high and include the car number. No panel in front of the right door to engine compartment. No inner panels and no car covers.

Both side windows must have at least a 12-inch opening, measured at the center of the window, whether it's the roof or roll cage.

Transmissions: Must have at least 1 forward and 1 reverse gear, plus a neutral position. With motor running and car in a still position, driver must be able to engage the car in gear and move forward, then backward. OEM production type, i.e. 3-speed, 4-speed, automatic, or "Falcon type" IMCA approved transmissions. No 5-speed transmissions allowed.

All manual gear-type transmissions must have a standard OEM case and must have a working disc-type or approved cone-type clutch inside an explosion-proof steel bell housing.

Automatic transmissions must remain in the OEM stock appearing automatic case. Can run steel bell-housings or SFI approved scatter shields or blanket. Scatter shield may be constructed of ¼ inch X 3-inch steel, 270 degrees, around the flex plate or flywheel.

Bumpers: Center of top bumper bar, front and rear, must be 18-inches, plus or minus 2-inches from the ground. Rear bumper covers are allowed but cannot have holes. Steel bumpers must be used both front and rear. 2-bar front bumpers must be mounted to the frame, end-to-frame end, no wider than the width of the material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above the bottom bar so bumper is perpendicular to the ground. Must be made of a minimum 1.25-inch tubing and must be able to support the car is lifted by a wrecker.

- A. Rear bumper, steel nerf bars and bodies must not extend beyond the width of the rear tires, and must not contain any sharp edges. Rear bumper will be no more than 2-inches wider than the body on each side.
- B. Rear bumpers must be bent forward on the ends at a 90-degree angle no less than 10 inches, or in a complete loop back to the rear clip. **NO STRAIGHT BARS ALLOWED!**

Rear end: Any approved OEM passenger car or truck type rear end may be used.

- A. No aluminum allowed, except for lowering blocks, axle cap, and drive flange. A 1-inch inspection hole in the center section is recommended. Full steel spool, steel mini spool or welded rear-ends only. Only steel axles are allowed.
- B. No quick-change devices or cambered rear ends are allowed. Only 1 piece drive flange is allowed. No electronic or mechanical traction control devices are allowed.

C. Trailing arms must be one-piece steel.

Engines: NO ALUMINUM HEADS OR BLOCKS!!!

Any American made V8 engines may be used as long as the rear of the engine (bell housing flange) is mounted at least 72-inches forward from the centerline of the rear axle. Engine offset must be kept within 2 inches of the centerline of the front cross member. Engine height minimum will be 11 inches from the ground to center of the crankshaft pulley bolt.

All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on the outside of the engine or on the front or rear of the camshaft. NO magnetos.

No 'total dry sump' systems are allowed. 'Wet' system must be operative and will go with the engine if claimed. Oil coolers must not protrude above the interior.

Cooling system may be modified. Radiator must be mounted in front of the engine and must have an overflow can.

Engine claim: First four position finishers must report directly to the claim area and are subject to engine claim by any other driver finishing fifth on back in the featured race that has not been lapped by the fourth place driver. Engine claim is \$1500. cash and exchange. Failure to report directly to the claim area (tech) will result in disqualification and loss of money and points for the first infraction (engine is still claim-able). Second infraction will be treated as an engine claim refusal. Driver allowed one claim ONLY per event regardless of outcome of that claim. In case of multiple claims on the same engine, a drawing will be held to determine which driver gets the engine. Should the first eligible driver withdraw his claim, his claim card is marked as a claim, and the next qualified driver will be allowed the engine claim. The claim is not charged to those drivers, not awarded the claim.

Drivers making claim must drive his racecar immediately after finish of the feature race, under its own power, directly to claiming area (tech). Only involved drivers and officials are allowed in claiming area.

Claims must be made to official immediately after the end of the feature race and claimed engine must be completely removed within one hour from the time the claim is made and the driver agrees to sell the claimed engine.

Claim fees must be paid to the official in cash.

Only drivers may claim engine and only drivers may agree to sell or refuse to sell the engine.

First refusal to sell, will result in, loss of ALL I-25 Speedway points in all divisions for the season. The driver being suspended from I-25 Speedway events in all claim divisions for 30 calendar days from the date of refusal and until \$1,000 cash fine is paid to I-25 Speedway. Fine must be in the form of a cashiers check or money order

and be received in the I-25 Speedway office prior to driver returning to competition. I-25 Speedway will also suspend the car for duration of penalty. Second refusal to sell will result in driver being suspended from I-25 Speedway events for 1 year from date of refusal and until \$5,000 cash fine is paid to I-25 Speedway. Third refusal results in permanent suspension from all I-25 Speedway sanctioned events.

Any driver refusing to sell the engine when claimed within the rules and regulations, regardless if he is reinstated with I-25 Speedway, loses his right to claim any I-25 Speedway driver's engine for 12 calendar months from date of reinstatement. Claim is not charged to claiming driver in case of a refusal.

Once an engine claim has been made and accepted, the engine is not to be started, under any circumstances. The car is to be pushed to the area where the removal will take place. Any driver starting a claimed engine will be immediately disqualified from that event and will be suspended from all I-25 Speedway sanctioned events until such time as a \$100 fine is paid to I-25 Speedway.

All claimed engines must be removed from car at the track; buyer must examine engine before removal once removal is started, sale is final.

Any sabotage discovered to claimed engine will result in driver being suspended from I-25 Speedway competition for 30 calendar days and until \$1,000 cash fine is paid to I-25 Speedway. Drivers are to be held accountable for any sabotage discovered while pulling the engine, and will be responsible for any and all penalties as a result of any sabotage. The claim will be disallowed and the money returned to the claiming driver.

No driver may claim more than four engines during current calendar year.

No claim is in effect on opening night. Driver must have been at the track on opening night to be eligible to claim second night of season. Following that, no driver may claim unless he/she has competed at that track the two previous consecutive events.

No driver may claim more than one engine from the same driver more than once during the racing season. A disqualification will not affect a legal claim. The engine will be pulled and transferred prior to any penalties being assessed.

Unsportsmanlike conduct during the claim procedure, or while pulling the engine, will result in an immediate \$500 fine.

Rookies:

- A) Rookies must start at the rear of the field in all events for a minimum of 3 weeks (must complete 3 Main Events) and be approved by the officials before they can start races in their regular qualifying position.
- B) Races participated in a previous year do not count against their 3 week minimum (they must start at the back during the season they are competing for Rookie of the Year).
- C) Rookies will run the entire season with yellow tape on the rear bumper 24

inches long.