

I-25 Speedway Owners: (2012)
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I-25 Speedway 2012 HORNETS & FIGURE 8 CHARGER RULES

www.i-25speedway.com

General Rules / Hornets & Figure 8 Chargers

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants agree to comply with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and in no way are guaranteed against injury or death to a spectator, participant, or official. Track officials shall be empowered to impose any further restriction that in their opinion does not alter the minimum acceptable requirements. Any interpretation of these is left to the discretion of the official. Their Decision is Final.

I-25 Speedway general rules shall apply to all I-25 Speedway racing events. Please take the time to read them!

Waiver/personal responsibility/assumption of risk notice and acknowledgment:

MOTOR RACING IS A POTENTIALLY DANGEROUS SPORT, FOR WHICH EACH PARTICIPANT ASSUMES PERSONAL RESPONSIBILITY.

Each racecar driver, owner or crew member entering I-25 Speedway property waives any potential suits or claims for damages, expenses or otherwise, against I-25 Speedway, track owners, or any I-25 Speedway official by reason of

disqualification, negligence, personal injury, death or property damage. By entering the premises, participants and other pit pass/grandstand ticket holders agree that they have the responsibility to inspect the track and premises and to independently determine that it is in a safe condition before they participate in any activity on the premises.

General Rules

1.1 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.

1.2 Hornet drivers must turn in a fully paid and completed current-year Registration Form, and a 1099 form with properly assigned car number and pit stall prior to competing in any event. (Including 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 \$50.00. There will be no duplicate numbers and/or letters used. ASA membership will be required.

1.3 Check policy: A returned check fee of \$30.00 will be payable in cash prior to competing in any event. Re-issue of lost checks will cost the driver \$25.00.

1.4 All home classes are required to purchase a "Westhold" transponder and have it installed by opening night in May as per rules. Cost is \$325.00 per racecar. Transponder rentals to home classes will be VERY limited and on a first come first serve basis and the transponder rental fee of \$25.00 per event must be paid in advance, and rental agreement signed. The participant must leave his or her Driver's License at the Pit Steward office. The rental of a transponder is dependent on a rental transponder being available. Failure to return a transponder will result in purse{s} withheld and assessed a \$250.00 fine until the transponder is returned to the track. Failure to install transponder properly will result in car not being scored, and/or loss of positions. I-25 Speedway is NOT responsible for improperly installed or improperly connected transponders. The owner of the vehicle is solely responsible to insure that the transponder is installed in a fashion in which it is protected both physically and electrically. WHEN IN DOUBT HAVE IT CHECKED AT TECH! Any vehicle or group of

vehicles may be inspected at any time during a race night for proper transponder placement. If the vehicle receives damage that causes the transponder to be moved outside of mounting rules, the vehicle may race in this condition ONLY on the night the vehicle received the damage.

The Hornet Class is designed for the beginning stock car driver. Any experienced driver or driver currently registered in another I-25 Speedway class is not allowed to compete in this class. Remember, this class is for fun and to help new drivers gain experience at a reasonable cost. Any driver/car that violates the intent and purpose of this class may be required to compete as a mini stock (if legal) or be excluded from competition. **FIGURE 8 CHARGER DRIVERS CAN BE EXPERIENCED OR INEXPERIENCED DRIVERS.**

1.1. Drivers that have accomplished the rank of "Champion". Will be required to move up in class. Except figure 8 Charger drivers.

1.2. Drivers competing for more than 5 seasons will be evaluated by I-25 Speedway as to their competition abilities and may be required to move up in class. Drivers prior to the 2012 season with more than 5 seasons will be permitted to compete in 2012. In the event that a driver is evaluated and deemed capable of moving up, driver will be informed, in writing, prior to the end of the 5th season in which they are competing.

1.3. Track officials reserve the right to determine the competition readiness and safety of any car or driver.

1.4. Minimum driver age for Hornet class is 14 yrs. Any driver under the age of 18 yrs. must have a signed parental release form with I-25 Speedway before the driver will be allowed on the track.

1.5. Any 1981 or newer four-cylinder car is permitted. Front or rear wheel driver allowed. NO all wheel drive permitted. Manual or Automatic transmissions permitted. Maximum wheelbase is 103" for hornet and 104" for figure 8. Minimum weight: 2100 lbs. with driver before the main event. No ballast permitted. No truck or SUV type vehicles are permitted.

1.6. All body frames, suspension, engine, cooling, transmission, brake and driveline components must be utilized as manufactured stock components for that year, make, and model. Absolutely NO MODIFICATIONS to frame or suspension. Engine accessories such as smog pumps, air conditioning, etc. may be removed. Gas, brake and clutch pedals must be stock. If the car you have needs more than a basic tune up and new brake pads, you would probably be better off building a different car. May grind struts, strut tower and upper control

arm for camber. Maximum front camber +/- 5 degrees. Rear camber must be set at 0 degrees. Absolutely NO MODIFICATIONS to frame or any other suspension components. Spring rubbers are optional.

1.7. All glass, trim, lights, etc. must be removed from car. Firewall must be completely sealed. (holes covered) No glass windshields or windows of any type permitted. 1/8" Lexan windshields are acceptable. Any mirrors used must be original equipment type. A minimum of 4 evenly spaced bars (3/8" minimum steel) must be welded vertically across windshield, opening to roll cage in front of driver. Screen maybe fastened over the bars if desired.

1.8. All flammable materials-insulation, upholstery, carpet etc. must be removed from interior and under hood areas. Window regulators may be removed. Stock steering column must be retained. Parking brake may be removed. No gutting, cutting or lightening.

1.9. Original horn must remain in working condition. Working car stereo within reach of driver is optional. No two-way radios allowed.

1.10. Only normally aspirated models permitted carburetor or fuel injection. No turbo charged or super charged models permitted. NO performance chips. All computerized car's data link needs to be accessible. All fuel lines, pumps, filters etc. must be stock. (Extending fuel lines for fuel tank mounting permitted.) Stock exhaust manifold must be retained with enough of the exhaust system remaining to exit behind the driver. Catalytic converters must be removed. Must have spec sheet for car and engine. NO VARIABLE CAM TIMING ENGINES

1.11. Battery must be securely fastened and relocated from stock position to behind driver for safety purposes in a sealed box. Must have master switch to turn off all power located behind driver and easily accessible for track personal and clearly marked "ON"/ "OFF". A coolant catch can must remain in the stock position.

1.12. Only mass produced OEM factory aluminum or steel wheels and DOT street tires permitted, must have no less than 3/32" tread depth. No competition or race tires allowed. Tires must have a tread wear rating no less than 400. No aftermarket stock car wheels permitted. All lug nuts must be installed-no broken studs, etc. Tire/wheel combo must fit in an 8.5" gauge in as-raced condition. All wheels and tires must be the same size and offset. You must start the Trophy Dash / Heat Races & Main Event with the tires you used to qualify. They will be marked at the time of Qualifying. Tire rules will be strictly enforced. NO exceptions!

1.13. Stock gas tank or a fuel cell container of no more than 8-gallon capacity must be securely mounted in trunk area. It should be mounted in a location to minimize rupture in a rear impact (at least 12" from rear bumper to fuel tank.) Fuel cell container and lines must be completely covered by sheet metal and vented through bottom of trunk floor. Vent line must have a roll over valve installed a PCV valve works well. Must have ground straps. Pump gas must be used. Fuel cell, tanks and mounting are subject to tech approval.

1.14. A 6-point roll bar is required. This includes a main hoop constructed of a single piece of tubing. Two bars running diagonally down the back seat area from the main hoop, a seat back bar for seat and harness mounting, and a diagonal bar from the main hoop to the floor across both door openings. Roll bar must be constructed of minimum 1.50" diameter tubing with minimum wall thickness of .095". Basic stock car type roll cage. Driver inner door panel may be removed for arched door bar installation ONLY. Three door bars on driver's side, two door bars on passenger side. Figure 8 cars shall have three door bars on both sides. Driver's side must be plated with 1/8" steel. Roll cages may have no more than 6 points attached to floor pan no wedge bars or any other extra tubes permitted. Minimum tubing required for roll cages is 1.5" x .095". Roll bar cages must be welded to 6 x 6 x 1/8" steel plates that are weld to floor pan. All joints must be fully welded. All welding is subject to tech inspection.

1.15. All doors must be welded or bolted shut. Doors can also be made from 22 gauge steel and pop riveted on. No reinforcement of frames, suspension, bodies, bumpers etc, permitted, Bumpers must be mounted by stock method, and have safety chains or cables from bumper to frame to prevent loss during competition. If during an event front or rear nosepieces are removed, the racecar must be returned to its original condition prior to next event.

1.16. Snell SA-2005 or newer helmet: single layer fire suit: driving gloves & shoes: and neck braces are required. No holes, tears or worn spots allowed. A repair to a fire suit is highly recommended. A 5 point harness in good condition and no older than 3 years old is required must be mounted to roll bar. Anti-sub belt (crotch-strap) must be mounted to bottom of seat bracket. An aluminum-racing seat is required. Seat must have 1/8" metal plates installed on both sides of seat where mounting bolts pass through the seat back. Seat must have a cover. Fiberglass seats not permitted. Seat must be 4" from door bar. Seat must be securely mounted to floor pan and seat back bar. Window net required and must be mounted to the inside of driver door with a seat belt type latch on the top front corner.

1.17. Cars must be neat in appearance. Numbers must be a minimum of 18" tall on doors, 20" on roof and a 6" on tail panel. Numbers must be neatly painted or vinyl optional. Numbers may be registered for the season for \$50.00.

1.18. All anti-freeze must be removed and replaced with water only. \$100.00 fine for anti-freeze.

1.19. Hornets will time in for qualifying order to determine starting positions in heat races, trophy dashes, and main events.

1.20. All normal track flagging rules and policies apply.

1.21. A Breakout rule of 2 consecutive lap's at.500 Quick time is exempt from break out rule.

1.22. Cars that "breakout" during qualifying or under competition laps below 16sec. (15.999) will be required to add 50 lbs. every time. 50. Lbs increments will be added until the car is back over the 16 sec. mark. Weight will remain for the duration of the season. This applies to both the car and driver. For any car or driver that wins more than three main events will be required to add 50 pounds to the overall weight of the racecar every time He / She wins another Main event.

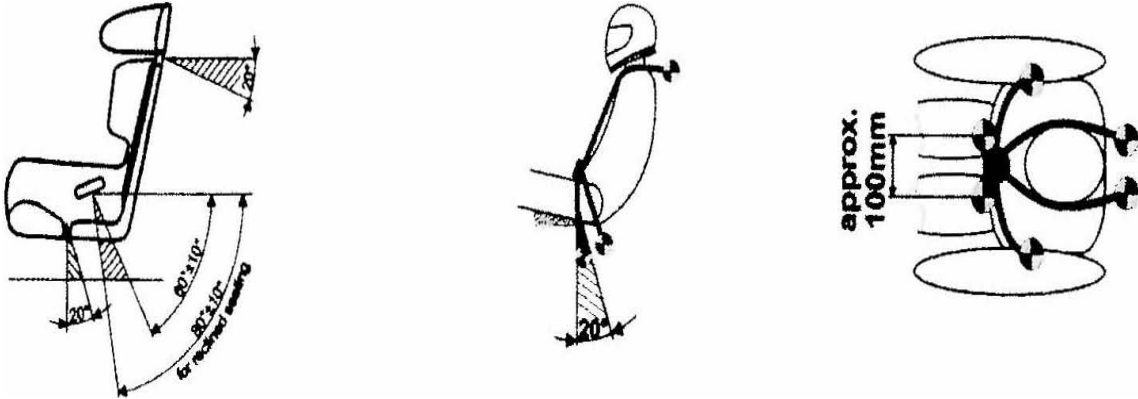
1.23. A weight plate measuring 6"x6", 1/8" thickness welded to the passenger side floor pan with a 1/2" diameter, 12" tall all thread stud mounted vertical is required for track specified weight additions. (Cap off top of stud)

1.24. Quick release steering wheels are optional. All steering wheels must have center pad.

1.25. First year drivers are required to have 3" x 24" yellow stripe across the rear bumper or bumper cover.

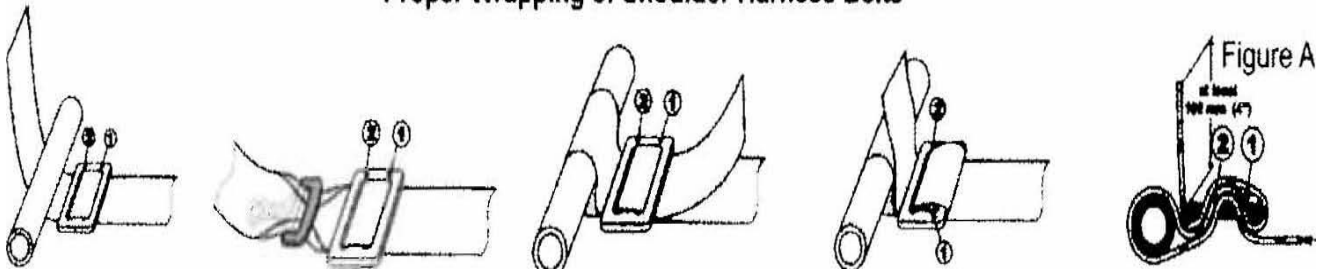
1.26. General track rules apply to all divisions and it is highly recommended

Proper seat mounting is depicted below and will be strictly enforced. Proper mounting angles of Lap, Shoulder, and Sub Straps.



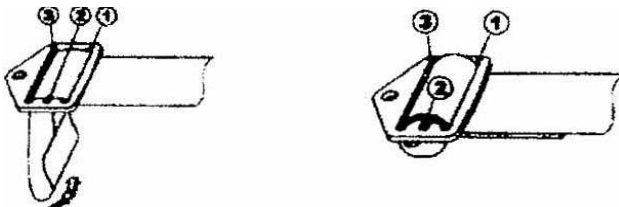
Lap Belt Angle Shoulder Belt Angle Sub Strap Angle

Proper Wrapping of Shoulder Harness Belts



3 bar adjuster should be positioned as close as possible to harness bar or Snap-On bolt on bracket. This applies to both lap and shoulder belt points. The final wrap as pictured in Figure A is mandatory. At least 4" of webbing material must extend out from adjuster after this final wrap is completed.

Proper Wrapping of Bolt-on Mounting Brackets-integrated 3 bar Adjuster



Positioning and Use of Lap Belt Mounting Points

Lap belts must be positioned so that the mounting hardware through which the webbing is loaded in plane as the webbing passes through the seat and over the pelvis. Bolt-on brackets must be allowed to swivel and snap-on eye bolts must be aligned (using wavy washers) to allow directional loading.

Restraint System Mounting Zones (side view)

The proper angle for mounting seatbelts is the top of the shoulder and at the "W" point of the occupant's hip. Pay particular attention to the instructions provided by your belt manufacturer

Positioning and Use of Lap Belt Mounting Points

Head and Neck restraint systems are highly recommended. It is recommended that at all times during a practice, qualifying, or competition event, drivers should connect their helmet to an approved head and neck restraint device/system. The restraint device/system when connected should conform to the manufacturers 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 I-25 Speedway or ASA to insure that his/her device/system is correctly installed. Maintained and properly used.

A full left side window net will be required with releases from the top. The nets upper and lower mounts must be welded to the roll cage with the top being detachable. It is required that a properly supported right and left side head brace be mounted to the seat and/or an additional left side head net be mounted for driver safety. It is required that each driver be fastened in with a 5 point safety harness, including a 3 inch wide lap belt. Two 3 inch wide over the shoulder straps, and crotch strap. NO sternum latches allowed, NO "Y" or "V" belts allowed. The belts must be coded within the last three years. In addition, the mount is subject to approval.

Drivers must at all time wear gloves and shoes of fire resistant material that effectively covers the body plus adequate eye and neck protection. Helmets must meet the current specification set forth in the Federal Motor Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. Recommended helmet is the SNELL 2005 or newer. It is the responsibility of the driver, not I-25 Speedway or ASA, to insure that his/her safety systems are correctly installed, maintained and properly used.

Proper seat mounting is depicted below and will be strictly enforced.
Proper mounting angles of Lap, Shoulder, and Sub St pelvis. Bolt-on brackets must be allowed to swivel and snap-on eye bolts must be aligned (using wavy washers) to allow directional loading.