

2012 Late Model Rules I-25 Speedway

Please take the time to read the "General Rules" (Separate Rule Book)

General Rules Disclaimer the rules and/or regulations set forth herein are designed to provide for the Late Model class at I-25 Speedway and to establish minimum acceptable requirements for such class. 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.

It is the responsibility of each competitor to read, understand and comply with these rules as well as "General Rules."

Track officials will rule upon any incident or occurrence not covered in these rules.

Waiver/personal responsibility/assumption of risk notice and acknowledgment: **MOTOR RACING IS A POTENTIALLY DANGEROUS SPORT, FOR WHICH EACH PARTICIPANT ASSUMES PERSONAL RESPONSIBILITY AND WAIVES LEGAL CLAIMS FOR NEGLIGENCE AND DAMAGES.** Each race car 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.

Section 1-INSPECTION:

1.1 No equipment on a racecar will be considered as having been approved due to 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 additions 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 All drivers, in the Late Model division, must turn in a fully paid and completed current-year Registration Form, ASA forms and a 1099 form with properly assigned car number, pit stall prior to competing in any event. (Including qualifying races) Every effort will be made to assign the driver with the pit 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 letters used.

1.3 All home classes are required to purchase a Westhold transponder and have it installed by opening night in May as per rules. (See individual class rules for mounting) Cost is \$250.00 (subject to change) 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. (mounting instructions attached below). 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 transponder is protected both physically and electrically. **WHEN IN DOUBT HAVE IT CHECKED AT TECHI** 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. (mounting instructions attached below).

SAFETY IS A PARAMOUNT ISSUE AND ANY I-25 Speedway OFFICIAL WHO DETERMINES THAT ANY EQUIPMENT IS UNSAFE WILL NOT ALLOW THAT CAR TO PARTICIPATE UNTIL THE DEFICIENCY HAS BEEN RECTIFIED.

SECTION 2-SAFETY GEAR:

2.1 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-2005 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 in the approved position before entering any racing area.

2.2 All drivers must wear at minimum either a two-piece or one-piece single layer fire protect ant 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.

2.3 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 mandatory. High-density foam "horse collars" or equivalent, are not considered 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 should be configured, maintained and used in accordance with the manufacturer's instructions. It is the responsibility of the driver, not I-25 Speedway, to insure that his/her device/system is correctly installed, maintained and properly used.

2.4 FIRE CONTROL:

A. It is mandatory 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.

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 crewmember's reach.

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

2.5 SEATS:

A. 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.

B. SEAT BELTS/HARNESS: Nylon safety belts and harnesses are required. Lap belts must be at least 3" in width. Shoulder harness must be at least 2" in width. An "anti-submarine" or fifth belt is required. All belts and harness apparatus must have the manufacturers date tag attached and dated from approximate time of purchase. Maximum usage is three (2) years. It is highly recommended that any manufacturer's 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. Attached below 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.

2.6 DOOR SAFETY NETS

A. 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. (MUST FIT TIGHT). An inner net (J8 net) on the drivers' side is recommended.

SECTION 3-RADIOS/SPOTTERS:

3.1 Two way communications radios are required. Positive communication must be maintained between the car and a spotter crewmember. An area will also be reserved in the Pit grandstands for one crew chief or crew member with radio communications to his/her driver during all practice, "A" Main Events and Qualifying events." ALL race teams are required to submit race

Radio frequencies used in association with their team. Any frequency changes must be submitted to the Pit Steward prior to racing events.

3.2 SPOTTERS:

- A.** Spotters are responsible to ensure that positive two-way communications are established at the start of each race.
- B.** 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!
- C.** 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 clothing. Contrasting tape/number combinations may be used.
- D.** Driving in an inconsistent manner with a loss of communications may subject the driver to a black flag.
- E.** Only one spotter per car is permitted.
- 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.
- G.** Spotters must always follow the directions and suggestions of 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.

SECTION 4-CAR RULES: (Competing Models)

4.1 Late Models are open to eligible 1996 through 2012 models of American Made passenger car production models.

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

Chevrolet 1996-2012 Monte Carlo, Lumina

Dodge 2001-2005 Intrepid

2005-2012 Charger

Ford 1998-2005 Taurus

2007 Fusion

Pontiac 1996-2007 Grand Prix

B. Any other models must be submitted to I-25 Speedway techs for approval B. Minimum wheelbase: 101 inches.

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

D. ASAICrate 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. (This rule is subject to change during 2012)

4.2 BODIES:

A. All bodies must be U.S. produced and retain a "stock" appearance, no wedge type bodies are allowed. Minimum roof height 47" measured 10" back of windshield, Rear quarter panel height: Left 33 1/2" to 34 1/2" Right 34 1/2" to 35 1/2"

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." 2 Outside rear window braces for blow out must have front window braces from window to dash, rear window braces from center of window to interior. "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.

4.3 ADDED CAR WEIGHTS (Ballast):

A. 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.

4.4 CAR WEIGHTS AFTER RACE:

A. 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.

4.5 SPOILERS:

A. Spoilers must be attached to the rear deck lid or bumper area only. 4 braces from spoiler to rear cover, from cover to chassis. 1/2 Rod. 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. No wickers

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

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

4.6 BUMPERS:

A. 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.

B. All cars are required to have front & rear tow hooks easily accessible (i.e. under hood/rear deck lid)

4.7 HOODS:

A. Hoods must be secured at the front & rear by no less than four (4) 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.

4.8 FRAMES, ROLL CAGE CONSTRUCTION:

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. (This rule is subject to change during the 2012 season)

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.

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

H. 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 I-25 Speedway Officials.

I. All roll bars within the drivers reach must be padded with hi density padding acceptable to USLMA Officials.

J. 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.

4.9 NUMBERING & LETTERING:

A. No more than 2 numeric digits will be allowed for any class. No letters in addition to or in replacement of number will be allowed unless a letter is needed to differentiate a driver change. Numbers must be neatly painted or vinyl (no taped numbers), and legible with a minimum of 18 inches in height on the roof and doors. Numbers must be displayed on the right front, top, both doors and left rear of the car. No foil or reflective numbers allowed. Up to a 1" reflective outline permitted. If a car's numbers do not meet the requirements, IT will not be scored and therefore driver will not be awarded any points or money. I-25 Speedway reserves the right to reassign a number at any time during the season.

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

SECTION 5-ADDITIONAL REQUIREMENTS:

5.1 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 gun drilled studs.

5.2 TIRES:

A. Must run track tire by I-25 Speedway. Tires must be purchased from I-25 Speedway ALL tire purchases must have serial numbers logged, failure to do so will result in penalties/Disqualifications.

B. Tire Management: Only 2 Tires may be purchased at each event.

C. You must start the Feature event with the tires you qualify with, tires will be marked, tampering will result in penalties/Disqualifications.

D. NO TIRE SOFTNERS -Fines/Penalties will result.

5.3 RADIATOR::

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

5.4 FUEL & 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 is the only approved fuel tanks allowed.

E. 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 front & rear of the fuel cell is mandatory.

F. 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.

G. Fuel cells must have a positive vent equipped with a rollover valve.

H. Fuel filters must be of metal construction. No glass or plastic filters permitted.

I. Fuel cell is to be mounted no less than 9" from ground. (Not including frame)

5.5 ELECTRICAL SYSTEMS:

A. Only a point type, single or dual, electronic system is permitted. All ignition systems are subject to approval by 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 drivers 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 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 drivers are not permitted to carry on board computers, micro-controllers, processors, recording devices, electronic heronry chips, traction control devices or digital read-out gauges at any time_

G. Radios must be of two-way voice communication type only. Radios must be independent of the cars electrical systems_ only one radio is permitted per car.

5.6 MUFFLERS:

A. All cars are recommended to have operable mufflers at all tracks. A muffler with at least a 103 DBA rating is recommended_

5.7 CONTROL DEVICES:

A. Any control device within the drivers 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, roll centers, cross weight, ride height, or traction is not permitted and cannot be installed anywhere within the drivers reach to include on sway bars, jbars, 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_

SECTION 6-ENGINES:

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

A. All drain plugs must be safety wired_ Engine must be naturally aspirated_

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.

6.2 Crank Height

A minimum of 10" from ground to the centerline of the crankshaft is mandatory

6.3 ASA SEALED ENGINES: Chevrolet part #
88958604

6.4 FORO SEALED ENGINES: Contact Race Operations

6.5 DODGE/CHRYSLER: Contact Race Operations

6.6 Engine setback of no more than 2" behind the upper ball joint as measured from the center of the foreword most sparkplug hole is allowed. Ford & Chrysler 3"

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

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

SECTION 7-CARBURETORS:

7.1 All Late Models must be equipped with one Holley #6895 or #80507 four-barrel 390cfm carburetor or one I-25 Speedway legal Holley #4412 500cfm two-barrel carburetor.

7.2 ASA SEALED ENGINES: Holley 650 CFM 4150 HP carburetor, Chevrolet part # 003-0805411, "box-stock." is mandated.

7.3 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.

7.4 ALL CARBURETORS MUST PASS 1-25 SPEEDWAY TECH GAUGES

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.

M. Recommended THROTTLE STOPS: BSR #6493 Primary (Mandatory) BSR Products: (704) 547-0901
CV #1182 Secondary (Recommended) CV Products: 1-800-448-1223

N. Mopar motors using W8 and W9 cylinder heads must use Holley model #4150 390cfm carb only, NO HP carburetors allowed.

O. All carburetors must be sealed with a I-25 Speedway inspection seal after inspection. Please cross-drill the Right-front carb stud and the Right-front intake manifold bolt to facilitate seal.

SECTION 8-DRIVETRAIN:

8.1 All stock/OEM type clutches must have a 1/4", 360-degree scatter shield installed. No carbon or carbon fiber clutches allowed.

8.2 TRANSMISSION:

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

8.3 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.

8.4 GEAR: Final drive gear ratio for I-25 Speedway: Open

A. Two adjacent bolts on the rear cover must be cross-drilled to facilitate I-25 Speedway/USLMA inspection seal.

8.5 BRAKES:

No carbon fiber brake components allowed.

8.6 RESTRAINTS

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 a approved head and neck restraint device/system. The head and neck restraint device/system. When connected, should conform to the manufacturers mounting instructions, and it should be configured, maintained and used in accordance with the manufacturers 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. Seat belts must NOT be older than 3 years old. NO sternum

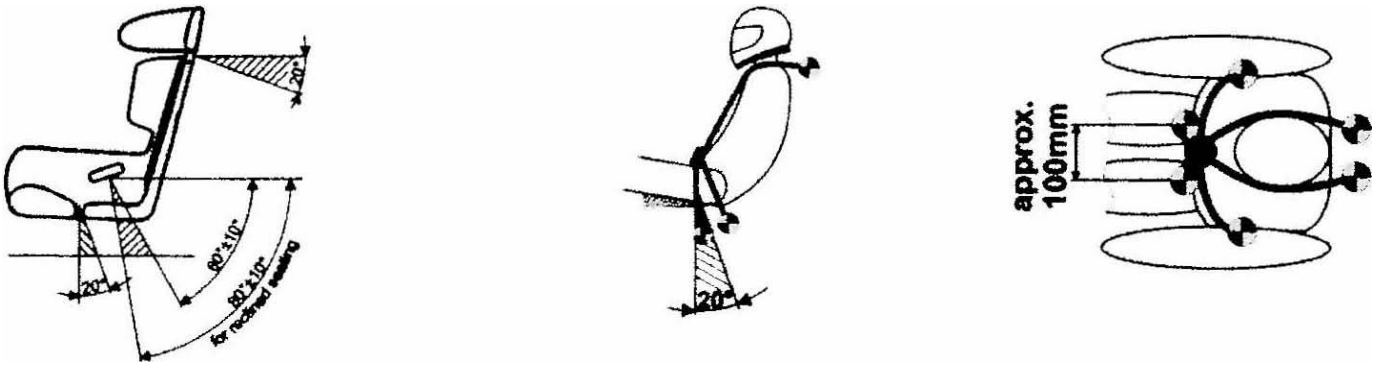
Drivers must at all times wear gloves and shoes of fire resistant material that effectively covers the body plus adequate eye and neck protection. Helmets must meet the current specification set forth in the Federal Motor Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. Helmet must be SA-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 .

No carbon fiber brake components allowed.

Restraint System Mounting Zones (side view)

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

Proper seat mounting is depicted below and will be strictly enforced. Proper



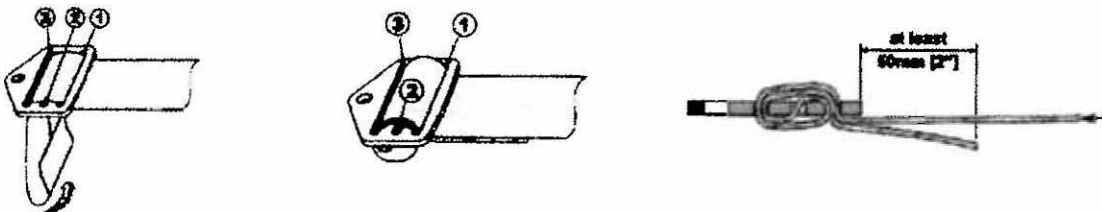
mounting angles of Lap, Shoulder, and Sub Straps.

Proper Wrapping of Shoulder Harness Belts



Lap Belt Angle Shoulder Belt Angle Sub Strap Angle

30bar adjuster should be positioned as close as possible to harness bar or snap-on/bolt on

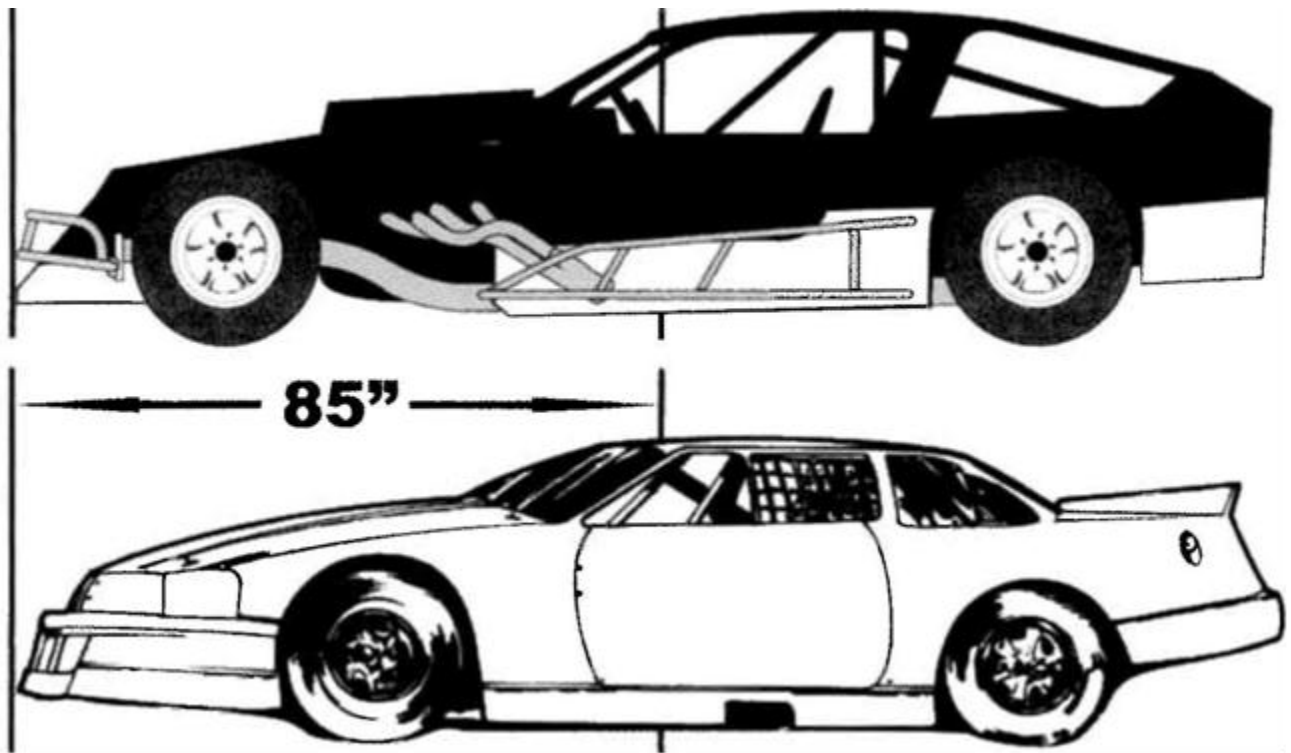


bracket. This applies to both lap and shoulder belt points. The final wrap as pictured in Figure A is mandatory. At least 4" of webbing material must extend out from adjuster after this final wrap is completed.

Proper Wrapping of Bolt-in Mounting Brackets-Integrated Iobar 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.



All transponders **MUST** have an unobstructed area between the transponder and racing surface. Mount transponder 85" from the furthest point forward to the rear with wire pigtail facing to the front. Right Side of the car. Recommended installation of transponder should not be below the frame rails, or floor pans. Floor pan maybe cut for recessed installation box, floor pan must be resealed.

1. Strip the leads to expose the copper wire. Be careful not to damage the wire when stripping.
2. Attach one lead to a fused (1 A, 14V+ rated) +9 to + 14 volt supply and the other lead to the body frame. Of the car that the ground (negative) terminal of the battery is connected to. It does not matter whether the red or black lead is connected to + 12 volts and ground as long as one is at + 12 volts and the other is Grounded. Current drawn by the transmitter is low. However the transmitter should be connected such that the Transmitter is disengaged when the car is not running.

**00 not exceed +14 volts or the transmitter may be damaged.

3. When the power is delivered to the transmitter both the red and green LED lights will turn on momentarily. The red LED will shut off and the green LED will flash approximately once a second to indicate that the transmitter is operational.