

## General Rules

### 2012 Mini Stock Class

#### Mini Stock Disclaimer

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**

These rules 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 acknowledgement:

**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.

**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 Mini Stock** drivers must turn in a fully paid and completed current year Registration Form. ASA membership, and a 1099 form with properly assigned car number and pit area assigned 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 or letters used.

**1.3** Check policy: A returned check fee will be \$30.00. Re--issue of lost checks will cost the driver \$25.00.

**1.4** All classes are required to purchase a "Westhold" transponder and have it installed by opening night May 2012 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 the rental agreement signed. The participant must leave proper ID or a Driver's License with the Pit Steward Office. The rental of a transponder is dependent on the availability of such. Failure to return a rental unit will result in a purse being withheld and an assessment of \$250.00 fine in place until the rental transponder is returned in good condition and in working order. 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 install the transponder properly to insure that both the instrument is working properly. **WHEN IN DOUBT HAVE IT CHECKED AT TECH!** Any vehicle or group of vehicles may be inspected at any time during the 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 for the remainder of the night.

### **GENERAL SAFETY:**

2.1 All cars will be inspected prior to racing, and through the competition season at the tech inspections discretion. Any rear wheel drive, front engine normally aspirated compact passenger car permitted. No sports cars, station wagon cars, trucks, SUV type vehicles or convertibles allowed. Front wheel drive, single over head cam and carbureted cars will be permitted with tech approval.

2.2 All cars must have a master kill switch . Marked "ON" and "OFF" with a minimum 1" light. It must be clearly visible to safety personnel and may be tested at any time. It is recommended that a heavy-duty toggle switch of master on/off switch will be used.

2.3 Approved racing window net must release freely with an accessible latch, preferably a seatbelt type from the top of the drivers cage. Seat belts must be a quick release type and have a minimum of a 3 inch wide lap belt, and a minimum of two shoulder straps. Belts must be no older than two years. Belts must be of high strength nylon construction, be in good condition, and be properly secured to the cage and NOT older than 3 years old. Seat belts will be a 5 – point harness type. Shoulder strap must not be lower than the drivers shoulder; Inside paneling must not be within two inches of any seat belt

2.4 Helmet required SA 2005 or newer

2.5 All approved aluminum or steel racing type seat. Must be securely fastened to the roll cage, this is mandatory.

2.6 Quick release type steering wheel with Velcro type padding in center of wheel is mandatory. No upholstery allowed except on driver's seat.

2.7 All vehicles will carry a fully charged fire extinguisher. Extinguisher will be within the drivers reach and tested for accessibility. Extinguishers must be mounted securely in a steel quick release bracket during entire race.

2.8 Battery must be enclosed in a leak proof box, and be secured by a metal strap and bolted down . Top of box may be secured with a strap of nylon or rubber.

2.9 Throttle linkage must have a total of 2 safety springs. Accelerator pedal must have a toe kick bar and positive linkage. Throttle cable set ups optional.

2.10 All lead ballast will be clearly marked with the class and car number. Must be painted white and securely fastened with a 1" x 1/8" flat steel plate from bolt to bolt. No add on weight will be allowed unless it is securely bolted to the car. No toolboxes, spare tires, air tanks, etc. will be used as weights.

2.11 No stock gas tanks allowed. Racing cells are required and must be mounted by at least two steel straps, 2" wide around cell or with a 1" box tubing. Fuel cell must be enclosed in a metal container, and be protected by the roll cage. The tubing will have no more than 6" between protective rails on both sides of the fuel cell protective box. Fuel cells must have check valves and approved foam bladders. Metal fuel filters only, no glass or plastic. Fuel lines are to be enclosed in metal conduit from the rear firewall to the front firewall inside the interior of the car. All fuel cells will be grounded at the filler collar, to a hard ground point. Mini stock classes will run I-25 Speedway approved racing fuel purchased at the track. No nitrous. Alcohol or gas additives allowed.

### **ROLL CAGE:**

3.1 A 4-post roll cage, securely fastened to frame is required, made of 1" outside diameter steel tubing, minimum .095-inch wall thickness. No galvanized pipe, threaded connections, or square tubing is allowed. A minimum of 2 door bars on the passenger side and 3 door bars minimum on the driver's side. Driver's side roll cage must arch outward to the side panel. 1/8" steel plate welded from the forward bar adjacent the driver's knee and rearward to the support bar behind the driver's seat. Plate will completely cover the door bar area of the cage preventing foreign objects from puncturing the driver's area. The cage must have a triangulation at left corner and across top loop, made of the same material as the roll cage. Roll cage must be padded at all points within driver's reach. This includes all areas along lower area of cage where driver's left leg and ankle are positioned. Entire roll cage must be inside car. A front loop is allowed and must not stick out past the bumper. All cage points of connection must be fully welded, with no open areas allowed for water to enter and cause rust. Additional gusseting and triangulation of cage is HIGHLY RECOMMENDED. Officials reserve the right to inspect cages of all cars after accidents to ensure safety. Paneling used inside of car must be removable to ensure cage compliance, and to inspect for illegal performance items. Reinforcing of sub-frames is recommended. No full frame tubular chassis allowed. **Off set reinforcing or off set roll cages will be permitted to weight penalty.**

3.2 Kick off bars are optional. Outside of the bars should be no more than 2-inches from the body. Bars will not extend past the front or rear wheels and in line with the center of front and rear wheels. Bars will be tapered to prevent the "hooking" of other cars. No sharp edges are allowed. Kick off bar must consist of one bar no greater in diameter than 1-1/2 inches. Front loops designed for protection of the radiator must attach to the bumper and must not be higher than the lowest point of the hood, and must not exceed the width of the frame rail.

### **BODY**

4.1 Bodies will be unlimited. No convertibles, sports cars or trucks. Front windshield is mandatory and must be made of Lexan (no glass) with a minimum 1/8" thickness and must be securely fastened. 3 evenly spaced 1" metal safety straps are required for all windshields. No car will be allowed to compete with a broken, discolored or fogged windshield or rear window. No items may be allowed to protrude outside of vehicle body. No outside chrome or plastic, mirrors (outside of body), or lenses.

4.2 No mirrors allowed except for a 3" round spot mirror mounted inside on the left side of car. No glass is permitted. After market bodies are allowed. Damaged sheet metal must be repaired and painted before the next competitive race.

4.3 All quarter panels, doors & fenders must be securely welded, bolted or riveted. No sheet metal screws allowed anywhere.

4.4 No chains are allowed for securing doors.

4.5 Firewall and floor pan will remain stock. If other than stock firewall is used, it must meet thickness and dimensional specifications of a stock firewall. All holes will be covered to protect driver.

4.6 Rear wheel wells may be fabricated from aluminum stock.

4.7 Aluminum doors are allowed.

4.8 No louvers, hood scoops, or holes cut into hood for air cleaners. Any ground effects must meet ride height requirements. Body may not be lowered or cut to create less drag. Hood must fit slush over the engine and even with fenders. No tilting of the hood for cooling purposes. Any spoilers must be no wider than the width of the car and must be less than 6" in height.

4.9 Bumpers must be securely fastened and not lower than axle centerline, measured at lowest point of bumper, and no higher than 6" above the axle centerline. No bumpers shall protrude more than 7" from the body. Bumpers will be bolted or welded to the car. In the event of an accident, tech officials will decide on the car's bumper safety. Chains or cables must be attached to the bumpers and then to the frame to lessen the chance of foreign objects on the track. Chains or cables will not be less than 1/8" in diameter. Position the chains or cables on the frame in such a way that it will not allow a bumper to hang below stock location. All fabricated bumpers are allowed, as long as they are dimensions, height, width and depth as a stock bumper. If the front wrap is removed from the car by accident, 1 week will be given to repair. Damaged sheet metal must be repaired and painted before the next competitive race.

### **CHASSIS, SUSPENSION AND STEERING:**

5.1 Chassis, suspension and steering components will be OEM and family to family.

5.2 No traction bars.

5.3 No independent rear suspension

5.4 No cutting of the upper or lower control arms. No exceptions.

5.5 Coil cars may modify upper tower for alignment purpose only. Upper tower must remain in stock location and must have stock measurements. Car must have a minimum of 3" ground clearance at the lowest point of the car. No exceptions.

5.6 No modifications are allowed to the front cross member to achieve ride height. Leaf springs shackles shall not be adjustable. If used, the hole used to mount the leaf spring must be tack welded. Sway must be mounted under frame in stock location with equally lowering clearance for oil pan. Must mount on top of lower control arms. Sway bars can be adjustable at outer ends of bar to lower control arm only

5.7 No adjustable shock or spring spacers. Rear lowering blocks only. No other forms of "weight jacking" equipment is allowed. Upper spring mount hole must be exposed to inspect such devices. This rule is for most mustangs, where upper mount is covered with reinforcement loop. Shocks must be in stock location and mounted in the factory holes or studs. No exceptions. One stock per wheel.

5.8 No coil over or air shocks. Mustang front shock location may be attached to front loop with the stock mounting attachments and may not exceed 2 degrees from the stock strut locations. All sheet metal will be removed to expose shock locations.

5.9 Racing shocks permitted. No altering of wheelbase. Wheelbase must measure equal, on both sides within 1 ". All brake components are to remain stock

5.10 OEM master cylinder is mandatory.

5.11 No balance bar pedals are permitted. Brake bias adjusters are optional. All cars will have functional four – wheel brakes. Tech reserves the right to inspect at any time. .

### **ENGINES:**

6.1 Engine must remain family to family (i.e. Toyota to Toyota) normally aspirated only. No rotary engines. Engine must remain in the stock location. All mini stock cars will be composed of front engine rear wheel drive, compact cars. This class requires 4-cylinder - 2550 or fewer engines with two valves per cylinder.

6.2 Minimum weight will be one pound per cc with driver and race ready. Right front fender must show engine size used. Stock crank shafts and stroke only. No lightening of crank allowed. Machining of journals for over sized bearings ok. Radiator must remain in front of the engine.

6.3 Aftermarket oil pans are allowed.

6.4 All mini stock cars will meet the specs of a Holley 4412 500 CFM carburetor ONLY. No carburetor modifications allowed except for choke horn removal. No modifications below the venturi will be permitted.

6.5 No modifications to the intake manifold are allowed. No exception. Maximum of 1 1/4-inch adapter or spacer is allowed including gaskets.

6.6 Any flat tappet cam is allowed. Roller cam lifters are permitted. Cam shafts may not exceed .500 lift measured at the valve. Stock production cylinder heads only. Porting and polishing is allowed. Stock valves or stainless steel valves only. Solid lifters optional. Adjustable timing gears are allowed.

6.7 Electric fuel pumps are allowed but they must be mounted behind rear firewall and wired to oil pressure switch to shut off when oil pressure drops.

6.8 Any aftermarket distributors are allowed. Ignition coils are optional. No computer recording devices, except tell tale tachometer.

6.9 All vehicles will have a metal or race approved plastic coolant catch can with a one-gallon minimum capacity. The catch cans must be securely mounted to the front loop or positioned in the rear area of the car away from the driver. A vent will run from the radiator to the lower windshield passenger side to detect overheating. All radiator caps will be under the hood. Tech officials must approve any damage to hood if cap is not mounted under the hood. Absolutely no ethylene glycol coolant additives. Tech officials will approve all coolant additives i.e. bars leak, stay cool etc., before use.

### **TRANSMISSIONS AND REAR ENDS:**

7.1 Rear end must remain family to family. All cars will have OEM stock transmissions and must have all forward and reverse gears. Cars not having a reverse prior to competition will not be allowed to compete. Racing transmissions, RAM couplers, and multiple disks clutches, mini disk clutches and aluminum

clutches are not permitted. OEM clutches only. No SVO 3 or 4-puck clutches. Manufactured steel or aluminum fly wheels will be permitted. Aluminum flywheels must have a steel insert. All cars must have an access hole for inspection of clutch and flywheel. This hole will be no less than 1 1/2-inch in diameter. Flywheel and clutch must be plainly visible for the inspection. Lack of an inspection hole will require the driver to remove transmission for inspection purposes. Steel drive shafts only.

7.2 A 360-degree drive shaft loop will be halted or welded to the body and mounted 6-inches from the transmission yolk. A minimum of 2" wide and 1/4" thick. All drive shafts will be painted white. All vehicles will have a gear shift knob or levers, with rounded handles, to prevent driver injury. Scatter shields or clutch blankets are mandatory.

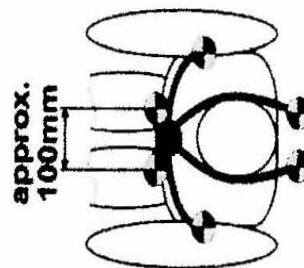
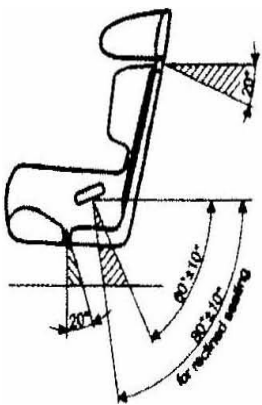
### EXHAUST:

7.3 Cars may not exceed the maximum sound level of 103 DBA, and will be measured from the stands adjacent the timing tower front window near turn one. Floorboards may be modified to allow for the muffler. Each vehicle must have a muffler, No mufflers more than 3-inches from the ground. Exhaust must exit behind driver.

### TIRES AND WHEELS:

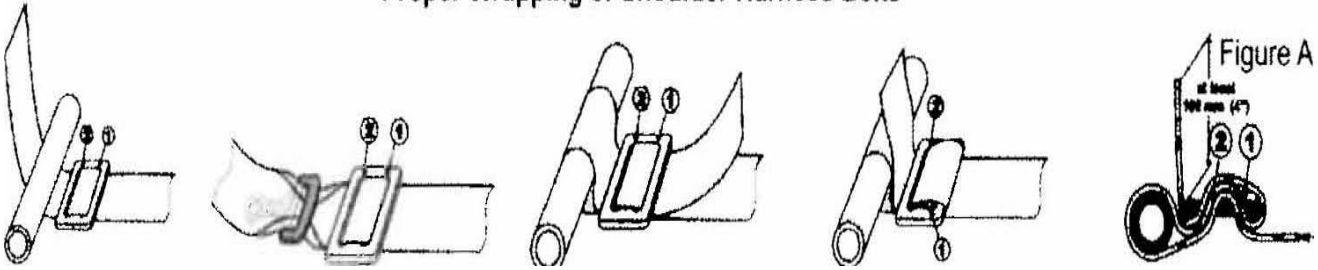
8.1 All mini stocks will run 1-25 Speedway spec tires. Only 7-inch wide wheels will be used. No wheel spacers or welding of wheel spacers. Wheel studs must protrude at least 2-threads past lug nut. No covered custom type lug nuts allowed. A 1 "lug nut is required. No mag type or centerline rims are allowed. No tire altering compounds are allowed. No cutting or altering of tires is allowed.

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



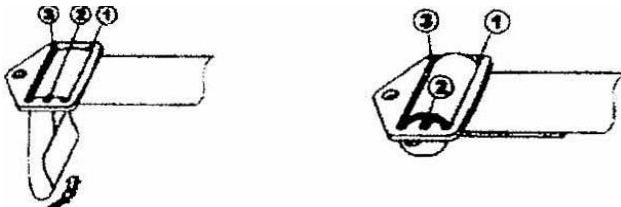
Lap Belt Angle Shoulder Belt Angle Sub Strap Angle

## 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. Helmets 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.

**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.