

I-25 Speedway 2012 SPORTSMAN RULES  
*www.i25speedway.com*

I-25 Speedway Owners: White Brother's Motorsports, LLC  
Business Office 6534 W. Euclid Pl.  
Littleton, CO 80123  
Phone: 303-798-4387

719-251-1269 – Sledge Larsen - Tech  
sledgelarsen1@gmail.com

Track Location  
400 Gobatti Pl.  
Pueblo, CO 81008  
Phone: 719-583-2277

### **General Rules/Sportsmans 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.**

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. EACH PARTICIPANT ASSUMES PERSONAL RESPONSIBILITY AND WAIVES ALL CLAIMS FOR NEGLIGENCE AND OR DAMAGES.** 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 by reason of having passed through inspection or "observed". If this rule book 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 rule book, the question must be answered by I-25 Speedway in writing, and that decision is final.

**1.2.** Sportsman drivers, 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 possible ) 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: Returned check fee will be \$30.00. 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 Drivers 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.

**1.5** 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 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!

**1.6** 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.

## SAFETY

- 2.0** All cars must have roll cage constructed of minimum 1 ½" X.095 mild steel tubing. No galvanized or threaded pipe allowed. Main loop must be formed in one piece. Halo must be made in one piece. Cage must be welded directly to the frame on full frame cars or to 6" x6"x 1/8" thick steel plate welded to floor of uni-body cars. Non-required tubes may be made of any size tubing.
- 2.1** Frames or sub frames may be reinforced or modified with round or square tubing. All cage welds must be free of slag and porosity. Any visible unsafe welds WILL fail tech.
- 2.2** The driver-side cage posts may be welded to a rectangular steel weight box.
- 2.3** The weight box must be fully welded to floor pan and an integral part of the frame if the roll cage is mounted to it
- 2.4** A minimum of 3 door bars on the driver side which arch into the door bar: The driver-side door bars must be plated with 1/8" minimum steel
- 2.5** Any tubing around the driver must be padded with commercially available roll bar padding: no pipe insulation, rags, etc. allowed
- 2.6** All cage welds must be free of slag and porosity. Any visibly unsafe welds WILL fail tech.
- 2.7** Steel fire wall and floor boards are required with enclosed foot box optional. Stock floor boards optional.
- 2.8** A metal racing seat is required. It must be mounted with a minimum 1" round or square steel tube frame which must be securely welded to the roll cage and chassis.
- 2.9A** 5-point racing harness is required. It must be in good condition with no frayed or modified webbing. The harness must have a date tag less than 2 years old. Harness must be mounted according to the manufacturer's instructions or generally accepted competition guidelines. Helmet requirement SA-2005 or newer.
- 2.10** A window net is required. It must be securely mounted to the inside of the roll cage with disconnect at the upper front cage corner.
- 2.11** A driveshaft loop of ¼" x 2" steel strap or 1" round steel tube is required. It must be located no further than 6" behind the front u-joint. Driveshaft must be painted white. No aluminum driveshafts.
- 2.12** All track required driver safety apparel must be worn.
- 2.13** A fully charged fire extinguisher or onboard system required..
- 2.14** All oil pressure gauges must have copper tube or braided lines: no plastic capillary tubing allowed.
- 2.15** A positive Toe-kick gas pedal linkage with a minimum of 2 return springs is required.

## BODY

**3.0** Minimum weight requirement is 3200lbs. Cars will be weighed with the driver before their main event and qualifying at tech discretion, with maximum left side weight of 58%. Note: Cars with a 365 cid or more will carry an additional 150lbs for a total weight with driver of 3350lbs.

**3.1** All cars must have a complete body. Body swaps will be permitted: (family to family). Any make or model allowed that fits on the stated chassis. No mixing of body panels will be allowed: all body panels must be for one stated model. Aftermarket bodies and components permitted: Metal, Plastic, or Fiberglass panels accepted.

**3.2** Steel fire wall and floor boards are required with enclosed foot box optional. Stock floor boards optional

**3.3** Hood scoops or deflectors permitted must be no more than 4" above hood surface. Any air cleaner that protruded through the hood must have at least the front 180degrees covered by an air deflector or hood scoop-4" maximum height.

**3.4** A front windshield of 1/8" minimum lexan is required: must have a metal center braces which can be three (3) aluminum or one 1 "x 1/8" metal square or round stock.

**3.5** Lexan Quarter windows & rear window optional. NO door windows.

**3.6** Side nerfbars are permitted: must not extend into the wheel wells. All side nerfs must be angle-cut and capped or turned into the body. No more than 2" will be allowed from the body to the inside edge of the nerfbar. Any nerfbar that doesn't meet these specifications will fail tech..

**3.7** A rear spoiler is permitted. Must be " 1/4." lexan and no more than 60" long and 7" wide as flat measured or a factory production model for the stated body used.**70 degree ANGLE +/- 2 degrees.**

**3.8** Cars are to be kept neat in appearance.

**3.9** Trunk floor is optional. All holes in floor pan and firewall must be covered with steel and have a maximum clearance of 3" between floor pan and exhaust and meet proper ride height requirements

**3.10** 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.

## CHASSIS:

**4.0** All car chassis must be American made passenger car sedans. No front wheel drive station wagons, jeep convertibles, pickups or compact cars allowed. Unibody or full frame cars permitted. Chassis design is optional, but it must be based on a generally available, mass-produced automobile chassis.

**4.1** All suspension and steering components (except steering shaft and quickener) must be stock type and design for *the* make and model of chassis stated.

**4.2** No modifications or alterations of steering linkage to front frame.

**4.3** Original equipment lower control arms for chassis used will be required: must retain stock dimensions, Factory lower control arm mounts may NOT be altered in any way EXCEPT for installing larger lower ball joints.

**4.4** Tubular upper control arms permitted.

**4.5** Aftermarket non externally adjustable steel shocks *are* permitted. No Aluminum or external shock reservoirs are not permitted. . No coil over, air, adjustable, or remote reservoir shocks are permitted.

**4.6** After market, one-piece sway bars are permitted, mounted under sub frame. No spline bars

**4.7** Springs must be the same diameter and design as stock for chassis used. 5 inch minimum.

**4.8** All spindles must remain in same family (GM to GM) **SPINDLES MAY BE REINFORCED AT TIE ROD END TO LOWER BALL JOINT**

**4.9** Front cross member may be modified for oil pan, fuel pump, or steering linkage clearance..

**4.10** Minimum ride height is 4" to the bottom of the Lowest Frame Rail without the driver.

**4.11** Wheelbase must be no less than 108" either side: maximum variation is ½"

## SUSPENSION-REAR:

**5.0** Leaf spring cars will not be permitted to use pan hard bars, third link, or lift bars.

**5.1** Leaf springs must be steel multi- leaf. No mono leaf or composite springs allowed.

**5.2** Coil spring cars must use 5" diameter springs.

**5.3** Trailing arms must be one piece steel with location optional. Pan hard bar and upper link must be steel, No aluminum or spring bushing style allowed. All mounts and hardware must be steel. Must be a three link suspension.

**5.4** Weight jack bolts must be steel with location being optional. No coil eliminators (sliders) or coil over shocks allowed.

## STEERING

- 6.0** A quick-release steering wheel is required.
- 6.1** A 3/4" steel tube steering shaft is required.
- 6.2** Steering shafts must have at least 1 U-joint approximately mid-way between the steering boxes and quick release hub to prevent the shaft from being driven into the driver upon frontal impact.
- 6.3** Center u-joint must have a heim joint to bracket directly behind it for support.
- 6.4** Steering quickiners are allowed

## BRAKE SYSTEM

- 7.0** Brake system must utilize to a dual master cylinder
- 7.1** All four brakes must be operational.
- 7.2** Steel brake lines & braided hoses. No plastic.
- 7.3** No carbon fiber brake components allowed.

## ENGINES:

- 8.0** Must use a production cast iron block.
- 8.1** Any generally available cast iron head will be permitted .
- 8.2** Any flat tappet cam is allowed: Must have production diameter lifter for engine used.
- 8.3** No roller lifters or roller grind camshafts permitted.
- 8.4** Rocker arm components are optional.
- 8.5** Engine must be centered in the frame. Engine may be set back, but the forward most spark plug hole must be in front of a line struck through the centerline of the upper ball joints.
- 8.6** A wet sump oil *system* is only, NO dry sump oil system: Aftermarket oil pans permitted.
- 8.7** The following after market aluminum intake manifolds are acceptable with NO MODIFICATIONS: Modifications defined: No drilling, no welding, i.e. If the following intakes do not fit, you have the WRONG heads.
- 8.8** Edelbrock Chevrolet 2101

**8.9** Edelbrock 2101 / 2116 with aftermarket (RHS "stock replacement" pro torker) vortec head #12410 ONLY' - 2116 My be redrilled for mounting intake to cylinder heads

**8.10** Chrysler 2176, P5249572,

**8.11** Ford 2121 (289-302),2181 (35IW),2171 (351M), 2750 (351C)

**8.12** All other manifold types will not be permitted. No other intake head combination allowed.

**8.13** Intake may be machined down internally two inches down from the top of the manifold.

## COOLING SYSTEM

**9.0** Radiator must be mounted in front of engine.

**9.1** Cooling catch-cans are required. Catch cans must be vented to right side of base of windshield.

**9.2** Stock type water pumps are required.

**9.3** No glycol-based (anti-freeze), Cooling additives are allowed.

## IGNITION

**10.0** Only a point type, single or dual, electronic system is permitted.

All ignition systems are subject to approval by I-25 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 I-25 officials and be attached and wired to the ignition amplifier boxes in a visible manner.

## CARBURETOR

Legal Holly List 4412 type carburetor. with choke horn, NO modifications.

May remove choke linkage. **CARBURETORS MUST PASS WITH I-25 TECH GAUGES**

Maximum thickness of any Carb adapter is 1".

## ELECTRICAL

A master electrical disconnect must be located in the center of the cowl or windshield and be clearly labeled "on" and "off". It must be clearly visible to safety personnel.

Only one battery is permitted: It must be securely mounted behind the driver in a commercially available accessory battery box

## EXHAUST SYSTEM

Any header used can be standard under chassis design resembling a street header or cross-over headers allowed. 180 degree headers optional. Exhaust must exit behind driver with all cars meeting track decibel requirement levels.

## FUEL SYSTEM

A steel can fuel cell is required. It must be mounted within rear frame section with 2" x 1/8" steel straps or 1" box tubing.

There must be a minimum of 9" from the FUEL CELL bottom to the ground. A fuel cell guard of 1 1/2" tubing is required.

The fuel cell must have a ground strap from the filler neck to the frame, and a vent tube running through the trunk floor. A roll-over valve must be installed in the vent line.

Fuel line must be in steel tubing, conduit, or steel braided fuel line.

Electric fuel pumps will not be permitted.

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

All cars must use track fuel

## TRANSMISSION:

Any family to family OEM production line installed transmission is permitted. NO racing transmissions.

## CLUTCH

Any OEM STEEL 10.5" clutch and flywheel assembly required, must be production size and appearance. ALUMINUM FLYWHEEL OPTIONAL.

Bell housing must be a steel safety type, SFI approved recommended.

Any automatic transmission must have an SFI approved shield Of blanket covering the flywheel area and body of the transmission. Any transmission cooler lines must be metal.

## REAR ENDS:

**Any production rear axle is permitted:** may be converted to a full-floating unit. Aftermarket axles permitted. A steel spool or steel mini spool is required. Rear axle housing must be steel and may be reinforced. Axle mounting pads may be relocated to fit chassis spring spacing. Do not need to be (family to family). NO QUICK CHANGE REAR ENDS.

## WHEELS & TIRES:

15" steel wheels with maximum width of 8" required. Wheels must be designed specifically for circle track racing: No stock type wheels are permitted. Wheels may not have balancing weights.

Wheel studs must be minimum 5/8" diameter with 1" hex competition lug nuts.

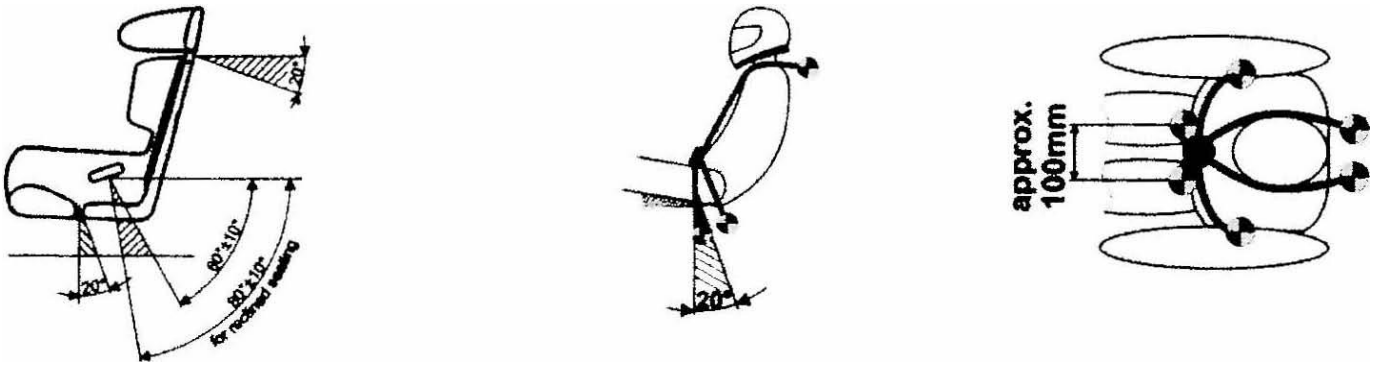
All cars must use track tire.

Maximum track width is 79" front and rear measured outside to outside of tires at spindle or hub height.

## RADIOS:

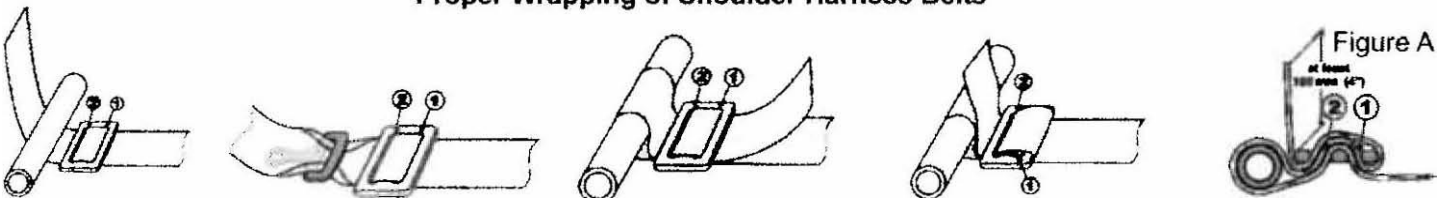
Two-way radios are required in the Sportsman class. An area will also be reserved in the Pit grandstands for one Sportsman, crew chief or crew member with radio communications to his/her driver during all practice, "A" Main Events and Qualifying events." ALL race teams are required to submit race radio frequencies used in association with their team. Any frequency changes must be submitted to the Pit Steward prior to racing events.

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



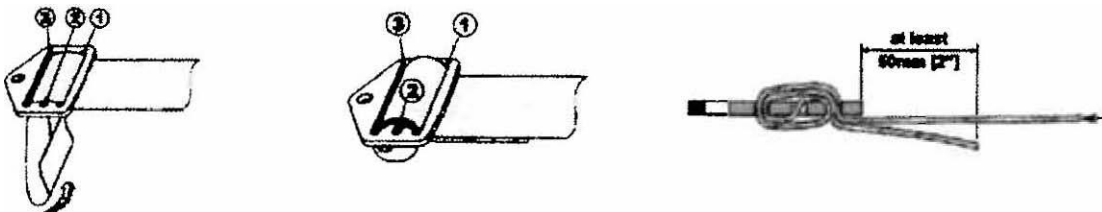
Proper mounting angles of Lap, Shoulder, and Sub Straps.

**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-



onbolt 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.

**Restraint System Mounting Zones (side view)**

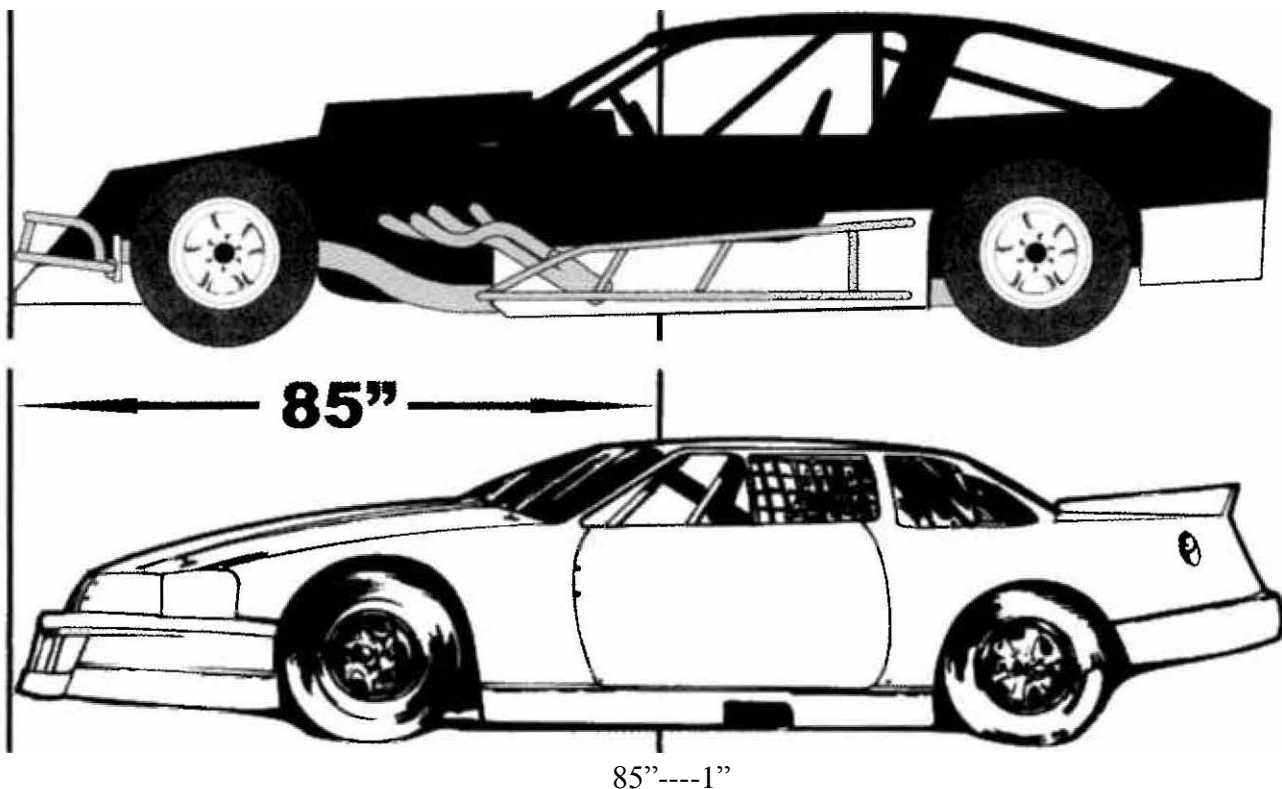
The proper angle for mounting seatbelts is the top of the shoulder and at the "W" point of the occupant's hip. Pay particular attention to the instructions provided by your belt manufacturer.

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. NO sternum latches allowed, NO "Y" or "V" belts allowed. And the mount is subject to approval. SEAT BELTS MUST NOT be older than 3 years old.

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 is the SA-2005. 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.



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.