I-25 Speedway
www.i25Speedway.com

2012 STREET STOCK RULES

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Street 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 requirements for such events. These rules shall govern the condition of all events. In addition, 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 (S) IS FINAL.

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

MOTOR RACING IS A POTENTIALLY DANGEROUS SPORT FOR WHICH EACH PARTICIPANT ASSUMES PERSONAL RESPONSIBILITY AND WAVIES LEGAL CLAIMS FOR NEGLIGENCE AND OR 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 owner, or any I-25 Speedway official by reason of disqualification, negligence, personal injury, dearth or property damage. By entering the premises, participants and other "pit pass or 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 at 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 Street Stock drivers must turn in a fully paid and completed 2012 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.

1.5 The Street Stock class is designed to offer competitive but affordable racing to entry level and veteran driver's. All cars must remain stock except as noted in the following rules. Visiting cars may compete under their home track rules if car has a current inspection sticker for their home track and is accompanied by a current copy of the tracks rules. Tech inspectors reserve the right to determine the safety and competitiveness of any car.

SAFETY

2.0 All cars must have a perimeter-type 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. Any tubing around the driver must be padded with racing approved roll bar padding, no pipe insulation, rags. Etc. allowed. Frames or sub frames may not be reinforced or modified in any way except for braces under the trunk floor to help from buckling into fuel cell on rear impact. Sub frames may be connected on uni-body cars with round or square tubing. Original front bumper brackets may be welded to the frame for safety. All cage welds must be free of slag and porosity. Any visible unsafe welds WILL fail tech

2.1 Additional braces may be run from main cage through rear bulkhead to rear trunk floor to provide protection to the fuel cell.

2.2 Down bars from front of main cage to frame (behind upper control arms) optional. Only two bars per side allowed.

2.3 Doors must have three parallel door bars on driver's side, arching into the door for driver clearance, a seat back bar, a diagonal in the halo and a brace from the upper door bar to the left cage corner. The driver door bars must be plated with 1/8" steel plate.

2.4 A metal racing seat is required. It must be mounted with a minimum 1" round or square steel tube frame, which must be securely mounted to the roll cage and floor pan. A 5-pojnt harness is required. It must be in good condition with no frayed or modified webbing. Harness expiration date shall not exceed 3 yrs. from date of manufacture. Harness must be mounted according to the manufacturer's instructions or general accepted competition guidelines.

2.5 A steel can for fuel cell is required. It must be mounted on top of the original trunk floor with 2" x 1/8" steel straps or 1"x 1" square tubing cage mounted to rear down bars or rear bars. *A* tubular fuel cell guard may be mounted in the trunk behind the fuel cell.
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 routed through the passenger compartment in steel tubing or SOLID conduit or through the passenger side frame. Braided line Optional.

2.6 A quick release steering wheel is required. Any stock column used must have key/steering lock disabled A fabricated steering shaft of 3/4" steel tube is permitted Any fabricated shaft must have at least 1 u-joint approximately midway between the steering wheel and the steering box as an impact break point. U-joint must be property supported with a heim or bracket.

2.7 A master electrical switch disconnect must be clearly marked "on" and "off" with a maximum 1" light. It must be clearly visible to safety personnel. All electrical wiring must be in full view and not shielded from visual inspection.

2.7.1 Only one battery permitted. It must be securely mounted with metal strap over battery and bolted down. If mounted behind the driver compartment it must be enclosed in an appropriate battery box with metal strap over top and bolted down.

2.8 The minimum requirement for NO front windshields is 4 (four) evenly spaced bars of 3/8" or larger steel material placed in front of driver welded to roll cage. No glass or acrylic windshields are allowed. A lexan windshield is highly recommended with a minimum of 3 (three) evenly spaced 1" flat metal braces mounted in the center of windshield.

2.9 A window net is required. 3/4" webbing with quick release latch on top

2.10 All oil pressure gauges must have copper tube or braided lines. Plastic capillary tubing is not allowed.

2.11 A positive acting throttle linkage with a minimum of 2 (two) return springs is required. A toe kick is required on the gas pedal.

2.12 A drive shaft loop of 1/4" x 2" steel strap or 1" round steel tube is required. It must be located no further back than 6" behind the FRONT u-joint. Drive shaft must be steel and painted white.

2.13 A single layer (SFI 32A11 Compliant) driving suit, Snell SA-2005 or newer helmet, fire retardant competition driving gloves, neck brace and shoes are required.

2.14 A fully charged fire extinguisher with an indicator gauge required. It is recommended that it be securely mounted with metal quick release bracket and easily accessible.

BODY

3.0 Body must remain as manufactured however, body parts can be swapped. (Fenders, quarter panels & doors.)The body must be stripped of all glass, trim, lights, and upholstery. Lightening of the body is restricted to the removal of bolt on pieces only. Any holes in firewall, rear bulkhead and floor must be sealed.

3.1 Roof, Hood and trunk must REMAIN OEM. Must have Original functional hinges and springs, must be pinned shut. Doors, Fenders & Quarter panels may be replaced or repaired with 22-gauge steel. Doors must be welded or riveted shut. **NO SHEET METAL SCREWS ALLOWED** anywhere on car.

3.2 Trimming of the wheel well to allow for tire clearance is permissible. No other cutting on body allowed.

3.3 Side skirts must be of same type 22-gauge steel. No Aluminum.

3.4 OEM interior floor, rocker panel and firewall are required. Rear trunk floor or any damaged areas may be replaced with minimum 22 gauge steel metal.

3.5 Front and rear bumpers must remain in stock location OEM bumpers must be retained to car with chains or cables to prevent loss from impact, Original front bumper brackets may be welded to the frame for safety.

3.6 Fabricated bumpers allowed, mounted in stock location, stock length. Turned in and capped, must fit under nose and tailpieces, constructed 1 ¾-diameter max. 095 tubing. No side nerf bars or bumper loops. Original front bumper brackets may be welded to the frame for safety.

3.7 Aftermarket fiberglass or plastic nose & tail sections optional.

3.8 Non - operational hood scoops allowed with maximum 3"height and 18" maximum width.

3.9 Rear spoilers are allowed, max. 4"tall with 70-degree angle max. NO side traps. No wider than 60", clear 1/4" lexan ONLY.

CHASSIS, STEERING & BRAKES

4.0 Any rear wheel drive intermediate passenger car with a minimum factory produced wheelbase of 107 is eligible for competition. Wheelbase must be stock for that year. Make and model claimed and must be within ½ " tolerance from left to right.

4.1 No pony cars (GM F bodies). Mustangs, Mopar E-bodies. Etc.) trucks and SUV is not permitted. Please check with the tech official if you have any questions about eligibility of model before you begin building.

4.2 All chassis components must be unmodified original OEM type or direct service replacements for the vehicle year, make, and model claimed. This applies to all front and rear suspensions components and the steering assembly. After market power steering pump, bracket & hoses optional. Steering Quickener Optional.

4.3 Sway bars must be OEM & not Modified and must be mounted in stock location. Sway bars maybe adjustable at outer ends of to lower control arm only.

4.4 Shocks must be steel, stock appearing and mounted to the chassis with OEM stock mounting hardware. All suspension components must be mounted using OEM stock points and as originally produced. ABSOLUTELY no modifying or relocating of any mounting brackets. Adjustable shocks optional. No disassembly type shocks allowed

4.5 Spring shims or the 5-inch adjustable spring spacer will be considered acceptable weight jacking devices. Coil spring cars must have 5 or 5 ½ springs permitted. Front frame maybe slotted for spring adjuster. No other modifications to frame.

4.6 Steel control arm bushing permitted. No offset bushing allowed of any type.

4.7 Original braking system is required. No adjustable proportioning valves. No rear disc brakes allowed. Front drums may be converted to OEM disc brakes for vehicle type. Power brake booster may be removed for manual (OEM) brake master

cylinder.

4.8 Ballast permitted must be securely mounted. Painted white and have class and car number clearly marked on it. No weight boxes are permitted. Any ballast must be mounted to the stock floor pan, roll cage or frame with ½" nuts & bolts with large diameter washers.

4.9 Minimum weight requirement is 3500lbs. Cars will be weighed with the driver sitting in the driver's seat. Maximum left side weight shall be 56.0 % Minimum ride height is 6" to bottom of the lowest frame rail with driver.

AXLES & DIFFERENTIAL

5.0 All cars must use OEM differential and rear axles, family to family interchange permitted.

5.1 No spools, limited slips, welded spider gears etc. is permitted.

ENGINES

6.01 Engine must be mounted in stock location. NO SET BACK OF ENGINE. Engine must be centered within .5" left or right of chassis centerline.
6.02 Engine must be stock type for make and model. GM for GM, Ford for Ford, etc.
6.03 ARP type fasteners allowed.
6.04 ENGINE COMPRESSION must not exceed 9 to 1.
The following formula will be used to verify compression legality:

Displacement	= (Bore ÷ 2)^2 x 3.14 x Stroke x 16.387
Head Gasket space	= (Bore ÷ 2)^2 x 3.14 x Gasket thickness x 16.387064
Deck Height space	= (Bore ÷ 2)^2 x 3.14 x Deck Height x 16.387064
Compressed Volume	= Head Gasket space + Deck Height space + Piston Top volume + Combustion chamber volume
Uncompressed Volume	= Compressed Volume + Displacement
Compression Ratio	= Uncompressed volume ÷ Compressed volume

(Easy to use calculators of this formula are available online. For your convenience go to i25speedway.com OR i25speedway.com/compression.html for calculator.)

6.05 A tolerance of **+ 0.2** (=9.2 to 1) will be allowed during inspection.

6.1 - ENGINE DISPLACEMENT:
6.1.1 350 Chevy block or smaller. 351 Ford block or smaller. 360 Chrysler block or smaller.
6.1.2 Overbore of .0650 max.
6.1.3 No other modifications to engine block, block must remain exactly as produced by manufacturer. De-burring permissible
6.1.4 Pistons must be O.E.M. or Hypereutectic replacement. Flattop or dish only. Pistons must use stock ring dimensions.
6.1.5 Rods must be stock or stock replacement. Aftermarket rods allowed as long as they are steel (I) beam design with stock stroke. NO lightweight or Aluminum rods.

6.2- OIL PAN:
6.2.1 Oil pan must be steel and stock appearing.
6.2.2 A 1 inch plug must be installed in the oil pan for inspection, that access hole must be in line with a connecting rod journal. *If hole does not exist, and Inspection is required, oil pan must be removed or disqualification will result. DRIVER IS RESPONSIBLE FOR PULLING OIL PAN, NOT I-25 SPEEDWAY.*

6.3 - CRANKSHAFT & BALANCER:
6.3.1 Crankshaft must be stock O.E.M. or stock replacement only with stock stroke. No Stokers.
6.3.2 Damper must be stock elastomer type (Stock OEM type)
6.3.3 Any type V belt pulleys allowed.

6.4 - CYLINDER HEADS:
6.4.1 Any OEM steel, straight plug, stock production cylinder head may be used. NO VORTEC HEADS
6.4.2 Pinning of stock type press-in rocker studs will be allowed. Screw-in rocker studs and guide plates will be allowed. OEM stud size only. No stud girdles allowed.
6.4.3 No after-market, 'bowtie', aluminum, high performance, or altered performance heads allowed.
6.4.4 No grinding, match porting or polishing of cylinder heads allowed.
6.4.5 Only stock diameter single valve springs with or without damper may be used. Steel retainers only. Max valve spring pressure must not exceed 120 psi (pounds per square inch) on the seat. BEE HIVE SPRINGS OPTIONAL
6.4.6 No titanium, hollow or undercut valve stems. Stock valve stem size only.

6.5 - INTAKE MANIFOLD:
6.5.1 Any Stock O.E.M. Unaltered Cast iron Intake manifolds Allowed. **No Vortec or Marine intake manifolds.**
6.5.2 Optional Aluminum intake manifolds will be as follows: With American Flag on manifold
• Chevrolet - Edelbrock part # 2101 older versions carrying the same part number will not be allowed.
• Ford - Edelbrock part # 2181 - Windsor motors only.
• Chrysler - Edelbrock part # 2176
• Manifolds must remain unaltered, box stock only. No grinding, match porting or polishing of intake manifolds allowed.

6.6 - CAMSHAFT, VALVE LIFTERS, & ROCKER ARMS:
6.6.1 Hydraulic flat tappet cams only. (NO 4/7 swap cams allowed)
6.6.2 Lift may not exceed 500 lift*. Camshaft lift will be measured at push rod .333 maximum lobe lift*
6.6.3 No solid lifters, roller lifters or solid lifter cams allowed. No stud girdles allowed.
6.6.4 Only OEM type lifters, push rods, rocker arms.
6.6.5 Only stock rocker ratios allowed. Chevy 1.5, Ford 1.6, Chrysler 1.5, No Roller Rockers After-market valve covers allowed.

6.7 All makes must display CID & minimum weight on right & left side of hood 2" tall.

6.8 Stock engine rebuilds allowed. Any components found to be illegal will be confiscated.

EXHAUST

7.0 Cast iron exhaust manifolds permitted. A standard street header with a maximum collector diameter of 3" is permitted. No race headers, step headers. Etc. allowed.

7.1 Vehicle must have an exhaust system that exits behind the driver.

7.2 Maximum exhaust tubing is 2 ½ OD. 1 pipe per header. Vehicle must be less than 103 db (decibel) as measured from the grandstand.

7.3 Floor pan may not be cut or modified for exhaust clearance.

FUEL SYSTEM

8.0 OEM type mechanical fuel pump is required. No electric fuel pumps permitted.

8.1 CARBURETOR

- 8.1.1 Stock Holly #R4412 2 barrel 500 CFM is the only legal carburetor, must meet Holley specifications, and must pass Track Gauges.
- 8.1.2 No polishing, grinding, or drilling (i.e. Metering block) of holes allowed.
- 8.1.3 Choke horn must remain. (Do not mill or remove).Choke, blade, and rod may be removed.
- 8.1.4 Size and shape of boosters must not be altered.
- 8.1.5 Booster height must remain stock.
- 8.1.6 Jets of any size may be used.
- 8.1.7 Venturi area must not be altered in any way.
- 8.1.8 Casting ring must remain completely visible and may not be removed.
- 8.1.9 Base plate must not be altered in size or shape.
- 8.1.10 No holes may be drilled in the base plate.
- 8.1.11 Stock butterflies must not be thinned or tapered.
- 8.1.12 Screw ends may be cut even with the shaft, but screw heads must remain stock.
- 8.1.13 Throttle shaft must remain standard and must not be thinned, cut or nicked in any manner.
- 8.1.14 A carburetor adapter/spacer is permitted with a maximum of 1" thickness
- 8.1.15 Choke plate and linkage may be removed.
- 8.1.16 Carburetor claim is $400.00

8.2 All cars may use track fuel or pump unleaded. Cool Cans are not allowed.

COOLING

9.0 Aluminum or stock radiators in stock location permitted.

9.1 Radiator may be mounted with a 1” steel tube frame and may not extend past front bumper.

9.2 Catch cans are required. Must be metal or a racing designed unit with a minimum capacity of 1 quart. Stock plastic over flow tanks are not permitted.

9.3 Must be vented to the passenger side base of windshield.

9.4 Engine driven cooling fans and OEM type water pumps required. Electric accessory fans permitted.

IGNITION

10.0 Ignition system must be OEM type with OEM or direct service replacement parts.

10.1 No aftermarket performance distributors, coils, or control boxes allowed.

10.2 May use any type of spark plug.

10.3 Firing order must remain as manufactured.

TRANSMISSION

11.0 All cars must use a production line installed, generally available 3 speed automatic transmission with a minimum 11” fully functional torque converter. Minimum 3 forward gears, NO POWER GLIDES.

11.1 All shifter positions must be operational. Any aftermarket shifter with a positive reverse lock out is highly recommended.

11.2 Auxiliary transmission coolers permitted must be securely mounted outside of vehicle interior. All cooler lines must be metallic. Rubber tubing may be used to connect lines to transmissions or coolers. Each rubber connection may be no longer than 10" and must be properly clamped.

WHEELS AND TIRES

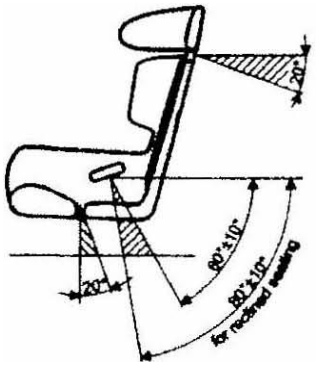
12.0 ONLY steel wheels are permitted. Max. Width is 8” -. All 4 wheels must have the same back spacing.

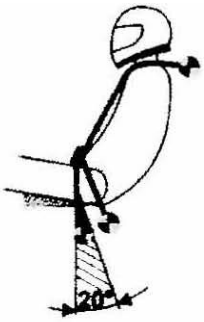
12.1 No balancing weights

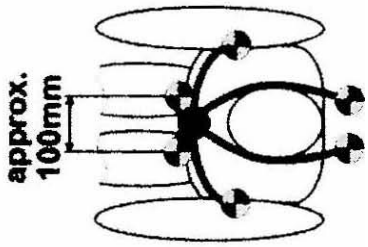
12.2 All cars must use track tire. No alterations to tire tread or compound allowed.

12.3 Wheel studs must have sufficient thread engagement to protrude through lug nut; Competition 1" hex lugs are required. Competition *5/8"* wheel studs are highly recommended.

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

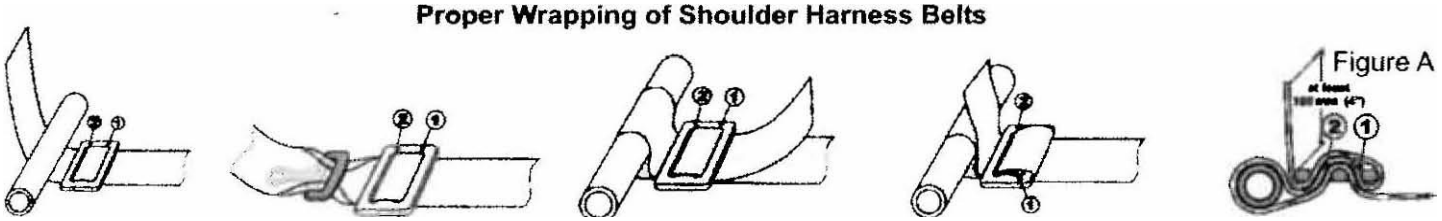






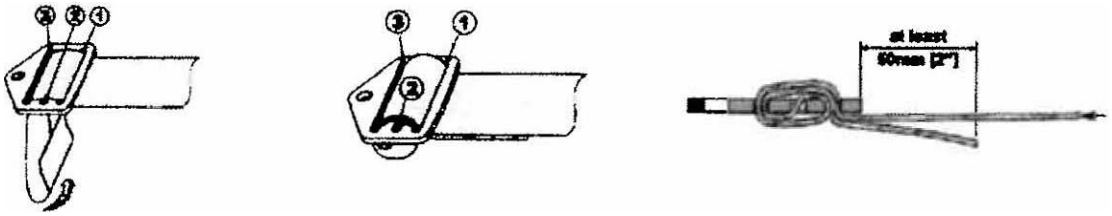
mounting angles of Lap, Shoulder, and Sub Straps.

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 lobar Adjuster

Positioning and Use of Lap Belt Mounting Points

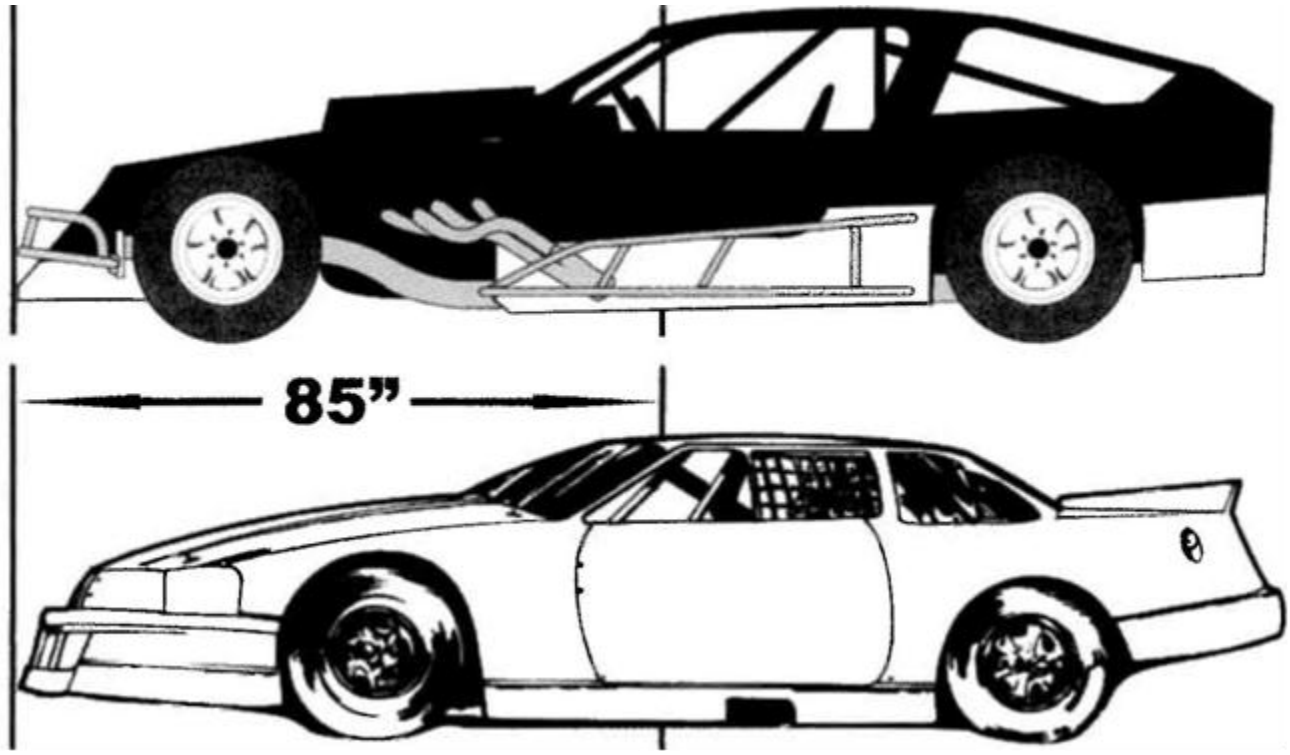
Lap belts must be positioned so that the mounting hardware through which the webbing is loaded in plane as the webbing passes through the seat and over the pelvis. Bolt-on brackets must be allowed to swivel and snap-on eye bolts must be aligned (using wavy washers) to allow directional loading.

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 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. In addition, the mount is subject to approval. Seat belts cannot be older than 3 years old.

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. Helmet is the SA-2005 for ALL CLASSES. 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 (I 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 tum 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.