



## 2012 Season Rules I-90 Speedway Fast Auto Wash Super Chargers

(Last revised 1/8/12)

Drivers 14 years old and older

American cars (NO pickup styled cars) - Class 1 and 2 by N.A.D.A. or Foreign cars (NO pickup styled cars) -Class1 by N.A.D.A., 1999 and older 4 Cyl front wheel drive only cars or station wagons-2.5 maximum engine displacement with 3 valves or less per cylinder or 6 cylinder front wheel drive only cars or station wagons-3.1 maximum engine displacement maximum-3 valve per cylinder, V6 motor. No turbo's, no SHO's, no 3100 or 3100 parts, cars with "T" tops.

**Car, engine, computer and transmission must remain OE stock with no modifications as it came off the show room floor with no special ordered parts.**

### Items that must be changed or added

#### Bodies

1. All trims must be removed (spoilers, ground effects, door handles, chrome, windshield wipers, etc.).
2. All glass must be removed and don't leave the broken parts in the door (head lights, tail lights, door glass, windshield, rear window, quarter windows, etc.).
3. Must be a minimum of 3 bars, minimum 1/4" bar, round or square solidly attached vertically or horizontally in front of the driver on the drivers side half of the windshield opening, driver side windshield opening also needs to be covered with screen (screen may cover entire wind shield opening).
4. Grill must be removed.
5. Doors and upper door frames must be securely welded closed.
6. Must have a car number on both doors and roof 18" or larger, and the number facing the front of the car (front edge of the hood or on a head light cover) and the number facing the rear of the car (rear deck lid or tail light tin work) 4" tall or larger. All numbers should stand out from the paint job so it is easy to read.
7. All factory bumper covers must remain; cars coming from factory without bumper covers must attach bumper ends to fenders.
8. Sun roof holes must be tinned closed (no aluminum).
9. Hood scoop holes must be tinned closed (no aluminum) (no holes anywhere in the hood).
10. Bodies must be kept neat appearing.
11. Must have a tow hook or chain on the front and one on the back of the car.

#### Interiors

1. Everything must be removed except for stock steering column and dash. (Heater boxes, seats, carpets, side upholstery, head liner, arm rests, window cranks, window motors, window regulators, door locks and linkage, radio, glove box door, speakers, etc.).
2. All sharp edges must be covered.
3. All holes in front fire wall must be covered with tin (not aluminum).
4. Must have roll bar padding on roll cage within reach of driver.

#### Fuel

1. Unleaded pump gas only (No racing fuel).
2. All cars with electric fuel pumps must have fuel pump shut off switch (this is to be a separate switch than the ignition switch) mounted and labeled in the middle of the dash.

#### Brakes

1. All 4 wheels must be able to lock up the tires, and must have a working red rear brake light.

#### Rims

1. All 4 rims must be the same size. All 13" or all 14" or all 15"
2. Rims must be stock OE (steel, aluminum, or alloy). (Steel rims are recommended to be reinforced).

#### Tires

1. Both front tires must be the same size.
2. Both rear tires must be the same size.

3. Must be a D.O.T. stamped street tire. No D.O.T. stamped Racing Hoosier, American racer, or other brand racing tire (cheater tires) (Hoosier D.O.T. street tire is ok). No LT tires. No all-terrain tires.
4. No shaving, no grooving, no sipping (factory or after market) of any kind, no studable all season, or no snow tires.
5. Only 175 thru 225, by 60, 65, 70, 75 width tires allowed.

#### **Battery**

1. Must be in a marine poly case securely mounted.

#### **Roll cage**

1. Must have a full perimeter 4 point roll cage with a "X" brace and rear kickers. No offset cages and no offset halos.
2. Only round tubing. Tubing must be a minimum of .095" thick and 1.666" outside diameter for roll bar, "X" brace, halo, and halo cross bar, front down bars, horizontal door bars, vertical door bars, and rear kickers.
3. Steel tubing (no black pipe, galvanized, or any other stupid type of tubing or piping).
4. Welds on all connecting points must be welded all the way around with a quality weld.
5. A. Main roll bar must have a "X" brace and be mounted no farther back than 2" behind the "B" pillar, and must be mounted to the floor with a minimum of a 5" by 5" (or equal square inch equivalent) by 1/8" thick plate on each post with a gusset. The plate must be securely welded to the floor.
  - a. Halo must be securely welded to the roll bar with a gusset at each connection. Must have a minimum of one cross bar in the halo (front to back through the middle of the halo or corner to corner).
  - b. Front down bars must be securely welded to the halo with a gusset and mounted to the floor with 5" by 5" minimum (or equal square inch equivalent) by 1/8" thick plate with a gusset. The plate must be securely welded to the floor. Both fronts down bars must have a horizontal bar connecting them together running either under or on top of the steering column.
  - c. Drivers side door bars need a minimum of 3 horizontal bars connecting from the roll bar to the front down tube (top of top bar recommended to be level with the bottom of the door window opening and the bottom of the bottom bar to be no more than 3" from the lower door sill with the middle bar spaced equally between the top and the bottom bar, all horizontal bars must be connected together with 2 rows of vertical bars between each row of horizontal bars).
  - d. Pass side door bars-need a minimum of 3 horizontal bars connecting from the roll bar to the front down tube (top of top bar recommended to be level with the bottom of the door window opening and the bottom of the bottom bar to be no more than 3" from the lower door sill with the middle bar spaced equally between the top and the bottom bar, all horizontal bars must be connected together with a minimum of 1 row of vertical bars between each row of horizontal bars).
  - e. Rear kickers must be connected to the top of the roll bar with gussets, and be mounted to the floor with a 5" by 5" (or equal square inch) by 1/8" thick plate. Must be securely welded to floor between the wheel wells, no farther back than the rear of the wheel wells and no farther forward than the front of the wheel wells. No bars may be mounted to rear wheel wells.
  - f. There must be a seat cradle to mount the seat too. The cradle must be mounted to the roll cage with a support for the back of the seat and the head rest area of the seat. The seat can not be mounted anywhere to the car, but only to the roll cage.
  - g. The roll cage must have a way for the seat belts to be mounted to the cage (not to the car). There also must be a bar mounted to the cage horizontally behind the shoulder harness hole in the seat (the top of the bar should be the same height as the bottom of the seat hole) for the shoulder strap.

#### **Safety equipment**

1. Aluminum dirt track racing seat securely mounted so top of helmet has minimum of 2" clearance to the top of the halo bar.
2. 5 point dirt track racing seat belts, recommended being no more than 3 years old, in good shape. No fraying, corrosion in buckles.
3. Working window net in drivers' side door window.
4. Full faced helmet, D.O.T. approved and stamped, and in good shape.
5. Neck brace mandatory
6. Fire suit mandatory
7. Fire shoes mandatory
8. Fire retardant racing gloves mandatory.

### **THINGS YOU MAY DO OR CHANGE**

## **Body**

1. Head light, tail light, door handle, etc. may be covered with tin or aluminum.
2. Rear quarter window and rear door window openings may be covered over with tin or aluminum.
3. Door hinges may be removed.
4. Hood and trunk hinges may be removed.
5. Hood and trunk must be pinned shut with hood pins (no bolts and nuts).
6. Wiper motors, linkages, and posts may be removed.

## **Interiors**

1. Dash may be removed and replaced with a tin or aluminum dash. Dash must go straight across the car as original dash did. No sharp edges.
2. Quick release steering wheel releases allowed with aftermarket steering wheel and be mounted on stock steering column.
3. Front doors may be gutted for door bars.
4. "A" and "B" pillars may be gutted for roll bars.
5. Inner roof may be gutted from roll bar to front of roof for halo bars.
6. After market gauges may be used.
7. E-brake and cable may be removed.
8. If a fuel cell or battery is mounted in the trunk you must have a tin (not aluminum) rear fire wall completely sealing the trunk area from the drivers compartment.

## **Fuel**

1. Stock fuel tank may be removed and a racing fuel cell used. If a fuel cell is used it must be mounted in the trunk securely with a roll over valve, and an inline electric fuel pump may be used with the fuel line running back to the stock steel fuel line under the trunk floor, (it also must have the return line hooked up and operational if the car is fuel injected) using proper high pressure fuel line.

## **Rims**

1. My use any GM rim on GM, any Ford on Ford, any Mopar on Mopar.

## **Battery**

1. May be in stock location or in trunk, securely mounted. Poly battery case must be used if it is in the trunk or the stock location.

## **Roll cage**

1. Gussets on all door bar joints are recommended.
2. May use extra bars for roll cage support, but no bars can go through the front fire wall or go past the rear of the rear wheel wells. bars can be attached to the rear wheel wells.

## **Suspension**

1. Springs may be heat shrunk or cut to lower the car. If the spring is cut the pig tail end must remain.
2. Right front spring has a maximum of 7 coils and a maximum .600 inches diameter coil.
3. Front wheel set up may have holes elongated to allow for front tire camber.

## **Electrical**

1. Racing starter switch and ignition switches may be used.
2. All unused wires may be removed.

## **Engine**

1. Any stock (OE stock show room, no special order) optional motor for the body style.
2. Pollution control items may be removed.
3. Air conditioning may be (gas professionally) removed.
4. Unneeded sensors, wires and hoses may be removed.
5. Cruise control may be removed.
6. Multi wire alternators may be replaced with single wire alternators.
7. Computer, coil packs, MAP sensor, and etc. may be relocated for easier maintenance.
8. General engine compartment clean up is OK.
9. Water bar system may be added for cooling the radiator, water tank and pump must be mounted in the trunk.
10. Exhaust maybe cut off or replaced with bigger pipe from front of front door to rear of car (mufflers and cat converters maybe removed). Exhaust must reach front of door.
11. All motors must be able to maintain a minimum of 15 pounds of vacuum on its own, (upon track officials request) measured off of the power brake booster line as it leaves the plenum at 750 R.P.M.s. for the duration of the test.
12. 2.8 Engines must run a 2.8 plenum, 3.1 Engine must run a 3.1 plenum, etc..
13. No motor will be allowed to be bored more than thirty-thousandths ( .030) from stock bore.
14. No porting and polishing of any kind allowed.

## **Transmission /axle**

1. Any stock (OE stock show room, no special order) optional transaxle for the body style.
2. Unneeded sensors, wires and lines may be removed.
3. Must have an inspection hole in transmission to be able to inspect clutch or torque converter.

### **Other Items**

#### **Misc.**

1. Anything you want to do, add or change that is not O.E. stock and/or is not covered in these rules needs to be okayed in writing by a tech. official. It is your responsibility to find a Tech. official.
2. Tech. official's interpretations of these rules are the way they will be enforced (not your way). If you are not sure of an interpretation of a rule or your interpretation of the rule differs from the Tech. official, it is your problem. It is your responsibility to check with a Tech. official for the correct interpretation.
3. No square tubing to be used on the car anywhere.
4. No transmitting or listening devices, except race receivers (mandatory), allowed in the race car.

#### **CLAIM RULES**

1. First four position finishers must report directly to claim area and are subject to motor claim by any other driver finishing fifth or back in the feature. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction. Motor is still claimable. Any driver lapped by the fourth place car is not eligible to claim. Driver allowed one claim per event, regardless of outcome of that claim. In case of multiple claims on same motor, the motor will go to qualified claiming driver finishing furthest back. Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to claim area. Only drivers and officials allowed in claiming area. Only driver may claim motor and only driver may agree to sell or refuse to sell motor. First sell or no sell by driver being claimed is binding. Promoter may claim any motor finishing in the top ten immediately following the feature. Driver claim takes precedence over promoter claim. Refusal to sell forfeits all cash and contingency winnings for feature and any trophies earned in feature. Any driver refusing to sell motor, when claimed within the rules, loses his/her right to claim any driver's motor for remainder of season. Refusal to sell will result in loss of all pay and points for that event. Driver will be suspended for two point's events and will be required to pay a \$300 fine to the track points fund before being allowed to race again. Once removal is started, sale is final. Drivers are to be held accountable for any sabotage discovered while pulling the motor, and will be responsible for any and all penalties as a result of any sabotage. Any sabotage discovered to a claim will result in driver being suspended from competition for the next two scheduled events. No driver may claim any more than 2 times during the calendar year. After a driver has claimed one time, the next driver he claims has the option of part exchange or cash. No driver may claim unless he has competed at the track the 2 previous events. Claim is in effect on opening night for all eligible drivers and driver must have been at the track on opening night to be eligible to claim 2nd night of season - 50% of races thereafter. No one driver may claim any other one driver more than once during the current calendar year. The ECM Claim rules are the same as the motor claim rules.
  1. Motor Claim - \$350 cash claim on motor. Claim includes complete motor assembly (which includes unplug wiring connectors, unhook exhaust pipes and pull motor assembly, so, motor claim includes carburetor to oil pan, including water pump and exhaust manifolds).
  2. \$50 ECM claim.
  3. May claim motor and ECM in the same claim with a total of \$400 cash.

#### **Transponder Mount Location:**

1. AMB-it Transponder must be mounted on passenger side front floor board. If there is factories knockout on passenger front floor board, you must use that hole. IF NOT- you can cut a 3" x 3" hole on passenger side floor board. Cannot be on fire wall- must be on floor board. \*Remember the transponder will not read through metal and must be less than 2 feet from ground.

#### **General Rules**

Track officials shall have responsibility for rule regulations enforcement at all times. At the discretion of the track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to tech'd at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and actions of their crew members. Absolutely NO alcoholic beverages will be consumed by driver or pit crew prior to or while competing. No use of illegal drugs. All drivers must be at least 16 years of age (proof of age required). Drivers under 18 years of age must have a signed

and notarized parental consent form by parents or legal guardian and said consent must be in the hands of the track officials before the individual will be allowed to participate in any event. 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 are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinions do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final.