

Grand National 2009 Rules
I-35 Speedway, LLC

1. BODY RULES: All bodies are subject to Tech Official approval. Bodies are expected to resemble late model type race cars. All sheet metal seams shall have the lip on the underside leaving a smooth top finish. Body products supplied by Performance Bodies will be used as an example.
 - Bodies - steel or aluminum. Aftermarket polypropylene nose pieces allowed.
 - A minimum 16-gauge firewall is required between the driver's compartment and the fuel cell.
 - Rub rails (optional) must be 1" x 2" maximum rectangular tubing attached flush to body between fender wells.
 - Floor pan thickness must be 1/8" metal minimum thickness from front of driver's seat all the way to 6 inches up firewall.
 - Bodies must be similar to the Dirt Body or Short Track Body style produced by Performance Bodies.
 - 8 Inch rear spoiler must be manufactured of a Lexan or aluminum, top of spoiler not to exceed 47 inches from the ground, and rear spoiler cannot be suspended above the deck to create a wing effect.

2. ENGINE:
 - Steel blocks only.
 - No dry sump systems.
 - Any water pump, other than no electric water pumps.
 - Aftermarket harmonic balancers allowed.
 - Maximum engine set back of 4" to be measured from the center of the forward most spark plug hole to the center of upper ball joint.
 - Radiators to be mounted in front of engine only.
 - Steel rods only.
 - Gear drives approved.
 - Steel heads only.
 - No roller cams.
 - No rev kits.
 - Rocker arms for all GM and Ford engines must be an independent single stud type.
 - Dual shaft rockers not permitted.
 - Intake manifold must be cast aluminum, commercial intake manifold. No box or fabricated manifolds.

3. CARBURETORS AND AIR CLEANERS.

- Unaltered two barrel Holley #4412, 500 c.f.m. model.
- Choke plate may be removed.
- No vacuum leaks between air cleaner and intake valve.
- Any adapter plate, and/or spacer, may not exceed 1.015".
- A maximum .065 gasket may be used on each side of spacer.
- Fuel pump must be in original mounting position. Mechanical only. Belt drive pumps approved. No electric pumps.
- Only one round air cleaner may be used. Maximum size will be: 14" diameter by 6" thick.
- Air cleaner top and bottom must be made of solid metal.

4. CAR WEIGHT/BALLAST:

- A minimum weight of 2,800 lbs. With driver at end of race.

5. ELECTRICAL/ELECTRONIC SYSTEM:

- No digital gauges allowed on car.
- Only one analog MSD 6 box will be allowed mounted out of reach of driver.
- One 12-volt battery only, must be securely mounted.
- No bundling of wires, all wires must be open and visible.
- Positive post/terminals must be shielded.
- All vehicles must be self-starting without being pushed or pulled in staging area or on the track. All cars must join lin-up on demand or go to rear of that race.

6. EXHAUST:

- Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage.
- No 180 degree headers.

7. DIFFERENTIALS:

- 9" Ford, with floaters.
- No quick changes.
- Differentials must be locked at all times with a spool.
- Rear coolers may be used, but cannot be mounted inside of the driver's compartment.
- No open tube rear ends allowed.

8. WHEELS & TIRES:

- The track tire is the McCreary American Racer G60 or Hoosier.
- No wide-five wheels or adapters allowed.
- External, steel bead lock right rear only and it cannot make the wheel any narrower than 8 inches and no wider than 8.75 inches.
- Must use only steel bolts and nuts.
- Foam rubber and/or plastic mud plugs do not require fasteners. All other mud plugs require metal, mechanical fasteners such as DZUS fasteners. Tape to hold a metal mud plug in/on the wheel will not be allowed. No inner wheel mud plugs.
- Bleeder valves are allowed.
- Steel wheels only.
- Grooving and siping allowed.

9. FRAMES:

- No part of race car can be lower than four inches from the ground (exception is front cross member and oil pan).
- Front cross member must remain full and intact where joined at the frame rails, in stock location, and center of cross member may be notched.
- The cross member center hole must remain and the bottom of the cross member cannot be cut except for steering clearance.
- Must have 45-inch stock clip from center hole of cross member back. From rear of stock stub, 2' x 2' square or 1.75" by .095 wall round tubing minimum size allowed for mainframe.

10. SUSPENSION AND STEERING:

- Stock lower OEM A-arm in stock location. Tube upper arms OK. Steel coil springs only 4.5" minimum on all vehicles, front torsion bars approved on Dodge. OEM replacement lower A-frames approved; lower A-frames must be the same, right and left, and of same design.
- Steering must be unaltered or approved OEM with the exception of outer tie rod ends may be replaced with heim joints and steel tie rod sleeve.
- Weight jack must be in original centerline of spring.
- Steering box must be steel approved OEM and must remain in stock location.
- No rack & pinion allowed.
- Steel steering shafts and knuckles or collapsible steering shafts, required.
- Rear of frame may be altered to accept leaf or coil springs, one type only not both; any coil spring must be at least 4.5 inches outside diameter.
- One steel coil spring per wheel.

- One steel shock per wheel. No external adjustable shocks allowed.
- Steel or aluminum rear coil over kits allowed, minimum 4 ½ inch spring, no threaded shock bodies.
- No other aluminum or fiberglass suspension or rear end parts allowed.
- Gas or oil filled shocks only except a zero shock (no compression/no rebound) may be used in lieu of slider.
- No shields over suspension parts.
- No aluminum shocks.
- Rear suspension optional but no torsion bars.
- Steering quickners allowed.
- No devices or methods permitted that would allow a driver to alter the vehicle geometry while the car is in competition.

11. TRANSMISSION & DRIVE SHAFT:

- Must be made of steel and painted white.
- Minimum drive shaft diameter in 2 inches.
- At least one 360 degree drive shaft loop constructed of 1/8" x 2 steel and securely mounted to frame, cross member, or floor pan.
- Drive shaft tunnel must be reinforced next to driver.
- With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward, and put it in neutral.
- Must have at least two gear forward, one reverse, and neutral gear position required.
- Scatter proof bellhousing mandatory. The Starter motor must mount in stock location and must turn flywheel located on the back of the engine crankshaft.
- Brinn, Bert, Falcon internal clutch transmissions approved. All transmissions without bolt on items (linkage, bell housing, etc.) must weigh 43 lbs.
- Powerglides without converters approved.

12. BRAKES:

- Brakes must be operated on all four wheels and must lock up all four wheels during inspection.
- No brake shut-off or pressure sensitive devices allowed.
- Proportioning valve allowed, front to rear only.
- Vented rotors only.
- Must be steel, OEM single piston calipers on front and any single piston on back.

13. FUEL:

- The base fuel is "SUNOCO Racing Fuel" sold at the track.
- No Nitrous Oxide, oxygen based additives, or propylene oxide, performance-enhancing fuel additives of any kind.

14. BUMPERS:

- Steel bumpers must be used both front and rear.
- Front bumper must be mounted to the front frame horns with all support tubing under the body nose piece.
- Must be made of minimum 1.25 inch tubing and must be able to support car if lifted by wrecker.
- Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges.
- Rear bumper must be one of the following designs: (A) Solid bumper of square or round tubing not wider than five inches outside each rear frame rail. (B) If rear bumper is wider than five inches outside rear frame rail it must be capped with no sharp edges and bent forward on the end at a 90 degree angle inside the rear quarter panels. or (C) A bumper constructed in a loop design that loops back inside the rear quarter panels.
- All tubing must be capped.

15. MIRRORS:

- Mirrors or reflective material not allowed.

16. IDENTIFICATION AND MARKING:

- All car numerals must be applied in bold, contrasting, non-reflective, non-mirror colors.
- Door numbers must be at least 18 inches high, letters if used must be 12 inches high, all neatly attached to both the driver side door and the passenger side door.
- A number 24 inches high (letters if used must be 18 inch high), must be attached to the roof, reading from the passenger side.
- Numbers must be at least 4" wide.
- Sponsors' names must not interfere with car numbers and must be neatly lettered.
- If numbers cannot be read then driver loses all rights to question finish.

17. SAFETY:

- A toggle type ignition kill switch boldly marked ON and OFF must be connected and located directly behind the driver's seat.
- Helmets are required and must be a minimum of SA2000 or SA2005.
- Helmet must be worn at all times when car is on the track and must be provided for inspection.
- Roll bar padding (Fire retardant recommended) required in driver compartment and all roll bars within the reach of the driver must be covered with roll bar padding.
- SFI approved full fire suits of a flame-retardant nature must be worn by all competitors.
- Fire retardant neck braces, fire retardant gloves are required.
- Minimum 5-point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured.
- Seat belts and shoulder harness cannot be more than three years old.
- Aluminum seats only.
- Seat must be mounted inside the frame rail and ahead of the "B" Post or the roll cage.
- Bottom of seat can be no lower than the bottom of the frame rail.
- All cars must have an approved rib type, made from minimum 3/4 inch, maximum one inch wide nylon material with a minimum one-inch square opening between the ribs, window net in the drivers side window at all times the car is on the track. No mesh nets.
- Window nets, minimum 22" wide and 16" high, must latch at top of car so that window net hangs down on door or inside door when unlatched.
- The bottom of the window net must be securely connected to door bars (pop rivets, hose clamps, and/or wire tied is not acceptable).
- Minimum requirement is a 2.5 lb. Fire extinguisher securely mounted in vehicle and within driver's reach for activation.
- Each team must have a minimum 10 lb. Dry chemical fire extinguisher in their pit area.
- Steel drive shafts and yokes only.
- Drive shaft must be painted white.
- Roof escape hatch approved provided it is closed and locked during racing.

ROLL CAGES.

- All safety and roll bar installation and workmanship must be acceptable to track officials.
- Must consist of continuous hoops not less than 1.75 inch outside diameter with a wall thickness of at least .095-inch.
- Low carbon, mild steel tubing is recommended.

- Must be frame-mounted in at least six places.
- No brazing or soldering allowed.
- Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- Driver's head must not protrude outside cage with helmet on and strapped in driver's seat.
- Must have minimum of one cross bar in top halo of roll cage.
- Roll cage must be securely supported and braced.
- Protection of feet is mandatory.
- Bar across back of engine with vertical bars and rub rails, or similar protection.
- No brace bars forward of cage may be higher than stock hood height.
- Main cage no further forward than engine plate.
- Modifications shall be made to ensure trailing arm will not penetrate the driver's compartment. Any modifications are subject to the Competition Director's or Technical Director's approval.

DOOR BARS.

- A minimum of three driver side door bars, at least 1.5-inch O.D., must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.
- The side bars must be welded to the front and rear of the roll cage members.
- Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled.
- A minimum of 18 gauge steel doorplates welded from 'A' post to 'B' post top to bottom of the door bars will be required.

FUEL CELLS.

- Racing fuel cells required and must be securely mounted by at least two solid steel straps, two inches wide, or 1" square tubing around cell.
- Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than 10 inches off the ground, protected by roll-cage tubing.
- Protective tubing must cover the rear and extend past both sides of fuel cell.
- Fuel cell shall be a minimum of four inches ahead of rear bumper.
- Fuel cells shall have check valves, and bladders are highly recommended.
- Fuel cells are limited to 22-gallon maximum capacity.
- Pick-up must not be underneath (bottom side) fuel cell.
- No plastic or urethane fuel lines allowed.

WEIGHT.

- If weight/ballast needs to be added it must be securely fastened, but cannot be in driver's compartment.
- Weight/ballast must be painted white and car number on it. The driver is subject to a \$100 fine if the car number is not on the weight or the incorrect car number is on the weight.
- All weight/ballast must be lead.
- All weight/ballast must be securely mounted and not exposed at any point to outside interference.
- Race vehicles losing weight/ballast on race track will be disqualified and weight/ballast retained by I-35 Speedway.

Speedway Officials will have the final word on all matters of rules. Speedway officials will be empowered to restrict any car from competing. Any other alterations or modifications not specifically allowed for in these rules will be considered illegal.

IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.