

I 35 SPEEDWAY 2017 GRAND NATIONAL CLASS RULES

We have opened the rules to attract more cars in this class. Our intent is to allow more cars to compete in this class with the following rules listed below, however, if in competition there appears to be a decided advantage, the track will take immediate steps to make it a level play field. Remember we do this for fun!

1. Body Rules:

- Bodies are expected to resemble late model type racecars.
- 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.
- **Spoilers** maximum 8 inch.

2 ENGINE and CARBURETOR. Any small block configuration with any carburetor. No fuel injection.

3. CAR WEIGHT/BALLAST:

- 2500 lbs. with driver at end of race.
- Ballast must be painted white, with car number matching car number on door, and securely fastened. 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 with 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 racetrack will be disqualified and weight/ballast retained by I-35 Speedway.

5. ELECTRICAL/ELECTRONIC SYSTEM:

- One 12-volt battery only, must be securely mounted and shielded. 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 lineup on demand or go to rear of that race.
- No traction control.
- All cars must compete with an electronic box in which RPM limits may be initiated to even the field if needed.

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.

7. DIFFERENTIALS: Differentials must be locked always with a spool.

8. WHEELS & TIRES:

- 8 inch Steel Wheels Only.
- Any 8 inch tire, including American Racer G60 or the Hoosier G60.
- Tire siping, grooving, and grinding allowed.

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9. FRAMES:

- Any frame
- Wheelbase minimum is 103 inches and maximum 112 inches.

10. SUSPENSION AND STEERING:

- Tubular A-Arms OK. Steel coil springs 4.5" minimum on all vehicles.
- One steel coil spring per wheel.
- One steel shock per wheel.

11. TRANSMISSION & DRIVESHAFT:

- Driveshaft must be made of steel and painted white.
- Minimum drive shaft diameter is 2 inches.
- At least one 360-degree drive shaft loop required.
- Must have at least two gear forward, one reverse, and neutral gear position required.
- Scatter proof bellhousing mandatory.
- Brinn, Bert, Falcon internal clutch transmissions approved.
- 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 offs or actuators allowed.

13. FUEL: Gasoline, racing fuel, and E85 allowed. No alcohol.

14. BUMPERS: Fuel cell must always be protected.

15. REAR VIEW MIRROR and RACEIVER.

- Mirrors are allowed.
- Raceiver required.

16. IDENTIFICATION AND MARKING.

- All car numerals must be applied in bold, contrasting, non-reflective, non-mirror colors.
- Side numbers must be at least 18 inches high, letters if used must be 12 inch high and all neatly attached.
- 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.

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 SA2010 with certification label inside helmet.
- Helmet must be worn always 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's head must be covered with roll bar padding. Roll bar padding in conjunction with a containment seat will be determined on an individual basis by Officials.
- An approved head and neck restraint system (i.e. Hutchens, G-Force, Hans, etc.) is required. An approved head and neck restraint system means a system tested and subsequently approved for sale by vendors.

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- SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear highly recommended.
- Fire retardant gloves, and fire retardant shoes 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 high-back seat only, must be bolted in using minimum 0.375 inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports are highly recommended.
- Seat must be mounted inside the frame rail and ahead of the “B” Post of the roll cage.
- Bottom of seat can be no lower than the bottom of the frame rail.
- All cars must have window nets securely connected to door bars (pop rivets, hose clamps, and/or wire tied not acceptable).
- Rear Springs must be cable or rope tethered so that they do not come out of a car.
- Roof Escape hatch approved provided it is closed and locked during racing.

ROLL CAGES.

- Car builders and drivers/owners are responsible for roll bar installation. Officials will examine all workmanship to check that roll cage welds are completed and may test to ensure the proper metal diameter and wall thickness was used.
- Round steel tubing, seamless roll-over bars are required for the basic roll cage. Acceptable minimum size tubing is as follows: one and three-quarters (1-3/4) inches by .090 of an inch or one and one-half (1-1/2) inches by .095 of an inch for mild steel and DOM tubing (one and threequarters (1-3/4) inches by .083 of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded. I-35 Speedway is not responsible for roll cage construction or for the size/quality of materials used. Low carbon, mild steel tubing is recommended.
- 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.

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.
- 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.

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- 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.
- Fuel cell must have in internal flapper valve.

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.