

I-30 Speedway – Alexander Road Exit 126 – Little Rock, AR 501-455-4567

**2007 GENERAL AND BUILDING RULES
MUFFLERS MANDATORY IN ALL CLASSES
SCHOENFELD 112535 REQUIRED IN SPRINTS**

**GATES OPEN AT 5:00 – DRAW CLOSES AT 6:30
HOT LAPS AT 7:00 – RACES AT 7:30**

IGNORANCE OF RULES IS NO DEFENSE!!

IF IT DOESN'T SAY YOU CAN ~ THEN YOU CAN'T!!

1. FLAGMAN HAS COMPLETE AUTHORITY DURING THE RACE!

2. Heats and “B” features are on a 15 minute time limit. After 5 yellows in an “A” feature – we will go green/white/checkered.

3. FIRESUITS ARE MANDATORY IN ALL CLASSES. No driver is allowed to race/hot lap in shorts & t-shirts. Racing helmets are MANDATORY in all classes and should have a “SNELL” rating of at least 95. Neck braces and window nets (or arm restraints) are MANDATORY in all classes. Fire resistant gloves and shoes are HIGHLY RECOMMENDED. These safety precautions benefit YOU!!

4. Only towing vehicle, trailer and racecar are allowed in pits. Any exception, the vehicle must buy a pit pass. Track insurance does not cover any damage done to any vehicle in the pit area.

5. Cars should be painted in a professional manner with the number painted in a contrasting color on BOTH sides and TOP of car, large enough for scorer to distinguish from the press box. THE TRACK ASSIGNS NUMBERS. WHOLE NUMBERS ONLY. If you do not register a number, or you run a number assigned to somebody else, you lose your right to protest the scoring of a race. Having your own number benefits YOU, not the track!

6. If needed, cars must pack the track. Track packing starts at 6:30. If you do not pack with your class, you will not receive packing points and you will run tailback in your heat. Cars that do not pack will not receive passing points if applicable. You have 3 minutes to get on the track once your class is called. You must stay on the track until motioned off in order to receive your 50 packing points. If you are having trouble with your car, please tell the tech person in order for you to retain your starting spot in the heat. You will not receive packing points. If you are late, NO points but you will retain your starting spot in heat.

7. Track officials are not allowed to draw for any reason. Line-ups will be made after the draw has closed. Car must be at track in order to draw. If you have not drawn, you will run tailback (no passing points). If you wish to run tailback, please tell the officials at the draw. IF one car does not make the line-up, all cars behind that car will move straight forward, except where point averages/passing points apply (the line-up will crisscross). If 2 or more cars in the same line do not make the line-up (or crash on the first lap), the cars will be crisscrossed.

8. POINTS GO TO THE DRIVER. Points are earned by packing the track, paying positions in the heats and by taking the green in the “B” feature and “A” feature. If you miss 3 consecutive point nights, you lose all your accumulated points. Every night is a track point night unless otherwise noted.

9. All cars MUST qualify through heats (or “B” features) for the “A” feature. The first heat determines the inside row and the second heat determines the outside row, except where passing points/point averages apply. “B” feature race transfers line up at the back of the “A”. We will spin the inversion wheel after heat races to decide whether or not to invert rows 0, 2, 3, 4, 5 or 6. If you break in hot laps and able to get car fixed by the “A”, you will be allowed to run AS LONG AS there are less than 20 cars in the “A”.

10. Race line-ups will be posted at the crow’s nest (by the scales) and at the back pit concession stand. It is the driver’s responsibility to know their position. All races will be aligned in the pit area. Drivers will be called to line up in the designated area. Cars are to be in the correct line up and ready to start the race before entering the track. If you miss the line up, you will run tailback. If you pass the pace vehicle, you will go tailback. No hot laps between races.

11. When the front row of cars reaches the white line (in turn 4), the start will be official upon the flagman signaling with the green flag. The pole car will set the pace, which shall be consistent with track conditions and as required to keep the field in NOSE TO TAIL FORMATION. If you are out of line, the yellow flag will wave and you will be put on the rear. The race is officially over when the checkered flag is thrown.

The only flag to follow the white is the checkered, unless the track is completely blocked and/or in case of fire. In this case, the race will be paid from the last completed lap. If the leader has taken the white flag and has a clear path to the checkered, the checkered will be thrown. If not, a yellow will be thrown and cars lined up (minus the cars in the yellow) and we will go green/white/checkered. If a yellow has to be thrown during this restart, the race will be over and paid from the last completed lap (minus the cars in the yellow/red).

12. The pole car should start the race at a reasonable speed. Do not keep the pace so slow that the cars behind are “bogged” down. Flagman may signal car to pick up speed. If this signal is ignored, flagman may put that car on the rear. This includes single file restarts. It is up to the front row to set an even pace so that the race is started evenly. If this cannot be done in 2 attempts, one or both cars will go to the rear.

13. On a restart, all cars return to their original starting position EXCEPT the cars that the yellow/red was thrown for. Those cars GO TO THE REAR. On the first lap, all cars must come through the green in order for the lap to be complete, except for those cars for which the yellow/red was thrown. After that, when the first 2 cars come through the green and a yellow/red is thrown, the lap is complete. The rest of the lap will be filled in from the last completed lap, with exception to the cars involved in the yellow/red. WE DO NOT RACE TO THE YELLOW OR RED FLAG. The scorers count laps from the press box, using the pole at the flag stand as the finish line.

A RED FLAG MEANS STOP ~ THERE IS A DANGEROUS SITUATION ON THE TRACK. DO NOT DRIVE AROUND TO BE CLOSE TO YOUR PIT CREW. IF YOU IGNORE THE RED FLAG, YOU WILL BE DISQUALIFIED. A green and red light on at the same time means it is an “open” red ~ your pit crew is allowed on the track. If only the red is on, it is a “closed” red and NO ONE is allowed on the track.

A yellow and red light on together is the signal for a complete restart in double file order. On single file restarts, a cone will be used on the back straight. Stay to the right of the cone. If you run over the cord or cone, you will be put to the rear. The race will be started when the leader reaches the cone (you may pick up speed coming out of turn 2). Cars need to be in nose to tail formation and if you pass cars before you reach the cone, a yellow will be thrown and you will go to the rear or you will be penalized at the end of the race for “jumping” cars. A cone is also placed on the front straight for cars to get single file. If you do not get in single file formation and/or go under the cone, you

will be put to the rear of the field. Lapped cars will be aligned the way they came across the finish line, not on the rear. If a lapped car does not want their spot, go off the track in turn 1 and come back on the back straight. A lapped car is defined as a car that is not on the same lap as the lead cars. Scoring is based on how many laps you have completed. If 2 cars are down the same amount of laps, but 1 car takes the checkered and the other doesn't, the car that took the checkered will be paid ahead of the car that didn't.

14. If you are charged with a yellow/red, you will go to the rear of the field, regardless whether you made contact or stopped on the track (refer to rule #1). Arguing will get you sent off the track. If you are charged with 2 UNASSISTED yellows, you will be sent off the track. If a yellow is thrown for debris and it is yours, you will be charged with an unassisted yellow. Sprint cars ~ if you require a 2nd push to be started ~ you will be charged with a yellow.

15. You have 2 laps to get into correct spot after being shown by officials. If you can not do that, you will be black flagged.

16. Intentional yellows will get you sent off the track (examples including but not limited to: flats, sitting in infield then pulling out on track and stopping, stopping on track then after yellow being thrown driving to pit area).

17. Any car leaving the track under yellow/red will go to rear of restart. Cars will be aligned according to the way they come back to the track. Minor adjustments can be made to a car under red. No pit crews allowed on track under yellow. Driver must stay in car unless told otherwise. If driver gets out of car, his/her race is over.

18. BLACK FLAG APPLIES TO ALL CLASSES. Not seeing flag is no excuse. The black flag will be given to any car causing 2 yellows, not at "racing" speed, dragging loose parts, flats on right side, excessive smoking or rough driving. (Again, refer to rule #1). If you ignore the black flag, we will ignore you at the pay window and when doing points.

19. Protests must go through pit steward. Protest must be done within 5 minutes of end of race. Only driver is allowed to protest.

DRIVER IS RESPONSIBLE FOR FAMILY AND CREW MEMBERS! This includes emails and phone calls. Any unauthorized person (this includes wives, kids, sponsors, girlfriends, boyfriends, pit crews, etc...) entering the press box or flag stand, will get their driver suspended for a minimum of 2 weeks. Any unsportsmanlike conduct will get the driver at least a 2 week suspension. The police officers will enforce the rules and regulations of I-30 Speedway in addition to the County, State and Federal laws. Flipping off the flagman/crowd is an automatic 3 week suspension ~ this will be strictly enforced. Excessive speeding or other inappropriate displays in the pit area will cause the driver to be suspended. This includes racecars and 4-wheelers.

FIGHTING: If you go to another driver's pit/car to argue/fight, you are the one who is considered wrong and you will be subject to penalties.

If you are suspended twice in one season, you will lose all accumulated points. If you are suspended in the last 4 weeks of racing, you will lose all accumulated points.

If you are suspended, you will not be able to race on the next point nights for your class. Rainouts do not count toward your suspension.

20. **COURTESY RULE:** Any car from another track with MINOR rule infractions will be allowed to race one night. However, you will be notified of any necessary changes and will have to be legal to I-30 Speedway rules on your next visit. The courtesy rules DOES NOT apply to mufflers, engine size, tires, or weight.

21. If a car cuts through the infield "wide open", it will be counted as one lap down. Stirring up dust is considered "wide open".

22. NO alcoholic beverages of any kind are allowed in pit area.

23. Unless you have received a handwritten (signed by management), notarized invitation to watch the races from the infield, STAY OUT!!

24. A drivers meeting will be called when deemed necessary. When one is called, any driver not attending forfeits any protest or discussion rights for the night.

25. Any driver changes that occur after the line-up is posted must start on the rear of the heat race. Any driver changes after the heat race, driver must start on the rear of the "B" or "A". A driver who had qualified for the "A" feature may change cars, but a driver who is not qualified for the "A" feature cannot race a car that is qualified for the feature. For any changes, you must notify track officials. If you fail to do so, you forfeit money and points earned for the night. NO driver changes after the green has been given in a race.

27. ALL PERSONS WHO ENTER THE PIT AREA MUST SIGN THE "RELEASE AND WAIVER OF LIABILITY AND INDEMNITY" AGREEMENT. If you have not signed this form and are injured, you are not covered by track insurance. It is your responsibility to read the form. Any personal property taken into the pit area is at the owners' risk and is NOT covered by track insurance.

28. Anyone sustaining injury must report the injury to the front ticket office by the end of the race night. Reporting the injury at a later date may void benefits. The track does not pay for ambulance rides. Do not assume that police officers or track officials will report the injury for you. Injuries sustained from fighting are NOT covered by track insurance.

29. Anyone under 18 years of age must have a parent or legal guardian sign a "MINOR RELEASE FORM" in order to enter the pit area.

30. I-30 SPEEDWAY RESERVES THE RIGHT TO REFUSE ENTRANCE TO ANYONE WHO REFUSES TO ABIDE BY THE RULES AND THE USUAL POLICY OF CONDUCTING AUTO RACES. THIS IS PRIVATE PROPERTY OPEN TO THE PUBLIC. WE DO NOT HAVE TO LET ANYONE WE SEE AS UNFIT ENTER THE PREMISES.

31. All cars in which weight, cubic inches, tires, carburetor or inspection rules apply, plus any car questioned and the driver notified, must go straight to the inspection and weigh station without stopping at their pit or elsewhere. Failure to do so will result in disqualification and loss of points and money. Upon inspection, if the car is declared illegal, all points and monies earned for the night will be forfeited. I-30 Speedway reserves the right to inspect any car at any time! Courtesy rule does not apply. If you weigh and are light, you will be DQ'D (no matter where you finished). ALL CLASSES: TOP 5 IN HEATS ~ TRANSFER SPOTS IN "B" AND TOP 5 IN "A" MUST WEIGH!!

32. Harassment of any track official will not be tolerated. Such action will result in suspension. When a car is being teched, no one from another car is allowed in tech area.

33. Special events may be governed by different rules. If so, amendments will be given on flyers and/or at the drivers meeting.

34. The management of I-30 Speedway reserves the right to change the race program or rules at any time to improve the racing program. Any point or rule not covered herein shall be decided by management at the necessary time and shall be final.

35. No more saving spots in the pit area ~ first come, first serve.

Car count determines how many heats will be run.

Up to 12 cars – 1 heat

13 – 20 cars – 2 heats

21 – 30 cars – 3 heats

31 – 40 cars – 4 heats
20 cars start the “A” feature.

The pay window is at the front gate. It is your responsibility to collect your pay. We do not mail your pay to you (we pay cash). It is your responsibility to fill out a driver information sheet. You will not be paid until you do.

The mailing address for the track is:

2900 Old Jacksonville Highway ~ North Little Rock, AR 72117

For rules regarding the Sprint Cars ~ go to ascsracing.com

For rules regarding the IMCA Modifieds and the IMCA Sport Compact Classes ~ go to imca.com

The IMCA Sport Compact class will also be our 2 person cruiser class. IMCA has given us permission to modify the class to add a seat (identical to the driver’s seat) and throttle on the passenger side.

WEEKLY AND ROOKIE OF THE YEAR POINT SYSTEM

“A” FEATURE	“B” FEATURE	HEATS
1. 79	5 + transfer	3
2. 76	5 + transfer	2
3. 73	20	1
4. 70	19	
5. 67	18	
6. 64	17	
7. 61	16	
8. 58	15	
9. 55	14	
10. 52	13	
11. 49	12	
12. 46	10	
13. 43		
14. 40		
15. 37		
16. 34		
17. 31		
18. 28		
19. 25		
20. 22		

2007 SUPER STOCK BUILDING RULES

ITEMS NOT ADDRESSED IN THE FOLLOWING MUST REMAIN STOCK AS PRODUCED BY ORIGINAL MANUFACTURER

IF IT DOESN'T SAY YOU CAN – THEN YOU CAN'T!!!

1. Any year model American made car. No front wheel drives allowed. Wheelbase must be factory stocks. No tolerance. No subcompact cars. Rack and pinion cars must be factory stock parts only. If chassis is altered or steering parts are not stock and in stock location ~ it's not legal. All unibody cars must be tied together. Must have a complete stock factory floorpan and firewall. Trunk area may be cut no further forward than pinion of rear end. Seats must be in stock location.

2. Complete stock bodies and frame for that year model. Stock floorboards, rear fenderwells and firewalls. Body must look factory stock, may use sheet metal on doors and fenders. NO aluminum bodies. NO plastic or sheet metal on rocker panels or fenders. NO side skirts or plastic or sheet metal on windows (except sunscreen (5 inch) on front window). NO ground effects on nose pieces. Bumpers may be square tubing ~ must run inner rub rail ~ minimum size 1 ½ inch round tubing on rear bumper. Must have tow loops front and rear. Spoilers must not exceed 6 inches. 2 braces allowed, one at each end and cannot exceed 6" in length. Spoiler must not be wider than trunk lid. Back of body must be enclosed fender to fender. Rear fender wells may be cut out for tire clearance, must maintain inner fender well that attaches to floor pan. Factory stock OEM frame front to rear. NO alterations allowed. This includes all cross members. Hood and trunk must be pinned down. Stock steel, aluminum, sheet metal or fiberglass hoods allowed. Factory trunk lid or stock appearing aftermarket trunk lid ~ steel only. Front fender wells may be unbolted and removed. Fenders may be trimmed for tire clearance.

3. All weight must be added in the form of roll bars or solid weights bolted securely to the frame of the car outside of the drivers' compartment. All weights must be painted white with car number on it.

4. All doors must be secured to body. Must have stock appearing hoods and trunks. All window openings must remain factory size. Must have 4 bars in front of driver's window. All cars must have front dash in stock location. Sheet metal only. Rear firewall must extend from bottom of rear window to bottom of floor pan. Holes in firewall must be covered with metal or aluminum. NO ENCLOSED INTERIORS. May replace factory dash with aluminum ~ no wider than 12". 1/8" thick doorplate is mandatory.

5. All glass must be removed, including head and taillights. No rear view mirrors allowed.

6. Gauges may be removed. All flammable interior (carpet headliner, interior side panel, rear seats, etc...) must be removed. Racing seat is MANDATORY. Wiring harness may be removed and replaced. Shoulder harness is mandatory. All cars must be equipped with racing safety approved seat belts bolted to the frame. No standard auto safety belts allowed. Neck brace and window net (or arm restraints) are mandatory.

7. Quick release steering wheel is optional. Quick steer boxes OK. Steering remains in stock position.

8. WEIGHT: 3400 lbs. after race with driver. Top 5 cars weigh after heat races. "B" feature transfer spots weigh. Top 5 weigh after "A" feature.

**ENGINE AND DRIVETRAIN:
ENGINE MUST HAVE BEEN AVAILABLE IN THIS VEHICLE. YEAR MAY BE
INTERCHANGED.
MUST HAVE 360 DEGREE EXPLOSION PROOF STEEL BELLHOUSING!**

IF IT DOESN'T SAY YOU CAN ~ THEN YOU CAN'T!!!

1. Engine must be stock production. Factory blocks only. No 90 or newer roller cam blocks. No bowtie or aluminum blocks. Casting numbers must be readable by tech official. No 400 blocks. Engine set back #1 plug even with upper ball joint. Flat top or dished pistons only. Maximum cubic inch displacement to INCLUDE clearance and wear is 364 for GM and Ford and 370 for Mopar. All others must not exceed 364 CID.

2. INTAKES: Any passenger car production cast iron intake or bowtie cast iron intake. No porting of the heads or gasket matching of intake or heads. Intake may NOT be reworked under carb area. No hi-rise or marine intakes allowed. (Hi-rise is defined as anything taller than stock ~ no matter what the stamp). Carb spacer no taller than 1 1/2" allowed. CARBURETORS: 4412 Holley 2 barrel or stock factory carbs. Must have unaltered OEM cast iron 2 barrel intake. Bottom throttle plate hole 1 11/16". Top 1 3/8". Factory stock HEI distributors. No remote coils on GM distributors. No onboard electronic devices capable of storing information allowed. No aftermarket electronic amplifying devices allowed. Tachometers only.

3. Hydraulic camshafts only. NO flat tappet cams or mushroom cams. No roller hydraulic cams. Engines must not pull less than 14" of vacuum at 1000 RPM's. All cars will be checked in tech. Zero valve lash is required.

4. Heads must be stock OEM production only. No aftermarket heads. Casting number must be readable by tech official. 2.02 – 1.60 valves in GM is the largest size allowed. No aluminum heads or angle plug heads. Aftermarket valve springs OK. Stock OEM rocker arms only. Screw in studs allowed. Vortec Heads OK ~ but no hi-rise or marine intakes allowed –and again, hi-rise is defined as anything taller than stock ~ no matter what the stamp.

5. Headers are legal. Must have mufflers SECURELY fastened to headers.

6. FACTORY STOCK automatics or standard transmissions. Must use factory stock OEM clutch disc and pressure plates on stock steel OEM flywheels only. Flywheels must weigh 26lbs. NO EXCEPTIONS!! Stock type factory torque converters required on all automatics. Driver must be able to put car in gear from park/neutral and move forward and reverse at time of inspection. Must have driveshaft loop. Driveshaft must be painted white. DRIVESHAFTS MUST HAVE 360 DEGREE LOOP!

7. There is a \$125 teardown rule on each: pistons, cams, lifters, rockers & porting heads and intake; flywheels/clutch; driveline. Driver only may protest. \$25 on the money goes into the driver's point fund.

8. CLAIM: \$350 cash and swap. \$50 goes to wrecker for pulling engines. Driver claiming MUST have raced in the Super Stock class the previous 2 feature events. LONG BLOCK ONLY.

Anyone wishing to make a claim must have finished the feature on the lead lap on the night of the claim. Only top 4 cars may be claimed. To claim, you must go to the infield and hand the cash to the officials within the 5 minute protest period. If you leave the track, the claim is void. If you refuse to swap, or refuse the teardown, you lose all money won that night and all accumulated points. Second refusal ~ same applies plus 3 week suspension.

Track owner may claim ANY engine as long as claim is made within 5 minute period.

No driver may claim more than 1 engine during the season. Claimed engine will be marked and must be run upon return to I-30 Speedway. If "marked" engine is not run upon first visit back to I-30 Speedway, you will not be able to run until "marked" engine is placed in car.

SAFETY REGULATIONS:

1. Roll cages are required. No screw joint fittings allowed. The minimum requirement for all roll cages on all cars shall be an "A" shaped affair, constructed of at least 1 ½" OD pipe with bars running from the upper right corner to the lower left corner, and just the opposite on the other side, forming an "X" as viewed from front to rear. There must also be a cross bar on top of "A" and 4 bars down the side and 4 bars around the top to complete a caged affair around the driver. All roll bar pipes must be at least .095 in thickness. Must have 3 kidney bars on the driver side and 2 bars on the passenger side. **MUST HAVE 4 BARS ON DRIVERS'S SIDE.** The driver and passenger door inner liner only may be altered as necessary to install bars in the door area. No further gutting allowed. Gussets required. Bars may be added to protect radiator and gas tank areas. 3 ¼" bars in front of the driver's window are mandatory. 1/8" doorplate is mandatory.

2. Gas tanks must be in stock location. Fuel cells mandatory. 32 gallon maximum. Gas tanks/cells must be securely installed with 2" wide by 1/8" steel straps. Pump, racing or aviation gas only. NO nitrous oxide allowed.

TIRES – WHEELS – SUSPENSIONS: IF IT DOESN'T SAY YOU CAN ~ THEN YOU CAN'T!!

1. IMCA, Street or track tires only. Any asphalt takeoffs allowed. NO tires softer than a 55 compound. NO recaps. 275/60/15 is largest street tire allowed. All tires must pass inspection.

2. Steel racing wheels only. Maximum width is 8". Right rear beadlock allowed. NO plastic or aluminum wheels. 5/8" wheelstuds mandatory.

3. Racing springs allowed on front and rear. Adjustable/Cheater weight jacks on FRONT only. Rear springs must use stock upper spring pads in stock location. This means you cannot run adjustable/cheaters on the back!!

4. Racing shocks allowed, must mount in stock location. No heim mounted shocks allowed. Must have 3 or 4 wheel brakes, valve must be in engine compartment. Must run factory brake pedal assembly. OEM Master Cylinder.

5. REAR SUSPENSIONS: All components and mounts must be steel, unaltered, OEM in OEM location and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25" from bottom of housing. No independent rear suspensions. No sway bars, panhard bars, J-bars, spring spacers or rubbers, chains or cables. NO gold tracs or any form of traction devices allowed. All rear ends must be locked.

6. 9" Ford housing highly recommended. GM rear ends **MUST** have axle retention. Grand National rear ends allowed.

It does not matter what you were told in the past concerning the building rules ~ these are the rules for 2007 at I-30 Speedway.