

MUST BE AN I.S.R.L. MEMBER TO RACE AT ANY TRACK. WE RESERVE THE RIGHT TO REFUSE MEMBERSHIP TO ANY PERSONS.

Rule Book 2020

Thank you for your interest in the Idaho Sprintcar and Racing League. Our goal is to have close open wheel racing and keep the cost as low as possible. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of auto racing events and to establish minimum acceptance for such events. These rules shall govern the conditions of all events and by participating in these events, all participants are deemed to have complied with these rules.

No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death of a participant, spectator, official or other. **No express or implied warranty of safety shall result from such alteration of specifications.**

Membership and Car Number: \$100.00. \$50 membership fee for one race.

SAFETY EQUIPMENT

1. Three (3) inch minimum lap and shoulder harness with one quick release is required. The safety belts must be securely mounted to the frame. The shoulder harness must come together no more than 10 inches behind the driver's head. No heating, bonding or welding may be done to the safety belt mounting hardware. Submarine belts are mandatory. ***All of the above are subject to tech approval. Major manufacturer's recommend (Simpson, Crow, RCI, etc.) belts to be replaced every three (3) years.***
2. Aluminum or steel seats are mandatory. No fiberglass. The seating system should provide a lateral support on both the left and right sides. High back/**full containment** seats recommended. **NO DZUS BUTTON mounting.** Seat should be bolted in at least four (4) places to the chassis, with at least two (2) on the back near shoulder level. Each mounting hole in the seat must have a minimum 2" diameter/0.060" thick reinforcement plate/washer. All seats and mounting are subject tech approval.
3. Helmets must be of Bell type design and be federally approved of **2015 or newer Snell** foundation or any other reputable testing firm with equal or better standards. No open face helmets.
4. All drivers will wear single layer Nomex uniforms with Nomex underwear or double layer

Nomex uniform or equivalent (one-piece suit suggested). **Treated cotton (Proban) is acceptable if the garment is replaced every 20 races as the treatment washes out unlike Nomex.** Nomex gloves are required. Arm restraints are required. Helmet restraint or support/brace/collar is mandatory. Hans type Highly Recommended.

5. Window net required on right side, both sides recommended. Net release mechanism should be readily accessible by safety crews from outside the car. **Strap ends must not be taped or zip tied to defeat the release mechanism! Quick release buckle highly recommended!**
6. Steering wheel center pad recommended. High density roll bar padding recommended on tubing in close proximity of the helmet area and drivers extremities.
7. Drag link safety strap recommended if outside/not captured by the header.
8. A fire extinguisher of at least 2-1/2 pound dry chemical type must be in each cars pit at all times. **A fine of \$10.00** will be assessed for not having one in your pit at each scheduled race event. An on-board fire suppression system such as the 1# Halon unit from Riverview Racing Products is recommended, especially on cars which will need to add weight. **See weight rule on Page 6.**

CHASSIS AND BODY

1. All main roll cage and main frame rails must be constructed of chromoly steel tubing of at least 1 3/8" O.D. with a minimum wall thickness of 0.095", any other sizes must be equivalent in strength. Cage must extend at least 2" above drivers head. A halo bar may be required to meet dimension. Diagonal braces in the balance of the cage must be of the same type of material but not the same O.D. The safety inspector reserves the right to drill a 1/8 inch hole for inspection if a question arises to the thickness of the tubing used. The technical inspector must approve general construction of all roll bars. The frame must be constructed so that the main frame rails are inside the wheels. **The engine block itself must be inside the frame rails.**
2. All cars must have floor boards and/or belly pans extending from front fire wall to rear fire wall and from frame rail to frame rail. No floor boards under the fuel tank. The fire wall must be made of metal at least 0.032 inches thick.
3. Tires must be on all four points of the car. Four tires maximum, no dual wheels. **The minimum wheel base is 85 inches.** The minimum tread width is 48 inches to center of tire. **The maximum width is 85 inches outside to outside of wheels or tires at the widest point.**
4. Nose pieces, hoods, tail pieces, and side panels are mandatory. The bodies must not extend more than two inches outside the frame rail. No side foils, rudders or panels are to extend beyond the rollcage on any side. No wedges or foils underneath the racecar. No pieces may be added to the frame or body so as to resemble, imitate or be specifically designed to deflect, trap or form an aerodynamic downforce producing wing/windbreak/spoiler of any nature, **except those to cool/protect the motor and braking system.** No nose or top wings except for special events.

Nose pieces may be removed for cooling reasons.

5. **Side nerfs must be within one inch of normal width of tires.** Any nerf with added weight (fuel cell, battery, etc) **must be at least 0.095 wall tubing**, and bolt to the frame with 5/16" minimum bolts **at four (4) points minimum.** Nerf must also be designed to carry the weight intended and to specifically protect these items. **See General Rules #4.** NO LEAD-FILLED or WEIGHT-FILLED NERF TUBING. The front and rear bumpers must have a contact point of 18-20 inches above the ground. The contact point of the rear bumper must be **at least 6 inches in height.** The bumpers must not extend more than 4 inches past the frame width. No part or attachment on the car can be wider than the outside nerf irons, or extend past either bumper. No large gussets on **front** bumpers.
6. Any torsion bar, coil over, leaf spring suspension or combination is acceptable. Quick change type center sections are allowed. Independent suspensions are **not** allowed. The center line of the engine block cannot be behind the center of the wheel base. **A maximum of 8 1/2 inches**

of offset measured from the crank shaft centerline to the center of each rear wheel is permitted.

Centerline of the crank - LR wheel center. Centerline of the crank - RR wheel center. The difference of the two measurements divided by two (2) is the offset.

7. The numbers must be displayed on the nose and tail piece. They must be large and positioned to aid in scoring.
8. No rear-view mirrors are allowed.
9. Knee guards required on cars with conventional sprint car steering boxes. Must meet tech requirements. **A quick-remove steering wheel is required on all cars.**
10. **One way radio required. No two way radio communication.**
11. No cockpit adjustable suspension of any kind allowed.
12. **Aluminum or steel wheels allowed.**
13. **Carbon fiber or titanium components are allowed but discouraged as the weight rule makes this exotic material unattractive for keeping costs down.**

CARBURETOR – All Engines

1. If running a V8 any **Holley #4412 2 barrel carburetor** is approved. If running a 4.3 v6 carburetor size optional.
2. E85 Carb: ***Modifications for E85 fuel allowed by modifications or replacement of the metering block only.** Other modifications to E85 carbs are NOT allowed as per CARBURETOR Rule #1. Subject to tech approval.

3. **Spacer plate/adaptor plate allowed. 1 ¼” maximum including gaskets measured from carburetor mounting surface to intake mounting surface.**
4. Pump gasoline with up to 85% ethanol allowed. Racing gasoline allowed. No straight alcohol fuels. No nitromethane or exotic fuel mixtures permitted. No nitrous oxide, supercharging, or turbocharging allowed.

FUEL CELL/FUEL SYSTEM

1. The fuel line must have a ¼ turn shut off valve within easy reach of the driver. No plastic or glass fuel filters. Fuel filters and fuel lines must be securely mounted. No ridged metal fuel lines.
2. Fuel cell or bladder required. Metal can/housing for fuel optional. No metal only fuel tanks. 10 gallon or less recommended. Locking type or threaded caps only. No stock type caps. Cell tank must be strapped or securely fastened to chassis. All fuel cells and mounting must meet tech approval
3. Fuel pump may be mechanical or electric. **If an electric fuel pump is used, a fuel pump power cut-off switch operated by engine oil pressure must be used.**

GENERAL RULES

1. **Engines must be in upright position**, no side tilting of engines whatsoever.
2. All ignition switches shall be of toggle design and mounted in plain sight on the dash on either side of the steering wheel. **Ignition, fuel pump, and fuel shut off valve must be labeled and marked in red.** No switches under the steering wheel.
3. **All cars must start under their own power.** Starters must operate from the driver cockpit.
4. Dry cell, spiral cell, other **non-liquid type battery** required. May be mounted in a box or

otherwise very securely mounted. Nerf mounting allowed **on 6 cyl cars only** with nerf specially designed to carry the extra weight. Mounting/installation subject to tech approval. See Chassis and Body #5.

5. Aluminum or steel flywheel allowed. Any clutch type allowed. Flexplate and Button/crank drive allowed. Direct drive with self starting capability (Bump Start) in any configuration is allowed.
6. Aluminum bell housing used must be in front of the torque plate, if not, a scatter shield of at least 3/16" must be installed to cover 270 degrees of the clutch assembly from the end of the crankshaft to the main input shaft bearing. It must be securely mounted to a frame member. An approved steel bell housing adaptor may be used.
7. A manual transmission or big bell in-out box can be used. A non-shifting direct drive can be used. If second gear is used as the main drive gear, a minimum 3/16" thick scatter shield must cover the transmission in a manner to protect the driver. No automatic transmissions or fluid couplings allowed. The revolving part of the driveshaft must be completely enclosed by metal tubing from u-joint to u-joint with a minimum wall thickness of 0.125" for steel, 0.250" for aluminum. The tubing may move up and down with the rear end. Torque tube hoop or safety strap recommended.
8. All cars must have a leak proof burp tank of one-gallon capacity. No antifreeze allowed, **water only**. May use water-wetter or equivalent.
9. Foot operated hydraulic brakes controlling all four wheels in good working order are required.
10. All throttle pedals must have toe return straps and double return springs. Subject to tech approval.
11. Mufflers required to meet maximum 95db at 100ft. May change due to track requirements.

1966 AND OLDER OEM SPEC ENGINE RULES

1. Any 6-cylinder Canadian or American car or truck production engine built up to and including 1966 OEM specifications. Cubic inch limit is 300 C.I.D.
2. Blocks: Block over bore is limited to +0.125 inches, over stock bore. Painting and polishing, deburring of the block is allowed. Machine processes to renew surfaces are allowed. Oiling/oil passage mods allowed.
3. Cylinder Head: Runners/chambers may be ported and polished. Must be OEM casting. No overhead cam allowed
4. Valve: Must meet 1966 or older OEM specifications for diameter, i.e. 1.72"/1.5"E for inline Chevy. One piece aftermarket valves allowed. Steel valve spring retainer only, no titanium. Aftermarket stem seals allowed.
5. Springs: Any spring(s) allowed but must fit stock OEM diameter spring seat.
6. Piston: Any piston/piston pin/ring package is allowed.
7. Crankshaft: Must be 1966 or older OEM spec. Polishing and lightening of the crankshaft is allowed. No stroking of any kind is allowed. Balancing is allowed. Resizing of journals allowed.
8. Camshaft: **Camshaft must be 0.410 inch lift maximum at valve**. Measured tappet lift is multiplied by rocker ratio to calculate lift at valve. **Hydraulic flat tappet** camshaft only. No overhead camshaft designs allowed. Any OEM diameter hydraulic lifter allowed. **Oiling hole mods allowed**. **No other** modifications to the lifters allowed.
9. Connecting rods: Polishing, lightening and balancing is allowed. Any rod bolt allowed. Bushed small end allowed. **Eagle rod part number CRS5700SLW-6 allowed as the only aftermarket connecting rod for Chevy. Ford TBD.**

10. Intake Manifold: Cast aluminum/iron production intake manifolds only.
11. Rocker Arms: Stock stamped steel or aftermarket roller allowed. Up to 1.75:1 ratio maximum for Chevy inline engines. Other makes, ratio TBD or use stock ratio only. No shaftmount aftermarket rocker arms allowed. Any rocker stud allowed. Roller rockers *must have ratio* stamped, marked or otherwise indicated by manufacturer on the rocker body for camshaft tech. Subject to measurement. Stock stamped steel rockers will use the factory OEM ratio spec.
12. Headers are allowed. Oil pan mods allowed. No dry sump oil systems.
13. Balancer: Stock or aftermarket crankshaft dampener allowed.
14. Ignition: Can be OEM points or OEM electronic distributor. Aftermarket coil, cap, rotor, and module allowed. Modifications to vacuum and/or mechanical advance allowed. External HEI coil system optional. No magnetos or crank trigger ignitions.
15. Any stationary parts to improve the life of the engine are allowed.

1996 and OLDER OEM SPEC ENGINE RULES 4.3

1. Any 6-cylinder Canadian or American car or truck production engine built up to and including 1996 OEM specifications. Cubic inch limit is 270 C.I.D.
2. Blocks: Block Cylinder over bore are limited to 0.060 inch. overstock bore. Painting and polishing of the interior block is allowed. Machine processes to renew surfaces are allowed. Oiling/oil passage mods allowed. Grinding for clearance allowed. Center main caps may be aftermarket **2 or 4 bolt**. **No aluminum blocks allowed.**
3. Cylinder head: Casting must be OEM specs for model and year of engine. Casting may be a later model year, but is allowed if it meets 1996 and older model specs. **TBI or Vortec cylinder head castings allowed. Cylinder head must remain as cast** unless specifically noted here. No modifications of valve stem angle. No modifications of spark plug angle. Multiple angle valve **job including radius type** allowed. Blocking/filling of exhaust crossover and contouring the fill allowed. Screw-in studs/guideplates allowed. Pushrod hole enlargement allowed. Oil drain back holes can be polished/painted. Valve seat replacement allowed. **No aluminum cylinder heads allowed.**
4. Valves: OEM O.D. valve size for year and model of engine. **Steel or stainless steel valves only.** Steel valve retainer only, no titanium **or aluminum**. One piece aftermarket steel valves are allowed. Aftermarket stem seals allowed
5. Springs: Any **spring package** allowed but must fit unaltered stock O.D. OEM diameter spring seat. **GM inline and V6 is 1.26" O.D.**
6. Pistons: **Piston heads must be flat top**, no dome. **Valve relief size optional. Piston must be 0.000 inch deck or below.** Any wrist pin/ring package allowed.
7. Crankshaft: OEM casting. No polishing, grinding or coating of any kind allowed. Removal of or additional weight added for balancing allowed. Resizing of journals allowed.
8. Camshaft: **Camshaft must be 0.510 inch lift maximum at valve.** Measured tappet lift is multiplied by rocker ratio to calculate lift at valve **in the event of a motor tech check.** **Hydraulic flat tappet** camshaft only. No overhead camshaft designs allowed. Any OEM diameter hydraulic lifter allowed. No modifications to the lifters allowed **other than oiling holes.**
9. Connecting rods: Polishing/balancing is allowed. Bushing small end allowed. Any nut/bolt allowed. **Eagle CRS570063D rod allowed as the only aftermarket connecting rod.**
10. Intake manifold: Must be Edelbrock #2111 TBI or # 2114 Vortec for General Motors V6. Any other engines must have tech approved intake, TBD. No polishing, port matching, welding,

brazing, coating, relieving or grinding allowed. Water passage modifications allowed for extra water lines only.

11. Rocker arms: Stock stamped steel or roller rocker arms allowed. Up to 1.52:1 ratio maximum for Chevy 4.3L, other makes TBD or use stock ratio only. No shaft-mount aftermarket rocker arms allowed. Any rocker stud allowed. Roller rockers must have ratio stamped, marked or otherwise indicated *by manufacturer* on the rocker body for camshaft tech. Subject to measurement. Stock stamped steel rockers will use the factory OEM ratio spec.
12. Headers are allowed. Oil pan mods allowed. No dry sump oil systems.
13. Balancer: Aftermarket crankshaft dampener optional.
14. Ignition must be OEM for year and model. GM HEI distributors: Aftermarket coil and module allowed. Modifications to vacuum and/or mechanical advance allowed. External coil optional. Other makes TBD. No magnetos or crank trigger ignitions.

ENGINE GM CT 350 - CRATE # 88958602 (all rules subject to Protest Procedures) ISRL SEAL FEE, \$8.00 per seal used (minimum 1, maximum 2) payable at time of re-seal. Unaltered and complete General Motors factory sealed crate engine # 88958602. Or track MS CT350 (602 crate) as prepared and available by Meridian Speedway. Unusable 602 crate motors may be submitted to the speedway for credit. Approved GM head seals must be in place to be legal crate motor, any MS crate motors provided to competitors will be fitted with a tamperproof head seal. (If it broke, sell the parts or credit and get a new one). All new or used engines with factory 602 seals must be also-sealed by Meridian Speedway. (drill two head bolts for wire seal installation at speedway). Any rebuilds approved prior to 2011 racing season were subject to approval by MS officials and were logged and sealed any. Rebuilds are no longer allowed, any 2012 approved and grandfathered rebuilds sealed by MS official(s) (cap seal at intake, first two head bolts with wire/lead MS SEAL) shall be allowed to compete for the remaining life of the engine. If the factory GM seal or the MS seal on a grandfathered motor doesn't meet the proper specifications, the motor will be disallowed and the points and monies will be taken from the competitor as per the rulebook. Removal of any MS seal or any GM factory intake or head seal shall make that engine ineligible for competition and otherwise illegal for future competition. No engine modifications will be allowed. Valve springs, retainers and keepers must remain OEM and their size and installation specifications must remain within OEM spec and may be changed by competitor. Castings and fittings cannot be changed No machine work on outside of engine. No aftermarket engine parts allowed. OEM ONLY (unless otherwise specified. an SFI rated ring gear or any flywheel is approved. All cars will still remain self starting.. Sprintcar timing cover, water pump and power steering pump may be used if desired. GM Factory distributor as installed and delivered with 602 crate engine will be required and shall be unaltered with the exception of cap, wires and module. *A competitor that submitted a rebuilt 602 motor for sealing, declared their motor legal as per Engine Specifications on Crate Motor and Supplement for Engine Rebuild table published below. That motor was logged as "uninspected" and is eligible for protest or teardown. If a grandfathered engine is tore down and found legal, it may be resealed at that time and the seal fee must be paid. Head gaskets and intake gaskets may be replaced at that time, but must be sealed before the tech inspection is concluded.*

Tear down protest fee will be \$400.00. You must start main event to be eligible to protest engine

If engine is deemed illegal a \$1,000.00 fine will be assessed and must be paid before you can compete again and all points for the season will be lost

The Following rules are exceptions and amendments to GM602 crate engine Specs.
350 GM Spec Engine

1. Block——

Any full circle rear main seal block

- A. No alterations allowed**
- B. Can be 2 or 4 bolt mains**
- C. May be align honed if necessary**
- D. May be over bored a max of .030 inches**

2. Crankshaft——

- A. Any cast iron full circle rear seal and crankshaft that in as cast configuration fit above block**
- B. No lightening allowed**
- C. May be balanced**
- D. Rods and mains not to exceed .030 undersized**
- E. No offset grinding**
- F. May not be coated, chromed, or tough righted**
- G. Camshaft must be purchased from ISRL GM #24502476**

Camshaft decreeing allowed

- H. Connecting rod may be stock powered metal part.# 10108688 or Scat .25700P Short # 2-1CR5700P**

3. Cylinder Head——

- A. 96-2000 Vortec Cast #12558062, 1255090**
- B. No porting, polishing or coating of any kind**
- C. No modifications to head allowed**
- D. May be surfaced, but if comes under 64cc volume head gasket thickness will be adjusted**
- E. May have seats installed in exhaust seats with no modification to Port or area under seat**

- F. Valve guides may be replaced
- G. Must use stock valves, no stainless or titanium
- H. Stock diameter valve springs and hardware
- 4. Pistons——
 - A. Sealed power #H815-DCP
 - B. GM Pistons no longer serviced and Must remain .010 down in cylinder
 - C. Timing chain may be roller chain
 - D. Intake manifold part #12366573 GM or Edelbrock #2716
 - E. Dist GM #93440804 or any after market HEI Dist
 - F. Must be wet sump engine, no dry sump pumps
 - G. Must use stock stamp Steel Rocker Arms

Tear down protest fee will be \$400.00. You must start main event to be eligible to protest engine

If engine is deemed illegal a \$1,000.00 fine will be assessed and must be paid before you can compete again and all points for the season will be lost

WEIGHT RULE

1. **Weight Limit Rule 6 Cylinder Engines: Cars equipped with clutch coupling to be 1650 lbs with driver minimum. Cars equipped with flexplate/direct drive (bump start) to be 1675 lbs with driver minimum. 60.0% left side maximum weight with driver.**
2. **Weight Limit Rule V8 Engines: Cars equipped with Crate CT350 602 V8 engine or 350 spec motor to be 1750 lbs with driver minimum. 60.0% left side maximum weight with driver.** May be weighed any time during a scheduled race night. Top three weigh immediately and go directly to the scales after a main event finish. Maximum three attempts to make weight. Scale tech person(s) to be determined/approved by the ISRL. Any weight added must be VERY well secured and subject to tech approval. _____

TIRES

1. **Tires must be purchased through the ISRL to be permitted.** Tires may be serialized/marked/branded and will be documented for replacement reasons. Most run four main events before tires can be replaced. There will be penalties and fines for any violations, set by the ISRL officials. Any used tires you plan on using **must** have a serial number/mark from the previous year(s) on them for documentation. It is your responsibility to report any previously used tires that you intend on racing with, to get approval before entering an event with them.

Tires damaged on the track can be replaced but you must justify the reason with an ISRL official before doing so.

2. **Tires qualified on must be run in the main event.**

3. Tires will be checked prior to Qualifying and prior to the Main Event.

4. **Class spec tire is the Hoosier Right Rear - 27.5x17x15" M30 /M40**

Left Rear - 26.0x13.5x15" **M20**

Left Rear - 25.5x13.5x15" **M20**

Left Rear – 25.0x13.5x15" **M20**

Right Front – 25.0x11x15" **M2030**

Right Front – 24.5x10x15" **M2030**

Right Front – 24.0x11x15" **M2030**

Left Front – open

American Racer tires approved in 2019 will be approved in 2020 with no stamp requirements or restrictions

Tire sizes, tire compounds, and tire rules are subject to change depending on availability or wear characteristics as determined by ISRL officials.

PROTEST AND PENALTIES

1. Any driver that starts in the ISRL main event may protest any other driver. Written notice must be given to the ISRL official or representative **within 30 minutes** of the end of the ISRL main event. The ISRL officials reserve the **right to protest** any and all parts of the race car **at any time** during a scheduled racing event. If you refuse a tech man or protest, all points will be lost to that point and a \$100.00 fine must be paid before you can participate again.

2. The protest fee is **\$400.00 cash** only. If the car protested is found to be legal, the owner will keep \$350.00, and \$50.00 will go to the Association. If found illegal, all earned points for the season to date will be taken away and a \$1000.00 fine will be assessed and paid before you can compete again. \$350.00 will be returned to the protester. Those allowed at the tear down are as follows: The Protester, The Car Owner and/or Driver, Tech Man, and Board of Directors. The Board of Directors may close the protest and declare the car illegal if the owner or driver creates a problem.

3. **All penalties will be determined by the Board of Directors.** Fines and points loss may be the penalty depending on infraction. Any driver, owner, and/or crew may be fined. Drivers may lose points and be fined at any time. All fines will be deducted from race earnings before the purse distributions are made.

4. Rough Driving: **Penalties to be determined by the race director. Fines or finishing positions or both. If problems continue, your membership may be revoked.**

OTHER

1. Safety Rules are subject to change at any time. Written notice will be submitted to all ISRL members if any changes are made. **Tech rules will not change for one year.**

2. Rookies. All rookies entering the class must run three main events in the scratch position. Rookie drivers must run a minimum of three races in the scratch position in the same

year to be eligible for end of the year rookie award. ISRL will determine rookie status. Rookie of the year will be determined by end of the year points between all tracks sanctioned by the ISRL.

3. Conduct. Any conduct detrimental to the ISRL or the sport of racing will not be tolerated. Driver's are responsible for their crews and car owners. Memberships may be revoked due to conduct. If you have any questions that you feel are not answered, it is your responsibility to ask. All of these rules will be determined by the Board of Directors, the ISRL officers and Tech Committee. We all know the rules, so follow them and have fun. **ISRL Points System will be the same as Meridian Speedways.**

Mission Statement:

The I.S.R.L. is committed to produce a fun, competitive and enjoyable race environment for our drivers, families and fans. We intend to create a show that our fans demand and track promoters

cannot turn down. Racing is not just racing, it is a life style.....Are you ready to start living?