



2011 4-Cylinder Stock Car Rules

Unless otherwise noted, all parts to be OEM and must match make and model of car and be stock unaltered. ALL DRIVERS MUST PRESENT A HAYNES OR CHILTON MANUEL FOR THE MAKE AND MODEL OF CAR DURING TECH OR MAY RESULTS IN BEING DQ

1. Safety Equipment:

Rules apply at all times the car is on the track. Helmets must be SHCS or SNELL approved Roll bar padding required in driver compartment. Full fire suit, fire retardant neck brace and gloves required. Recommended: Fire retardant shoes and head sock; head and neck restraints; collapsible steering shaft. Driver side window net required, minimum 16"X20" ribbon or mesh style, and be mounted so latch is at top front of window. Minimum 3 inch wide five point racing harness required. Must be mounted securely to roll cage, recommended to be no more than 1 year old. Kill switch required on dash within easy reach of driver and must be clearly marked 'OFF and ON". WILL BE ENFORCED. Must have working fire extinguisher mounted securely. Safety, general and miscellaneous rules also apply.

2. Body / Chassis:

Must be stock unaltered OEM appearing. Front or rear wheel drive. Must have originally been at least four passenger. Maximum 104-inch wheelbase. No gutting allowed (see door bar rule). Sunroof and T – Tops must be enclosed with steel. Hood and trunk lid / hatch must be securely fastened. Hood and trunk lid/hatches must be able to be opened. All glass must be removed and openings remain uncovered. Rear quarter glass openings may be covered. All doors must be welded or bolted shut. All exterior lights, chrome/plastic trim and hood insulation must be removed. Bumpers must be welded, chained or cabled to frame. Rub bars allowed. 2" by 1/4" max Tow hooks required on front and rear of all cars. Cars without tow hooks will be disqualified. Cars must be painted in bright colors. Car number must be at least 24" tall and 3" wide and be in contrasting color on doors. Car number (at least 6" tall) must be on upper corner of passenger side of windshield. No duplicate or 4 digit letters/numbers.

3. Roll Cage:

All tubing must be 1.75-inch O.D. and .095 inch wall thickness. Properly constructed roll cage required. Example: must be welded to minimum 4 inch by 4 inch by .125-inch plates, which must be bolted to similar plates beneath floor pan (sandwiched) using four .5-inch grade 5 bolts through each plate. Must have diagonal bar in rear hoop with horizontal bar intersecting center of that bar. Must have 2 bars off top of rear hoop going downward at approx. 45 degrees and be bolted through the floor as stated above. Must have 1.25 inch minimum O.D. cross bar in top halo. Bars may extend thru firewall or beyond rear strut towers but may not be outside of body.

4. Door Bars:

All tubing must be 1.75 inch O.D. and .095-inch wall thickness. Drivers side must have minimum 3 horizontal door bars welded to front and rear of main cage. 2 bars recommended on passenger side. Driver side must have 2 upright from top door bar to bottom door bar. Driver door may be gutted for door bar installation, must be replaced with steel doorplate. Must be 18- gauge or .049 inch minimum thickness and securely welded to outside of door bars. Plate must cover area from top door bar to bottom door bar and from rear down post to 5 inches in front of seat. Must be visible for inspection.

5. Driver Compartment:

Minimum 3 windshield bars in front of driver with screen. Approved steel or aluminum racing seat required. Must be bolted or welded securely to the roll cage. Back of seat must fastened to roll bar members. Driver must be sealed off from the track, engine, transmission and fuel cell/tank. No mirrors. No Interior metal may be removed (see door bar rule). All flammable material and air bags must be removed. Dash and pedal must remain unaltered. Firewall must have no holes.

6. Suspension and Steering:

All components and mounts must be unaltered, OEM and match year, make and model of car. Rear wheels must track straight ahead and be in alignment with the front wheels. Car can ride no lower than 5 ¼ inches, measured from rear of front lower control arm frame mount bolt head to the ground.

7. Shocks:

One steel, unaltered, non-adjustable, non-take apart, OEM mounted shock, in OEM location per wheel.

8. Springs/struts:

One steel, unaltered, OEM mounted spring/strut in OEM location per wheel, spring rubbers allowed.

9. Tires and wheels:

Tire must be DOT, unaltered, OEM for year, make and model of car. No mud or snow tires. Wheels must be DOT, steel or aluminum unaltered and OEM width and offset for car used. No wheel spacers or bleeder valves. Must have one inch O.D steel lug nuts on right front. SAME SIZE RIMS ON ALL FOUR TIRES (14 in fronts and 14 in rear or 13 front and rear)

10. Brakes:

Must be steel, unaltered, OEM operative, 4 wheel disc or drum brakes, and match year, make and model of car. Master cylinder must be OEM location. No brake shut off or bias adjuster. Steel brake lines only.

11. Exhaust:

Must extend past driver cockpit. Smog pump, catalytic converter and air conditioning compressor may be removed.

12. Weights:

No weights allowed.

13. Battery:

One conventional, wet cell or gel cell, 12-volt battery only. Must be securely mounted. Positive post must be covered. May be relocated to the trunk area, but be secured in a marina box. Must be isolated from the driver. Car must start without being pushed or pulled from initial staging area or go to the rear of that race.

14. Fuel system:

Must have complete, unaltered, OEM fuel system for year, make and model of car. Gasoline only, no ethanol or other additives NO E-85. Gas tanks ahead of rear axle allowed but must install a shield under it. Gas tanks behind rear axle must be removed and replaced with a maximum 10-gallon fuel cell and relocated to the trunk area. Must be securely mounted using two, .125 inch thick, solid steel straps, 2 inches wide, completely around the fuel cell. Metal firewall must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. No cool cans. Fuel lines through driver compartment must run through metal pipe or conduit.

15. Gauges/Electronics:

12-volt ignition system only. No ignition boxes. Only gauges allowed are analog oil pressure, water temp and tach. All ignition components must be unaltered, OEM and match year, make and model of car. No traction control, permanent suspension if found.

16. Transmission:

Must use OEM, unaltered transmission that came in that year, make and model of car. All forward and reverse gears must be operational. Flywheel, flex plate, clutch and torque converter must be unaltered, OEM for year, make and model of car.

17. Final Drive (Differential):

Must be unaltered, OEM for year, make and model of car. No torque dividing final drives.

18. Engine compartment:

Engine and radiator must be in OEM location. No accumulators/accusumps. Front strut crossbars allowed 1 by 1 round or square tubing. (max)

19. Engine:

4 cylinder only. All components must be OEM unaltered for year, make and model of car. No turbo charged, rotary, or super charged engines. Must have $\frac{3}{4}$ inch inspection hole in timing cover at top gears and in the dust cover at the flywheel area. must idle at stock rpm

20. Claim rule:

Any car that finishes on the lead lap of the feature may claim the top 4 feature finish cars for \$1250. To make a claim you must give the official in staging a sealed envelope with \$1250 cash in it and the car number being claimed on the envelope. If the car being claimed fails to finish the feature in the top 4, the claim will be void and your money will be returned. If more than one car is claimed in a night or the same car is claimed by more than one driver, the driver finishing farthest back in the feature will have first right to make the claim, all other claims will be denied. Racing seats, safety belts and gauges are not included in the claim. If a driver refuses the claim they will loss points and pay out for that night and the money will be returned to the driver making the claim. Second refusal will result in the same as the first plus a \$150 fine. Third refusal will result in the loss of pay out for that night, loss of season points and revocation of racing privileges for the remainder of the season. A driver cannot make a claim more than 2 times in a night. No claims allowed on opening night or non-point events. A driver must compete in at least 50% of all regular points race events to make a claim.

The track reserves the right to confiscate any parts found to be illegal.