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Eligible Cars

4- or 6-cylinder front wheel drive compact cars only, 3500 max. No full-size cars allowed. No SUVs, Cross Overs, or Vans permitted. Wheelbase must be between 90 and 107 inches. 75" max width, as measured by Toe plates outside of tires. No convertibles or all wheel drives allowed. No rear or mid-engine cars allowed. No power adders of any kind allowed. (superchargers, turbos, or chemical adders included). Cars must maintain OEM engine manufacturer. Example: Ford to Ford, Chevy to Chevy, Honda to Honda, etc. No aftermarket blocks, Stock type cylinder heads with stock casting from the same engine family as the Block. Throttle body must be attached to the intake manifold at the stock location. One fuel injector per cylinder. OEM starters only. NO ITB INTAKES ALLOWED. All forward and reverse gears must work.

Safety

All drivers must have a Snell SA approved helmet with a SA2015 or later certification. The tag still must be inside. Helmets must be always worn while on the racing surface. No motorcycle or dirt bike helmets are allowed. Head sock or helmet skirt is mandatory, if vehicle does not have full windshield, you must have helmet sock. Drivers are required to wear a flame retardant SFI rated driving suit that is free and clear of cuts and/or rips. Flame retardant racing gloves and shoes must also be worn. No mechanic gloves. Hans device or similar devices are mandatory. No foam wrap around or horseshoe neck collars permitted. All Hans and others certification stickers must not be older than four years old from the present year. SFI approved window net is required and to be securely mounted with a latching device at the top. Window net must remain latched whenever the car is on the racing surface. A minimum of a 3" wide 5- or 6-point safety harness is required. HANS ready belts (2" upper straps OK) Must be attached with Grade 5 hardware or better to the roll cage or seat mount. Certification dates on the belts may not be older than 3 years from present date and still have certification tags attached on them. Belts must be securely latched when on the racing surface and an Aluminum containment seat is mandatory. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength. Must be bolted with 3/8" or larger grade 5 or better bolts with washers to prevent pull through. 2 ½ pound fire extinguisher is mandatory, but a fire suppression system is recommended. Battery must be in an approved battery box. A battery shut off switch is required. Master switch must be mounted within the driver's reach. A fuel pump switch is also required and must be mounted at the left front (driver's side) of the interior in a location that can easily be reached by the driver and track safety. The switch must be clearly labeled. Battery may be relocated to the area behind the driver or in the trunk. Battery must be securely mounted to the floor or roll cage. **Raceceivers** are mandatory and a part of the driver's personal safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their raceceiver is working.



Exhaust

Single exhaust only, and must be sealed with no leaks, no tubing larger than 2.5" diameter will be allowed anywhere in the exhaust system. Exhaust must exit behind the driver and away from the fuel cell. There must be a heat shield between any part of the exhaust within 6" of the fuel cell, and it must be approved by an official. No part of the exhaust system may enter the driver's area.

Roll Cage

Roll cage must be a 4- or 6-point design and be constructed of 1 ¾ or 1 ½ .095 or thicker steel tubing. Must be roll cage tubing (HREW, CREW, OR DOM). No Square tubing allowed in the main portions of the cage, square tubing may only be used at the base of the cage, for fuel cell mounting, ETC. All tubing connections, seams, and bracing must be fully welded. No tack welds. Cage must be attached to the floor/unibody frame of the vehicle by welding to the rocker rail or to ¼ minimum thickness sandwiched plates bolted to the floor. However, it is highly recommended that the 4 point be attached with 2"x 2" square tubing instead of sandwich plates. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of the cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side connected with spacing bars between each door bar. Drivers' side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing or bracing to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum of ⅛ thickness. Roll cage design must include a minimum of 5 bars extending side to side (top of the main hoop, dash bar, middle of the main hoop and the bottom of the main hoop). An additional bar connecting the left and right-side door bars behind the driver's seat is permitted; bars extending through the firewall are permitted. Diagonal support bars extending from the main hoop to the rear are encouraged. Teams are encouraged to add as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of our officials will not be allowed onto the racetrack.



Bodies

All exterior trim including lights, body moldings, mirrors, etc. must be removed. Must have a stock roof. All cars are required to have complete bodies including both bumper covers and deck lid. Aluminum sheeting will be allowed for bodies. No downforce style, shovel, or dirt late model style bumper covers are allowed. Doors must be welded shut or bolted. Doors can be skinned. Skirting is permitted but must not extend more than ½" beyond the outside width of the tires. No sharp edges or ends on skirts. No sideboards, no splitters or rear air diffusers allowed. No venting of the interior, floor, hood, fenders, roof, quarters, doors, or trunk panels except for fuel cell venting or driver ventilation system. Brake cooling ducts connected to the front bumper cover are permitted. All body panels must be securely attached to the car at the beginning of the race event. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe must be corrected at the discretion of the tech official before the car is permitted on the racing surface. No bars can come through any body panel or bumper cover. No bars below the bumper cover except the crash bars for the fuel cell and they must be forward of the start of the rear bumper cover. Rub rails are permitted on both sides at doors only. Rub rails may be 1"x1" steel or clear plastic or Lexan decal protector type. Both mounted flush with no rough or sharp edges.

Windshields

Windshield must be stock or replaced with Lexan or dirt screen. If using Lexan a center brace supporting the Lexan is recommended. If using a dirt screen 3 safety bars at a minimum are required in front of the driver and driver must wear a full-face helmet with eye protection and head sock. No Lexan or any other material covering the passenger door window. Side quarter windows are optional but must be Lexan and made to replace stock side windows of the car make/model if included.

Spoilers

Rear deck spoilers are allowed. Maximum spoiler size is 5" Tall and 60" wide. The maximum height of spoiler may not exceed 5" above deck lid surface. Fabricated spoilers must be see-through (Lexan), metal may be used if the spoiler does not limit visibility. Any spoiler deemed unsafe by officials must be removed before the car is allowed on the racing surface. The front edge of the spoiler must be within 4" of the rear edge of the decklid measured horizontally. Spoilers may not exceed more than 3" beyond the decklid rear edge. No roof mounted spoilers are allowed. No window mounted spoilers or any other window aerodynamic devices are permitted. Window mounted ducts for driver ventilation are permitted.



Frames

Car must have a stock Appearing frame, firewall, and floor pans from the firewall to the center of the rear wheels. No open holes in the firewall or floor pan allowed. Any holes or repairs must be made using the original thickness steel only. No aluminum allowed. The trunk floor may be removed or modified to allow for fuel cell installation. No tube chassis permitted

Weight & Measures

Base weight: – 2250 lbs.

DOHC – 2350 lbs.

Honda K and V6 cars – 2450 lbs.

Max weight for any car is 2800 lbs.

58.01% Max left side weight,

Frame height 3" minimum at any point

Ballast

All ballast (steel, lead) must be of a solid mass. Ball bearings, steel shot, sandbags, or similar items are not allowed. All weights must be painted white, clearly marked with car number/name for easy identification and must be securely fastened to the vehicle. Must be bolted with ½" grade 8 bolt or welded.

Fuel

The maximum fuel capacity is 15 gallons. No marine boat tanks or portable gas containers (cans) allowed. Protective bars for fuel cells are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can and be protected by a fuel cell safety cage or impact bar. Fuel cells must be equipped with an anti-rollover valve and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fuel cap. Fuel cells must be mounted with minimum ½" thick, 1" wide straps or with 1" tubing. All cars must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted so that they cannot become dislodged or disconnected during a collision. Proper high-pressure line and fittings must be used. Any fuel line that run through the driver's compartment must be run through steel tubing and painted red or yellow with the lettering not cut on it in white letters. Fuel allowed is pump gas, race fuel, or E85. No alcohol or methanol. No fuel additives (benzene, nitromethane) allowed. If Running E85 fuel must have a sticker clearly displayed on the windshield.



Tow Hooks

Towing devices are required. A secure towing device (hook, chain, cable, bracket) must be securely fastened both on the front and back of the car and should be painted or labeled in a bright visible color.

Tires and Wheels

Hoosier 790, Falcon 615, 660 or Toyo R888 are the only tires permitted. Teams may substitute DOT stamped tires with tread wear of 200 or greater that is clearly marked as such. Soaking tires or the use of tire treatments is strictly prohibited. **Wheel spacers are allowed if the car width is within 75"**. Right side wheels must be steel racing safety wheels. Stock wheels permitted on the left side. They can be steel or aluminum. Maximum wheel diameter is 16". Longer wheel studs are highly recommended and need to protrude lug nuts. 1" lug nuts are required. Tire cannot stick outside the body more than 2" at any given point.

Suspension/Brakes

Ride height can and will be checked in the tech on scales and must be a minimum of 3". No made for racing (Penske, Afco, Pro, or similar) shocks or struts are allowed. Racing springs permitted. Coil spring adjusters permitted. No adjustable or rebuildable shocks or struts permitted. Any shock or strut with rebound or compression adjustment knobs, screw, rods, or compression adjustment knobs, screws, rods, or bolts are prohibited. Stock replacement strut, shock, or spring must mount in stock location. Stock or replacement threaded body struts or shocks are not permitted. Stock, aftermarket, and performance sway bars using stock mount points are permitted. Suspension must remain manufacture to manufacture Ford to Ford GM to GM etc. No made for racing multi-piece sway bars allowed. Stock type front control arms are required. Aftermarket radius rods allowed. Rear control arms may be replaced with steel tube and heim ends for safety. Stock rear trailing arms and suspension mounting points may be braced for strength. Must use factory pick up points for trailing arms. Must have all four corner working brakes. Drilled and/or slotted rotors are allowed. Must use stock type calipers. Brake cooling ducts are allowed on the front brakes only. The driver must not use parking brakes while competing. An adjustable proportioning valve is allowed (knob, handle, crank) and can be mounted in the car if desired to be adjusted by the driver on track. May use aftermarket master cylinders and pedals.