

I-94 Speedway FWD Short Trackers

This class is for “stock” street cars only. Suspension, engine, and drive train must remain stock OEM for make, model, and year of car being used. Any and all areas not covered in these rules will be left to the discretion of the track officials, if in doubt ask a tech official. Officials will uphold the intent of the rules. Track reserves the right to make rule changes at any time and their decision is final.

1) SAFETY:

- A. All cars will be checked for safety. You will not be allowed to run if your car is deemed unsafe.
- B. Car numbers must be at least 18” high in a contrasting color to the car. One must be on each door and the roof facing the grandstands. There must also be a 6”x6” number on both the front and back of the car.

2) Car/ Chassis/Body:

Any front wheel drive compact car with a maximum wheelbase of 107” or less. No all-wheel drive allowed. No supercharged or turbo charged engines. No convertibles or T-tops or rear steering cars. No 2 seat sports cars. Vehicle Identification Number (VIN) must remain in at least 1 stock location and will be used to determine stock OEM parts. Must have tow chain/ cable on front and rear bumpers. All glass, trim, mirrors, lights etc. must be removed. Dash may be removed: if removed, dash may be tinned in. No gutting of any part of the body and rear hatches must be intact. Inner door skins may be gutted for door bars only. Hood and trunk must be pinned or chained shut. Trunk must be able to be opened. (cannot be welded) Hood and trunk must have stock working hinges and no cutting or gutting allowed. Doors must be welded or bolted shut. No homemade body parts, no sharp edges. If front or rear bumpers are removed, they will have to pass inspection. No bull work allowed. Tech inspectors will decide if it’s safe/legal. Sunroofs must be covered with tin. Car interior must remain open. No chopping, channeling, bracing, or shortening of frame or body.

3) Weight:

No weight rule. No weight of any kind allowed anywhere in the car except if told to put in car by tech official. Weight rule may be instituted and adjusted if necessary to maintain competitive balance between cars.

4) Engines and Electronics

3 cylinder and 4 cylinder inline engines only. Must have stock OEM crank, rods, valve sizes, stroke etc. No engine using variable cam timing allowed. Must remain stock for year, make, and model of car being used. No modifications of any kind allowed. All engine and electronic components must be unaltered OEM for make, model, and year. That means computer must be OEM to car used and unaltered. Computer must be in plain sight so can be inspected at any time. No porting, polishing or milling of any parts.

No performance parts of any kind will be allowed. Stock air cleaner from air box to engine. There is a stock compression rule on all engines.

5) Battery:

One 12volt battery only. Must be securely mounted. Battery can be moved to trunk area. Must be securely mounted in a marine type case and held down with more than a seat belt or ratchet strap.

6) Ignition:

Stock OEM ignition only. No performance ignition parts.

7) Brakes

All four wheels must be able to lock up when inspected and must be stock OEM to make, model, and year. No brake shut off or bias adjusters allowed. Steel break lines only.

8) Exhaust

Must be completely stock to car used. Exhaust pipe must be stock size for car used. Must have an unaltered manufactured muffler. Cannot exit out of body or side of car. Must run past driver's seat.

9) Steering

All components and mounts must be unaltered OEM to year, make, and model. Quick release wheel is allowed.

10) Transmission

Must be stock with no modifications. Must be fully functional in all gears at all times. Automatic or manual transmission allowed. Must be OEM for year, make, and model.

11) Suspension

Stock suspension may not be altered. Shocks, springs, struts, sway bars, spindles, and hubs must be stock OEM. Rear wheels must track straight and be in alignment with front wheels. No more than five degrees' camber allowed on any wheel.

12) Fuel tank and Fuel

Stock fuel tank may be used provided that its stock location is in front of the rear axle and it is securely fastened. All other tanks must be removed and a racing fuel cell placed in the trunk area with a steel firewall separating it from the driver's compartment. Fuel cell must be 12 gallons or less. Fuel cell must be in a metal container and must be attached with at least four 1/8"x2" straps. Fuel pump for fuel cell must be wired through the ignition and also have a separate shutoff switch marked with on/off. Fuel lines must run under the body not in the driver's compartment. It is recommended that you put a steel skid plate under any plastic tanks.

B: Fuel must be pump gas only. Maximum 93 octane. No performance additives or race fuels allowed.

13) Tires and Wheels

Stock DOT passenger tires and wheels only. Wheels and tires must be same size on each axle. (example: 195/70/14 on both front wheels 205/70/14 on both back wheels) No mud or snow tires. (those specifically designed for mud or snow have a snowflake or mountain on them) No mud plugs allowed. No pipe or protectors welded over the valve stem. Maximum 60 series tires only. OEM steel or aluminum wheels: 13, 14, 15, or 16 inch. One-inch lug nuts required on steel wheels. No wheel weights allowed. No grinding, grooving, or sipping allowed. No over aggressive tread will be allowed. (if unsure, ask tech official).

14) Safety

A fire suit is required and must be in good condition. A full face helmet rated Snell SA2000 or newer only. (next year must be SA2005 or newer) Windshield must have a minimum of 4 ¼ inch or larger bars directly in front of driver. Driver's side window net is required and must be securely fastened to roll cage with latch at top. Aluminum racing seat is required with 5point safety harness. Seat belts must be in good condition and no more than 5 years old. Seat and belts must be mounted to roll bar system. Roll cage must be 6 point constructed of 1.5 inch outside diameter or larger .095 steel tubing. The cage must be mounted at 4 points window post to window post. With 1/8" minimum steel plates 6"x6" to the floor and 2 additional points to the rear of the car. Rear bars must not extend past the strut towers. The cage must come up and around the driver, forming a rectangle on the roof. A cross bar must be welded in the center of the roof bars. Drivers door must have a minimum of three bars with vertical bracing between them. Passenger side door must have a minimum of two door bars. The drivers head must remain below the bottom of the roof bars when seated. Racing seat and belts must be mounted to the roll bar system. You must add a steel tubing system to the cage that the seat and belts can mount to. The seat has to be mounted on the bottom and the back rest to the cage. Shoulder belts must be mounted about 2" below shoulder level behind the seat in the center of the seat. You can have one bar running between rear strut towers to reinforce them from side to side, but that cannot be attached to roll bar system. A steel door plate is required. 1/8" thick by 8-12" wide and mounted from wheel well to wheel well, welded or bolted. Or 1/8" thick plate welded to outside of door bars from top door bar to rocker. Starting at rear main upright going to front main upright.

15) Tear Down

There will be a \$200 teardown fee. With \$175 going to driver and \$25 going to track. Teardown includes but not limited to checking bore, stroke, valve size, and ports on head, intake, and exhaust manifold. Refusal of teardown will result in loss of pay and points for the night, loss of points for 2 previous nights and 1-week suspension.