

SANDIA SPEEDWAY

2011 - 2014 Factory 4 Divisions Rules

(Revised 1221/11)

These rules are designed to encourage a safe, competitive class that allows a limited amount of performance modifications while keeping a limit on spending. In no way will the rules be interpreted to allow a car that is technically superior to dominate the class or to be constructed in an unsafe fashion that poses a danger to the operator or other competitors. If a particular item is not stated as legal, you must assume that it is not legal. Any driver found outside the parameters or spirit of these rules will be sternly dealt with and faces fines, disqualifications and possible disbarment. Interpretation of any or all the rules is at the sole discretion of Sandia Speedway and its tech personnel. Let's keep it in the spirit of what these rules are designed for. Thank you in advance for your cooperation.

SMS requires that all Factory 4 drivers run with transponders (rentals available from the track) at all events. Transponders owned by drivers/car owners should be AMB compatible and can be tested during the practice sessions. Transponder results from each night will be available in the office within 30 minutes of the final event of the evening.

The 4 cylinder division has been created to provide a fun and affordable racing opportunity in which everyone can compete. It is an entry level racing series that is unique to SMS and an attempt to fight the high costs associated with racing. The rules in this series will be strictly enforced to ensure equitable competition in a safe manner.

Drivers: The minimum age for a driver is sixteen (16). Each driver must have a valid state driver license and a current SMS driving license.

Vehicles: Any American or Foreign made compact car or truck, with a maximum of four cylinders is eligible. No turbo, supercharges or rotary engines will be allowed to compete. The major mechanical components of the vehicle are to remain OEM

Cars can be left at the track with approval of SMS, there will be a \$25.00 monthly storage fee payable on the first day of every month. Keys must be left inside the vehicle in case we need to move it. Location of vehicle storage is to be determined by SMS.

CLAIMING RULES

The claiming price is \$2300 (\$1000 is escrowed at the track and will be returned to the individual presenting the claim only after the claimed car competes in 3 races, \$1300 is given to the driver releasing the claimed car). The individual claiming the car must be the driver and the car is exempt from claiming during that time. No claiming of cars and replacing of drivers will be allowed. Excluded from the claim is all safety equipment including racing seat, belts, fuel cell and fire suppression system.

Anyone refusing a claim will be fined \$500 and both the driver and the car will be suspended from future race events until the fine is paid. A claim refusal will also result in a DQ for that race date, ie: no points no purse.

A second claim refusal will result in suspension of both the car and driver for the season unless the vehicle is legitimately sold to a new driver not affiliated with the prior owner. That includes putting the original driver back in the claimed car (the escrowed money will automatically be forfeited).

No claiming will happen during the final 3 races of the season.

VEHICLES

BODIES:

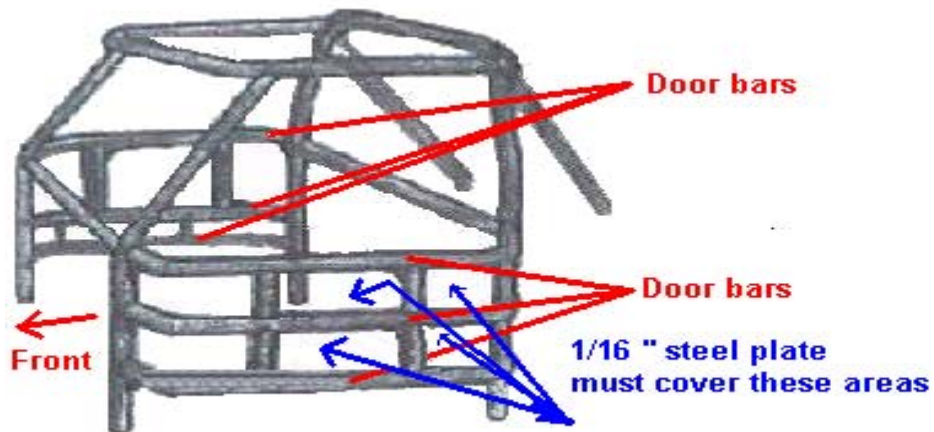
- Body and fenders may be cut for tire clearance.
- The doors may be gutted for roll cage purposes.
- All doors must be welded or bolted shut.
- The firewall and floor pan must be original and in factory location. No holes in fire wall or floor pan
- Anything may be unbolted but not torched or cut off the car in order to save weight.
- The bumpers must be stock and cannot be reinforced. An external tow hook or chain is mandatory front and rear.
- The headlights and taillights must be removed and openings covered with metal.
- All upholstery must be removed.
- All exterior chrome and trim except windshield molding must be removed. All air bags must be removed.
- Windshield must be a factory stock glass in good condition and must pass tech. Lexan plastic or screen is an acceptable replacement. All other glass must be removed.
- No mirrors allowed unless driver is wearing a Hans Device – NO BLOCKING!
- No open sunroof allowed. Any vehicle stock with a sunroof must have it covered and must pass tech.
- Vehicle minimum weight is 1000 lbs per liter, ie. 1.6 liter engine must weigh a minimum of 1600 lbs.

SUSPENSION/STEERING

- All suspension components must remain stock. Springs may be cut or heated. No aftermarket springs or shocks.
- Any brand fully-treaded radial street tire may be used and must bear a DOT number (200 tread rating or greater). No racing tires or recaps.
- Factory stock aluminum, steel wheels or racing wheel. Maximum 7" wide.
- OME stock headers only.
- Only factory stock type carburetors or fuel injection systems.
- Must have stock air cleaner.
- Exhaust must exit under the car behind driver.
- Battery may be moved behind the driver. It must be enclosed in a battery box and securely mounted to the satisfaction of tech. A master kill switch must be labeled and in a location readily accessible by the safety crew.
- Radiator protection bars are not allowed. Water only – no antifreeze. A \$100.00 dollar fine will be imposed on any car found with it.
- Factory stock fuel tanks in stock location or fuel cells inspected and approved by tech only.

ROLL CAGE

- The roll cage must be six-post type with a minimum 1.5" round tubing with a wall thickness of .83". Some latitude with respect to the depicted drawing will be allowed, however all cages must have at least three horizontal door bars on the left and right sides in addition to the uprights, top hoop, etc. The cage must be securely mounted to the floor pan with 3/8" grade 5 bolts or better. A minimum of 6x6x1/8th steel plate must be under the inside plate for bolting. Driver's head must not protrude above the top of cage. Roll bar padding required where driver could come in contact with cage bars.
- All cars must have window net on driver's door window opening. Net release should be within easy reach of driver.



SAFETY:

- The safety items required in the SMS General Oval Racing rules apply to this class to include; Fire suits, Gloves and Shoes, Helmets, and Seat belts.
- A two pound working fire extinguisher must be mounted within reach of the driver.
- All vehicles must have a window net.
- All vehicles must have an aluminum racing seat securely mounted.

TECH INSPECTION

A volunteer supplemental technical committee has been created for this class to assist SMS tech officials with the compliance requirements specified in the 2011 – 2014 Competition Rules as well as those herein. This committee has a designated leader and will be assisted by drivers and/or other volunteers. This supplemental committee has the responsibility to ensure that each vehicle in this class meets the safety and mechanical requirements as written or implied. Discrepancies identified and/or dispute issues will be resolved by SMS tech officials.

A printed safety/mechanical checklist will be used for all inspections. Any areas identified as deficient or not in compliance will be identified in writing. If the vehicle is unsafe or illegal, that vehicle will be disqualified from competition until the problem is resolved. A three ring binder will be used to file the results of all inspections for each vehicle.

All vehicles must be inspected and approved before the car is allowed to participate in it's (the vehicle) first race of the season, in addition, all vehicles are subject to nightly random inspections by SMS tech officials.