



2011 SPORT FOUR COMPACT RULES

The following rules are for the 2011 calendar year. Interpretation or amendment to these rules may be made at any time. The rules and/or regulations set forth herein are designed to provide orderly conduct and to establish minimum requirements for the racing events. These rules shall cover the condition of all events. All participants are deemed to have complied with these rules upon participating in these events. **No expressed or implied warranty of safety shall result from publications or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.**

Track officials shall be empowered to permit minor deviations from any specifications herein or to impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from alterations of specifications. Any interpretations or deviations of these rules are left to the officials. Their decision is final!

(Items in bold print are rule clarifications or additions for 2011)

- 1) ELIGIBLE MODELS:** Any front wheel drive, three or 4 cylinder compact cars (enduro type cars must be pre-approved by track official). Cars model year must be 2003 or older. Maximum wheelbase of 107 inches. No full frame cars allowed. Cars with all wheel drive or four wheel steering are not allowed. Car body must remain STOCK. Cars must be in factory condition, NO modifications allowed. All cars must have complete bodies, hoods, fenders, and stock front and rear bumper. Bodies must be OEM steel or OEM replacement steel. After market or fabricated body parts are prohibited. Hood scoops are prohibited, unless they are OEM for body. Spoilers, air dams, and wings are prohibited. Wheel wells must be unmodified. OEM bumper covers must remain. No modified suspensions allowed.
- 2) GENERAL:** No weights or extra ballast allowed (except handicap weight for 16 valve and twin cam cars). All interior trim, carpeting, headliners, etc. must be removed. Dashboard should be left in, but may be removed on cars that have a dash bar welded side to side. All glass, except windshield, must be removed. Windshield can be replaced with screen or lexan, but must be braced with either (2) 1" x 1/8" straps, or (3) 3/8" minimum square or round steel tubing, evenly spaced. Side door windows can be enclosed behind driver with lexan. Rear window must remain open. All headlights, fog lights, taillights, etc. must be completely removed. Third brake light should be functional but is not mandatory. Insulation under hood must be removed. No gutting of fenders, hoods, roofs, hatches, etc. Sunroof openings must be sealed off securely with steel. Disconnect any airbags. No rub rails allowed! Side view and rearview mirrors are not allowed!
- 3) CHASSIS:** Completely stock unibody frame and suspension required, no modifications allowed (right rear spindles may be modified for safety purposes only). All components utilized must match the Vehicle Identification Number (VIN) for the make and model of car. No spring spacers, space blocks, or weight jacks permitted. Maximum camber allowed is 1" measured at the wheel. All shocks and struts must remain OEM, in OEM location. Must be same and alike size. No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed. Rear wheels must track straight ahead and be in alignment with front wheels. Quick release steering wheel allowed, must maintain OEM column.
- 4) HOODS:** Hoods must be pinned in front with at least two hood pins, can be four. Rear trunk lid must be pinned or hatchback welded shut. No gutting of hoods trunks or hatchback doors.
- 5) BUMPERS:** Bumpers must be chained, cabled or welded to the frame. The ends should be capped to the body with 16-gauge steel, no wider than the bumper. No trailer hitches. STOCK unaltered bumpers and bumper shocks only. Car must have wrecker tow chain in front and back of car.
- 6) DOORS:** Driver and passenger doors must be welded at both front and rear edge of door with 10 gauge material or thicker. If driver door is gutted for roll cage installation, then the roll cage must be plated with 1/8" thick metal top to bottom. If driver door is not gutted, then 18 inches of plating, starting from the rocker panel up, must be welded to the outside of the door at least 5 feet long. No gutting of interior right side door. Driver's side padding recommended. Passenger side must be chained or welded.
- 7) FIREWALL:** All holes in front firewall must be covered with 20 gauge sheet metal. If fuel cell is in a hatchback, the cell must be enclosed in a metal case.
- 8) ROLL CAGE:** Six-point roll cages, made of **1.5 inch x .095 inch wall thickness required**. Rear hoop must have "X" bracing configuration. Two uprights must be located in the furthest forward corners of the driver's compartment and two uprights must be behind driver. All uprights should be located as far towards the outside of the car as practical. These uprights must be welded to a 4" x 4", minimum 1/8" plate steel that is either welded or sandwich bolted to the body. A horizontal bar connecting the two rear uprights, about halfway up is mandatory along with two bars from the top hoop, running rearward at an approximately 45-degree angle. There will be a minimum of three horizontal door bars on driver's side and two horizontal door bars on passenger side. The drivers' side door may be gutted for door bar installation. **Brace bar allowed between strut towers in rear of car only.** Welds must be of good quality. 90-degree intersections should be gusseted. The top of cage should be at least 4" higher than the driver when seated with their helmet on. No bars may pass forward through the front firewall. Cage must be electric welded. No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.
- 9) ENGINES AND TRANSMISSIONS:** Only 3 and 4 cylinder engines are permitted. 16 valve and twin cams are eligible with weight penalties. Add 100 lbs. for 16 valve engines and 200 lbs. for twin cam engines. Weight will be securely bolted to passenger side seat mounts. Weight may be bolted to passenger underside of car with track official's approval. All engine components must be unaltered OEM for year, make and model of car. Turbocharged, supercharged rotary engines **or engines utilizing variable cam-timing** are prohibited. VIN# must remain intact and readable. All engines must use stock motor mounts and be in stock location. Must have stock air cleaner and air intake. All cars must have an alternator with belt. Must use OEM, unaltered transmission that came in year, make and model of car. Car transmission must work with all forward and reverse gears. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car. No locked differentials. No antifreeze - water only - air conditioner, smog pump, may be removed. Computer controls and wiring, including data port must remain as it came from the factory! Screen is allowed in front of the radiator. Anything viewed by the rep to be reinforcing will have to be removed before the car will be allowed to compete.
- 10) EXHAUST:** Exhaust must exit behind driver. Catalytic converters are optional. . If car does not have a catalytic converter, then a muffler is mandatory. Mufflers must be **properly** welded on. Strap on exhaust securely. Exhaust manifold must be unaltered, OEM for year, make and model of car used.
- 11) FUEL SYSTEM:** If stock gas tank is ahead of rear axle, it may remain in place, but is highly recommended to install shield under tank. If stock gas tank is behind the rear axle, it must be replaced with a fuel cell or a boat tank (maximum 8 gallons). Fuel cell/boat tank must be mounted by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers, and mounted in trunk. Trunk firewall must be sealed off and fuel cell covered. If fuel line runs through the car, it must be sealed in conduit. No racing fuel of any type can be used. Gasoline only, maximum 93 octane. No performance additives. Fuel cell vent, including cap, must have check valve. Fuel lines through driver compartment must be steel. Must have complete, unaltered, OEM fuel system for year, make and model of car.

12) BATTERY & IGNITION SYSTEM: One 12-volt battery only. Battery must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment and be located behind driver **or on passenger side**. 12-volt ignition system only. No ignition boxes or performance chips. All ignition components must be unaltered, OEM and match year, make and model of car. Aftermarket analog tach, oil pressure and water temp gauges only. Battery disconnect switch must be installed and located left hand side of car behind drivers seat.

13) WHEELS/TIRES: 1" steel lug nuts on all wheel studs mandatory. OEM DOT 13", 14" or 15" passenger tires only. **No racing, mud or snow tires allowed.** Must be OEM steel wheels, with standard bead bump and maximum seven-inch width. **All four wheels (rims) must be the same size on the car, tire sizes may vary as long as wheels (rims) are the same size.** Tires must be inside of body. **Right/passenger side tires must be a minimum of 28lbs. for air pressure. Left/drivers side tires must be a minimum of 20lbs of air pressure. These are the minimum requirements for tire air pressure for any car participating in a race. These minimum tire pressures must be maintained before (while in lineup) and after each race (post race inspection).** No wheel spacers or bleeder valves. No fluid filled tires. No grooving, siping or softening allowed.

14) BRAKES: Must be steel, unaltered, OEM operative, four-wheel disc or drum brakes, and match year, make and model of car used. OEM master cylinder only, in OEM location. No brake shutoff or bias adjuster. Steel brake lines only. Cars without adequate brakes will not be allowed to compete. All four brakes must be in working condition. Third brake light should remain intact and operable.

15) SAFETY EQUIPMENT: Minimum three-inch wide, SFI approved 5-point racing seat belt harness is mandatory (Y-type shoulder harness not allowed) must be mounted securely to roll cage. Harness assembly recommended being no more than three years old. Driver –side window net required, minimum 16" by 20" ribbon or mesh style, with seat belt buckle release required. Seat belt latch will be in top front corner and must be located inside vehicle. Clearly labeled push-pull or toggle type kill switch (also kill fuel pump) accessible from either side of car required. Stock key ignition is okay. All bars around driver must be padded (fire retardant recommended). Properly installed aluminum high back racing seats are mandatory. **Racing seat must be equipped with proper seat cover.** Must be securely mounted to roll cage using 0.375" bolts. Headrest must be supported. Snell-rated SA2000, SA2005 or **SA2010** helmet required, SFI-approved full fire suit, fire retardant neck brace (or head and neck restraint), shoes and gloves required. Fire retardant head sock and underwear are highly recommended. All cars will be vigorously inspected for safety. No radio communication allowed (**exception is one-way RACEceiver radio by officials**).

16) NUMBERS: Numbers will be assigned by the Luxemburg Speedway when the driver/owner registers on a first come basis. Numbers must be displayed on both sides of the car and on roof in **CONTRASTING** colors with the numbers at least 18" high. The car number must also be displayed on the front and rear of car and be at least 6" high. **IF SCORERS CANNOT READ YOUR NUMBER...YOU WILL NOT BE SCORED!** Flags, flashing lights, cones, whip antennas, etc., etc. will not be allowed.

17) QUALIFYING PROCEDURE: A progressive racing format will be followed using a weekly point average. Drivers not having a point average or missing two consecutive or more weeks will start at the rear of their respective heat. Twenty cars will normally start feature. If 21 or 22 cars are signed in, all will start feature. A last chance qualifier will be held when 23 or more cars are signed in on race night.

18) POINTS & LINEUP PROCEDURES: Points will be awarded to all cars qualified for the A-Main (and B-Main if needed) using the IMCA point system. Points will also be awarded to top four heat race finishers (1st-4 pts.-2nd-3 pts.-3rd-2 pts.-4th-1 pt.). If the previous weeks feature winner qualifies for the A-Main, he will be lined up behind all A-Main qualified cars provided all cars raced within the prior two weeks. Cars that have not raced during the prior two week period will be lined up behind the previous weeks feature winner, **provided they did not make the transfer invert through a heat race.** The previous weeks feature winner will never start any better than 12th position, unless fewer than twelve cars are qualified.

19) GENERAL PROCEDURES: Any driver causing a caution (one spin rule) will be done for that race. **DO NOT** stop on the track hoping for a caution, as you will be black-flagged. **Sport Four** drivers will be ineligible to compete in any other regular race division at the Luxemburg Speedway. The Luxemburg Speedway officials will determine any penalties for violations of any of the preceding rules. Must be 14 years of age to compete with properly signed releases from parents or guardians and must produce a Birth Certificate. **Any drivers under the age of 14 wanting to compete must first be approved by the Management of the Luxemburg Speedway.** Any driver winning two titles does not have to be consecutive, will be ineligible to compete in the Sport Four division the following year.

20) GUEST DRIVERS: A regular driver will allowed one guest driver during the regular point's season. Points will be awarded to the regular driver. Guest driver cannot have previously competed in ANY division at the Luxemburg Speedway this race season. Violation of this rule will void all points being awarded to the regular driver on that night. Guest drivers not allowed to compete on the last two point's nights. Guest driver must be reported to officials at driver sign in.

21) CLAIMS: Luxemburg Speedway reserves the right to buy any car for \$1200. Driver retains safety equipment (seat, belts, window net, fire extinguisher, and fuel cell). If driver refuses claim, driver loses all points for the season, monies earned that night and will be suspended from the Sport Four division at the Luxemburg Speedway for One Year as of the date of the refusal.

22) SPECIAL NOTE: All rules and regulations listed in the General Track Rules handout should be followed unless otherwise noted in the above rules.

The Sport Four Compact Class is designed to be an affordable and enjoyable introduction to racing. Cars that do not meet the stock criteria, appear too modified, or not in the spirit of the rules will not be allowed to compete.

At the promoter's discretion, cars that are winning an inproportional amount of races may be subject to a handicap weight penalty. This additional weight must be located and secured to the right side passenger floor. You must trust the promoter's discretion as he is making every effort to keep this class fair and equal where everyone has a fair chance at winning.

This class will not allow manipulating the rules to your advantage. Stock is stock. We should all strive to present a true image of sportsmanship, behave and drive accordingly. This is not an "anything goes" demolition style class.

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