



## AUTO CITY SPEEDWAY - FRONT WHEEL DRIVE WARRIORS

This class will run an ABC format for the 2023 race season. A-Main, B-Main & C-Main Features will be determined by Qualifying times. Purposeful Sandbagging will not be tolerated. If caught, you will be disqualified & lose all points and award \$ for the event. A second offence will result in loss of award \$ for the event and all accumulated points for the season!

The purpose of this class is to provide all FWD car drivers, from entry level to seasoned outlaw driver, a fun, safe and level playing field for all to participate in. Transponders and raceceivers are mandatory.

**NOTE.** It is the driver's responsibility to check and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all the proper check valves in place, a new fire suit including proper undergarments, gloves, socks, and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/ I approved. Put Safety First.

### WEIGHT

a.) Base weight of 2250 pounds which includes the driver race ready. Cars equipped with double overhead cams will be 2350 pounds which includes the driver race ready. Honda K Series engines (or equivalent) will be 2450 pounds which includes the driver race ready.

\*TWO DOOR SPORT COUPES, (HONDA, ACURAS, NISSANS, NEONS) AND A FEW OTHER CARS WITH VARIABLE VALVE TIMING MAY BE SUBJECT TO ADDED BALLAST WEIGHT AT TRACKS DISCRETION

b.) Competitors will be issued certified weight stickers showing cars meet requirements. It is up to the car owner to ensure the car maintains weight requirements throughout the season. Top 3 will be inspected each night along with the possibility of randomly selected cars at tracks discretion.

c.) added weight must be secured through rocker rail with two half in bolts with correct washers/plate to disperse the force across the clamping area, or mounted with proper roll cage mounts designed for the diameter tubing in the car. ( 2 ) point attachment at all times.

- d.) No loose ballast in the car for weight to pass scales.
- e.) Any loose object (discovered during post-race inspection) used for ballast after event conclusion is mandatory DQ.
- f.) Any Loose Object prior to Qualifying will result in re tech process, possible loss of qualifying lap opportunity.

## **BODY**

- a.) All exterior body panels will remain stock appearing front to rear.
- b.) The basic shell of the car including the top, B- and C- pillars, windshield posts, the firewall and floorboard, the top portion of the quarter panels and the front and rear cowl area between the sides of the car will remain stock width and intact.
- c.) No tube frame chassis.
- d.) Fabrication of doors, the bottom section of fenders and quarters, the deck lids and rockers is permissible.
- e.) Front Nose and Tail sections can be replaced with impact resistant racing bumpers.
- f.) No wedge nose pieces of any kind.
- g.) Sunroofs must be covered with at least 22-gauge steel.
- h.) Added ground effects or skirts are allowable,
- i.) A maximum 4" tall spoiler, no wider than stock body width, spoiler must be made with clear material.
- j.) A full windshield is required, original or Lexan is permissible, all other glass must be removed.
- k.) If choosing Lexan, must have an impact safety bar.
- l.) Rub rails are allowed with no sharp edges and flush fasteners.
- m.) All mirrors must be removed
- n.) Cars must have hook points capable of safely supporting the weight of the car on front and rear, easily accessible by track safety crew.

## **ENGINES, TRANSAXLES, FUEL TANKS, EXHAUST**

- a.) Open to most 4- or 6-cylinder FWD cars. No convertibles or trucks.
- b.) No AWD vehicles.
- c.) Manual or automatic transmissions are permissible.
- d.) Cars will use OEM transmissions and engines that match the make of the car. (Ford to Ford, Chevy to Chevy etc.)
- e.) Factory fuel injection is required.
- f.) No Mid-Engine, turbo, or superchargers, multi carburetors, rotary or Cosworth engines.
- g.) All exhaust systems will exit behind the driver's seat and below the car, with a maximum tubing size of 2.5"
- h.) A stock fuel tank forward of the rear axle (in stock location) is permissible. Replacing any worn or rusted fuel tank straps, and fuel lines is a requirement, prior to competition. Hazardous/unsafe fuel system components will not be allowed to enter the racing surface at any time. If your car fails the periodic inspection of these areas, it will not be allowed to return until proof of repair is verified. AN UNSAFE FUEL SYSTEM IS A RISK TO THE DRIVER, THEIR PIT CREW, THEIR FELLOW DRIVERS, TRACK INSPECTORS, TRACK SAFETY CREW, AND ANYONE IN THE IMMEDIATE AREA OF THE RUNNING CAR. THIS IS A NO TOLERANCE CONDITION. CAR WILL BE LOADED IF NOT REPAIRABLE.
- i.) All external tanks must be mounted in the forward area of the trunk, surrounded by, and mounted to a metal frame. If the car's fuel tank is in the trunk the rear firewall must be closed off so none of the trunk area is visible from the driver's cockpit.
- j.) Must have a main cut-off switch mounted in plain sight which can be easily reached from outside the car by the safety crew.

## **COCKPIT**

- a.) A full stock steel floorboard and front firewall.
- b.) All holes must be covered securely with sheet metal, attached to firewalls with rivets or welded, NO sheet metal screws or self-tapping screws.
- c.) Cockpits must be free of all glass, dirt, and debris. Vacuum out, blow out your car before it ever comes to the track.

- d.) Battery must be mounted securely with metal mounting kits, preferably inside a battery box. (NO BUNGIE CORDS).
- e. If your fuel cell is mounted in the trunk area the rear firewall must be securely covered with sheet metal. COCKPIT RULES AND REQUIREMENTS ARE STRICTLY ENFORCED. LOOSE BATTERY MOUNTING OR DEBRIS FILLED CARS WILL NOT BE ALLOWED ON THE RACING SURFACE AT ANY TIME. NO PRACTICE, NO QUALIFYING, NO RACING OF CARS THAT HAVE DEBRIS. NO LOOSE OBJECTS THAT CAN CAUSE FLAT TIRES, OR OBJECTS POORLY MOUNTED THAT CAN BECOME PROJECTILES. THIS INCLUDES ADDED WEIGHT.

## **TIRES**

- a. Tires will be Hoosier 790's, 850's, or DOT 200 treadwear or higher. Tire soaking and/or any other type of tire tampering is prohibited.
- b. DOT tread wear rating must be visible on the outside of the tire.

## **STEERING AND SUSPENSION**

All steering, and suspension will remain stock appearing, and in stock locations, front to rear and side to side. Quick release steering wheels and collapsible columns are permissible All struts/shocks will be stock steel with no adjustable strut valving of any kind, slip on coil over sleeves are allowable. Threaded body struts or adjustable struts are prohibited.

**Camber Allowances:** Right Front 8 degrees Right rear 6 degrees Both left side wheels 3 degrees. These are + or - said degrees. Wheelbase for all cars must be within ½" of each other side to side.

## **WHEELS**

- a.) Stock wheels or 7" wide safety wheels.
- b.) Maximum tread width is 75".
- c.) Oversized 1" lug nuts are required.
- d.) All wheel weights must be removed from both the inside and outside of all wheels.
- e.) Aftermarket steel safety wheels are allowed.
- f.) All four wheels must be 3" backspacing minimum
- g.) Backspacing is allowed as a tuning aid to draw wheels inward. No 2 or 1" backspacing allowed.

h.) No wheel spacers allowed.

## **SAFETY**

a.) Aluminum racing seat is required, professionally mounted with the back of the seat secured to the horizontal back bar of the roll cage.

b.) Properly mounted racing harness required (must be up to date)

c.) Minimum of a 4-post roll cage. The minimum round tubing size is 1.5" x .095 thick.

d.) The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance and protection to provide safety in the event of a rollover.

e.) All cars will have a minimum of 3 driver's side door bars, as well as a single or an x door bar on the passenger side.

f.) A minimum 30" wide by 12" tall, 1/8" thick driver's side door plate on all cars.

g.) All doors must be welded, bolted, or chained shut.

h.) All OEM hood and trunk latches must be removed and replaced with quick release hood pin systems any hatchback can be removed or must be welded or bolted shut.

i.) Rear bars will be a maximum of 1.75" round or square tubing. The rear support bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area.

j.) Two bars may extend back from the middle section of the back hoop rearward.

k.) No bars may extend through the rear of the trunk area.

l.) Drivers may have an X between the two rear diagonal bars.

m.) The rear strut towers may be supported with the back bars to help keep strut towers in place.

n.) Bars are allowed to extend through the front for added leg protection. These bars may be attached to the strut towers but may not go any further forward.

o.) Front hoops are allowed for safety, but no heavy square tubing or channel. (No destruction type race car construction, overbuilding of bumpers or hoops)

p.) All mirrors, upholstery, insulation inside and under the hood, carpet, taillights, and headlight.

- q.) All exterior trim must be removed from the car.
  
- r.) Radiator support may be built rather than using the stock core support. No heavy square tubing or channel. Front and rear hoops are allowed for safety. SEE RULE o.)
  
- s.) Head and neck restraint is recommended that meets current SFI ratings for 2023.
  
- t.) Fire suit including proper undergarments, gloves, socks, and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/1 approved.
  
- u.) Must have one-way radio-scanner-receiver 454.0000 - - - anyone talking back to pit crew or officials will result in DQ! Any Car that does not respond to radio communication for line up on restarts will be placed at the rear of the pack.
  
- v.) Must have transponder located on left rear axle (Under the Car) Absolutely no antifreeze - \$200 fine.
  
- w.) Cars being worked on in pits must have jack stands under them when being lifted.