

Sport Compact Rules

These rules are in effect as of January 1, 2020, and supersede all previous Speedway Willow Springs rules, and rule updates. Speedway Willow Springs reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Speedway Willow Springs Race Director will prevail. Any interruption or deviation of these rules is left to the discretion of the Race Director. His/her decision is final.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track Roll bar padding required in driver compartment. Driver-side window net required, and must be mounted to roll cage so latch is at top front of window. Minimum three inch wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than three years old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. Quick release fire extinguisher within drivers reach required.

2. BODY/CHASSIS: Any front or rear wheel drive, compact car or mini truck with three or four cylinder engine. All cars must remain strictly OEM. Must be unaltered OEM-appearing body. No convertibles or two seat sport cars allowed, Maximum wheelbase 107 inches, maximum one inch difference from side to side. OEM steel unaltered floor pan from front firewall to rear firewall only. Inner fenders and trunk floor may be removed. Hood and trunk lid/hatch must be securely fastened with minimum of 2 hood pins. 4 pins if hinges are removed. All doors must be securely welded or bolted. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Dash may be removed, but can remain. Maximum seven inch front and rear sun visors allowed, opera window may be closed. Skirting allowed, must maintain OEM appearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.

3. VEHICLE IDENTIFICATION NUMBER (V.I.N.): The V.I.N. must remain clearly visible and unaltered in at least one of the OEM locations. Any car missing the V.I.N. will not be allowed to compete. *Highly recommended that each racer maintain a copy of their vehicle repair manual.*

4. BUMPERS/RUB RAILS: Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame. OEM bumper covers should remain. Front hoop ok. May have one horizontal bar - maximum 1.75 inch OD - tying front frame horns together ahead of radiator. One additional maximum 1.75" OD bar may be added for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body.

5. ROLL CAGE: Six-point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear kickers required. *Recommended: front brace bar from main halo to front cowl.* Forward brace bar allowed from main cage to front strut tower. Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (*Recommended: minimum 0.250 inch*). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.

6. DOOR BARS: Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

7. DRIVER COMPARTMENT: Center windshield bar recommended. Protective screen or lexan mounted in front of driver Mandatory. Aluminum high-back racing seat required. Must be securely mounted to roll cage using minimum 3/8 inch bolts. Driver must be sealed off from track, engine, transmission and fuel cell/tank. Rear view mirrors ok. No gutting allowed except for roll/door bar clearance. All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open.

8. SUSPENSION AND STEERING: All components and mounts must be unaltered, OEM and match year, make/model of car used. Oversized wheel studs recommended, 1" lugnuts recommended on steel wheels. Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end. 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. No more than 3 degrees camber on any wheel. No center steering. Quick release steering wheel is suggested, may maintain OEM column. No aftermarket remote reservoir power steering.

9. SPRINGS/SHOCKS/STRUTS: All shocks and struts must remain OEM, in OEM location. Springs may not be modified (heated or cut). No rated racing springs. Front camber must match right to left, within 1 degree.

10. TIRES AND WHEELS: 7 inch maximum tread width, DOT radial tires only with a minimum of 400 treadwear rating and a minimum series size of 60. (example – 215-60-15). No racing tires, mud or snow tires, re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed. 12, 13, 14, 15 or 16 inch diameter wheels only, steel or aluminum wheels, with standard bead bump. Reinforcing of wheels recommended. Tires and wheels must be Completely inside of body. no exceptions. No wheel spacers or bleeder valves. .Recommend using one inch O.D. steel lug nuts on steel wheels.

11. 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 shut off or bias adjuster. Steel brake lines only.

12. EXHAUST: Exhaust manifold must be unaltered, OEM for year, make and model of car used. Smog pump, catalytic converter and air conditioning compressor may be removed. Exhaust must extend behind the driver and turn toward ground. No exhaust in driver compartment. Mufflers highly recommended.

13. WEIGHT: **No ballast weight allowed.** No excessive gutting to lighten car.

14. BATTERY/STARTER: One 12 volt battery only. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment. OEM starter only, must be in OEM location. Car must leave initial staging area on demand, unaided, or go to rear of that race.

15. GAUGES/ELECTRONICS: 12 volt ignition system only. No ignition boxes. No performance chips. All ignition components must be unaltered, OEM and match year, make and model of car used. Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be mounted in accessible location for inspection.

16. FUEL & INTAKE SYSTEM: Must have complete, unaltered, OEM fuel system for year, make and model of car used. Stock oem fuel injection is allowed. Carbureted cars may run factory carb or a box stock 350cfm holly 2bbl carb with a maximum 1" adapter plate. Gasoline only, Gas tank ahead of rear axle allowed but must install shield under it. Gas tank behind rear axle must be replaced with an approved racing fuel cell and relocated to trunk area. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans. Fuel lines through driver compartment must be steel. Aftermarket fresh air intake pipe and air filter allowed, but no ram air.

17. TRANSMISSION: Must use OEM, unaltered transmission that came in year, make and model of car used. All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used. No mini clutches or couplers. Must have inspection hole in bell housing (accessible from top). No transmission coolers in driver compartment. No torque dividing final drive.

18. ENGINE COMPARTMENT: Engine and radiator must be OEM, in OEM location for year, make and model of car used. May use solid engine mounts or safety chains. No accumulators/accusumps.

19. ENGINE: 3 or 4 cylinder in-line engines only. All engine components must be unaltered OEM for year, make and model of car used. Must use OEM crank, rods, valve sizes, stroke, etc. No aftermarket racing heads. No high performance or sport car engines of any kind. No turbo charged, super charged, or rotary engines.

20. No in car communication of any kind.

