

SOUTHERN OREGON SPEEDWAY

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SUPER 4-CYLINDER RULES

2011

1. MODELS

A.

Any front engine, rear wheel drive, 4 cylinder car or truck allowed.

B. Power train mix and matching allowed.

2. CHASSIS

A. Wheelbase must be 98 to 103 inches (any previously registered car OK).

B.

Unibody may reinforce with steel tubing front to rear.

C.

Tube chassis allowed as specified: May use any O.E.M. front clip,

Ford Fox Platform front clip recommended, with minimum 1 ¾ X 1 ¾ inch, .095 wall tubing rails.

3.

FRONT SUSPENSION

A. Steel springs that are stock appearing may be used. Only one (1) spring per wheel assembly. Minimum 5 inch O.D.spring. Screw jacks allowed.

B. Only one (1) shock per wheel. Racing shocks are allowed, but no coil over assemblies.

C. Upper control arm may be after-market and is to be mounted in stock location only. Lower "A" arm to remain stock to clip.

D. After-market sway bars will be allowed in stock location.

4. REAR-ENDS

A.

Any OEM manufacturer type rear-end will be allowed.

B.

Locking differential or floater rear-ends will be allowed.

C.

No aluminum housing or carriers.

D.

No Gold-trax, Tru-trax or similar type traction controls.

E.

Open-mini spool, full spool or welded spider gears ONLY.

5. REAR SUSPENSION

A. Must be stock type 3 link or stack leaf only. Swedge tubes and rod ends

allowed. Mounting can be adjustable and multi-positioned.

B. Coil springs must be mounted to top of rear end housing within 4 inches of centerline of rear-end housing either forward or back; cannot be mounted on trailing arm.

C.

Leaf springs may use sliders.

D.

Adjustable lowering blocks allowed.

E.

Adjustable shackles may be used.

F.

Racing shocks allowed; one shock and spring per wheel. Weight jacks allowed.

G.

Pan-hard bar must run parallel to rear-end housing.

The following items specifically CANNOT be used: Coil-over shocks, coil-over eliminators, biscuit-bars, lift-bars, push-bars, mono-leafs, bird cages, Reese bars, traction-bars, independent rear suspension, any bar that goes from rear-end housing toward rear of car, brake shocks, brake floaters and/or any other non stock type item.

6.

STEERING

A. No aluminum hubs or spindles; spindles must remain stock OEM type.

B. Steering quickeners are allowed.

7. BODIES

A.

Full steel, aluminum or fiberglass bodies; must be stock-appearing. Side panels must have minimum two (2) breaks.

B.

All body parts must remain stock-appearing and must remain in place unless otherwise approved by tech-man. Aluminum hood, fenders, doors, bed and/or truck lid allowed with a minimum of .040 inch thickness. Roof must be stock-appearing.

C.

Fenders may be trimmed and rolled for tire clearance.

D.

No uncovered holes in hood or trunk except for air cleaners.

E.

Rear spoiler optional. Maximum 6 inch length attached to trailing edge of deck lid.

F.

Stock firewall optional. Replacement firewall and dog-housing optional. Interior sheet metal, minimum 22-gauge steel or .040 inch aluminum.

G.

All chrome and trim pieces must be removed from body panels.

H.

Doors must be securely fastened.

I.

Windshield area must have a minimum of three (3) ¼ inch solid steel or ½ inch tubing in front of driver for protection.

J.

OEM bodies must run stock-appearing front and rear bumpers not to extend beyond width of tires. After-market body must run molded plastic stock-appearing front bumper and tubular rear bumper.

K.

Rear of body must be closed to point of frame rail or minimum of 8 inches from rear deck downward and fastened securely (no flapping panels) .

L.

Nerf bars to be no wider than the tires. Rub rails to be attached flat to body. Both are made of a maximum 1 ¼ inch tubing with no open ends.

M.

Must have interior firewall between driver and fuel cell.

N.

All cars will be numbered with a minimum of 18 inches numbers on each side and top. **NUMBERS MUST CONTRAST WITH BODY AND NO REFLECTIVE NUMBERS.** If scorekeepers cannot read it, they may not count it.

O.

After-market body must fall within the attached measurement guidelines.

P.

Race car appearance should be kept neat and clean at all times.

8. ENGINES

A. Maximum 2600cc (160 cu. In.) series engine. Maximum over bore is .060.
Four cylinder engines only.

B. Engine location: Maximum engine setback will be no more than 21 inches from the back of block to the middle of lower ball joint. **NO EXCEPTIONS!**

C. No oil cooler, accu-sumps, dry sumps or external oiling systems allowed.

D. Only one cam per engine. **NO ROLLER CAMS!!**

E. No titanium parts allowed.

F. Any intake manifold for a single carburetor will be allowed; aluminum or cast.

G. Headers will be allowed.

B.

Radiator must be mounted in front of engine and have overflow hose directed towards ground inside frame rail.

C.

Cylinder heads must be designed for 4 cylinder engines; O.E.M. only. No adapted V-8 race heads or after-market heads. Two (2) valves per cylinder only.

9. CLUTCHES

- A. After-market racing clutches and flywheels are allowed.
- B. All vehicles must start under own power and must not move with clutch disengaged while in gear.
- C. **NO DIRECT DRIVE – Must have at least (2) forward & (1) reverse gear**
- D. Must have an inspection hole.
- E. Transmissions must be OEM type and have a scatter-shield made of 1/4 inch steel plate; 180 degrees. No belts or blankets allowed.

10. ELECTRICAL

- A. No magnetos of any kind. Electronic ignition will be allowed.
- B. After-market, high performance and made for racing equipment is allowed.
- C. **NO** electronic traction devices allowed; penalty will be severe!

11. CARBURETOR AND FUEL

- A. Any single down draft carburetor allowed with a minimum of two throttle return springs which must work independently of each other.
- B. Any 110-octane gasoline fuel will be allowed. No nitrous oxide, alcohol or nitro methane allowed.
- C. No fuel injection or turbo chargers allowed.
- D. Should fuel lines run through driver compartment they must be encased in steel or steel braided lines with no fittings.
- E. 16-gallon maximum fuel cell separated from driver compartment and properly secured with a minimum ground clearance of 12". Fuel cells are mandatory. Fuel cell must be covered if located on bed floor. If there is a bed cover the fuel cell must be mounted under that.
- F. Electric fuel pumps may be used. There must be a fuel kill switch and a rollover kill switch if electrical fuel pumps are used.

12. WHEELS & TIRES

- A. Any steel wheel, maximum 8 inches wide, racing wheels are optional.
- B. Studs **MUST** stick through lug nuts.

C.

Bead-lock allowed on right rear only.

D.

All four wheels on every vehicle must be the same diameter.

(i.e. all four 13" or 15")

E.

Any G60 or Hoosier 500 tire. Both rear tires must match (brand / make / size) All wheels must be the same diameter. 15inch rims recommended.

F.

Siping and grooving (maximum 3/8 inch) allowed. No softening.

13. BRAKES

- A. Must have stock four-wheel brakes in good working order at all times.
- B. No brake shut offs allowed.
- C. After-market pedal assemblies with single or dual master cylinders allowed. Any O.E.M. steel calipers are allowed.

A.

Rear disc brakes are allowed.

B.

No aluminum rotors or calipers. Vented rotors only.

14. SAFETY

- A. A high back, left turn, racing seat only. Aluminum Only.
- B. Seat must be securely mounted to roll cage in steel frame.
- C. Drivers harness will be a five (5) point design with 3" lap straps and 3" shoulder straps, securely and properly mounted to roll cage. **NO** old, faded or fraying belts.
- D. Driver side approved window net mandatory. Nets to be properly attached to roll cage and must release from the top. Must be tech approved. Wrist restraints are **mandatory** if vehicle is a convertible.
- E. Helmet must be rated Snell 95 or newer.
- F. Fire suits in good shape with no holes are mandatory. Fire proof gloves and boots recommended.
- G. Must have a minimum 2-1/2 lb. Fire extinguisher mounted in a quick release bracket within easy reach of driver. Extinguisher must be metal. No plastic or plastic parts will be allowed. Extinguisher must have a current certification tag at all times.

15. ROLL CAGE

- A. Full 4 post with one diagonal and two back braces minimum 1-1/2 O.D. x .095 wall steel tubing with gussets on all roll bar and door bar corners or minimum of 1-5.8 OD. X .095 wall steel tubing properly welded without gussets. **NO GALVANIZED OR BLACK PIPE.**
- B. Three horizontal bars with two connecting braces on driver side and two horizontal bars with two connecting braces on passenger side, not counting frame rail. Connecting bars to be welded to frame. **IF** the left door has been reskinned, roll cage sidebars must be fully plated with a minimum of 18-gauge or .049 gauge steel.

C.

Extra reinforcement allowed. **MAKE ROLL CAGES SAFE!**

D.

In all uni-body cars roll cage must have a minimum 1/4" x 4" steel plate under roll bar posts and under floor pan secured by 4 7/16" minimum bolts each or attached to frame rail.

16. MISCELLANEOUS

- A. **Steel or lead** ballast may be added but must be secured by a minimum of two (2) ½” grade 8 nuts and bolts. Ballast is to be painted white with vehicle number on them.
- B. No ballast to be installed in the drivers’ compartment.
- C. Drivelines must be painted white and be secured by a steel loop 1 inch wide and 1/4 inch thick or 1 inch tubing (minimum .095 inch); 12 inches back from front U-joint.
- D. **No aluminum drive shafts.**
- E. A rear cross member of 2 - inch round or square tubing is required between fuel tank and bumper.
- F. Battery not allowed in drivers compartment. Battery must be securely mounted. Battery must be in a spill-proof container unless the battery being used is a dry-cell battery.

C.

All vehicles must have a hook, chain or eye welded to the front and rear of the vehicle for quick and easy removal from the track. Failure to do so will result in a fine of \$25.00.

D.

NO REAR VIEW MIRRORS!

17. WEIGHT

- A. All cars shall weigh a minimum of 2100 lbs, with driver, at end of race.

**RULES WILL BE TECHED TO THE INTENT;
NOT TO THE LETTER!**

TECH-MAN DECISION IS FINAL.

IF IT DOES NOT SAY YOU CAN.....THEN YOU CAN'T!