

COMPACT RULES

1. BASE WEIGHT.

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.

2. TIRES. Tires will be Street Radials. Tire soaking and/or any other types of tire tampering is prohibited.

3. BODY.

A. Complete stock appearing bodies.

B. All exterior body panels will remain stock appearing front to rear; however, fabrication of doors, the bottom section of fenders and quarters, the deck lids and rockers is permissible. The basic shell of the car including the top, b- and c-pillars, windshield posts, the firewall and floor board, 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. Added ground effects or skirts are allowable. Have some shape to the body sides; a look alike Outlaw Super Late Model will cost drivers up to 100 pounds of added weight. An aftermarket mini stock nose or tail piece is allowed when mounted in stock fashion. No manufactured or aftermarket Late Model style wedge nose pieces.

C. A maximum 5.5" tall spoiler is permissible. It must be made of clear material and no wider than the stock body width.

D. A full Lexan windshield is required; all glass must be removed. Back or side Lexan windows are permitted.

E. Rub rails are allowable when securely mounted with carriage bolts and smooth ends.

F. Bumpers may be stock or tubular. All cars must have a front and rear strap, cable or chain for a wrecker to use.

G. No two seat coupes, convertibles, trucks, mid-engine, turbo or super chargers, multi carburetors, rotary or Cosworth engines. Stock transmissions are required for the make/model/year. Two door sport coupes (Hondas Acuras, Nissans, Neons) and a few other cars with the variable valve timing may be subject to added ballast when the car clearly outclasses the existing field. This is a judgment call designed solely to keep a fair and level class of racing.

H. All cars will be equipped with front and rear tow hooks, straps or chains where a wrecker can quickly and safely hoist the car so it can be towed.

4. ENGINES, FUEL TANKS AND EXHAUST.

A. Open to most 4 or 6 cylinder FWD cars.

B. Manual or automatic transmissions are permissible.

C. Cars will use OEM transmissions and engines that match the make of the car (i.e., Chevy to Chevy; Ford to Ford; Honda to Honda, etc.)

D. Factory fuel injection is required. Aftermarket intake is permissible for single overhead cam engines only; all double overhead cam engines are required to run a stock intake. No fabricated manifold plenums allowed.

E. All exhaust systems will exit below the car; the maximum exhaust tubing size is 2.5".

F. If the stock gas tank is located ahead of the rear axle, it may remain in place as is. Double check the gas lines and the tank straps, replace them if they are worn. All stock tanks located behind the rear end must be replaced and relocated in the forward area of the trunk. Drivers may use a stock tank that is in good condition or highly recommended would be an 8-15 gallon racing approved fuel cell. All external tanks must have a metal frame to hold the tank in place and must be strapped in place securely. Looping a few lengths of plumbers' strap is not sufficient. If the tank is in the trunk area, the entire rear firewall must be patched with sheet metal so that none of the trunk area is visible from inside the driver's cockpit. All aftermarket fuel pumps are required to have a kill switch for fuel pump shut off located in plain sight in the window opening behind the driver.

5. WHEELS.

Stock wheels or 7" wide safety wheels.

Maximum tread width is 75".

Oversized 1" lug nuts are required.

All wheel weights must be removed from both the inside and outside of all wheels.

Steel safety wheels must comply with the measurements on the drawing.

6. COCKPIT.

Full stock steel floorboard and front firewall. All holes in the floorboard and front firewall must be covered securely with sheet metal. Both front and rear bumpers must be strapped or chained to the frame to prevent dragging.

An aluminum racing seat is required. Seats must be professionally mounted with the back of the seat secured to the horizontal back bar of the roll cage.

7. STEERING AND SUSPENSION.

All steering and suspension will remain stock appearing, front-to-rear and side-to-side. Drivers may have a quick release steering wheel for safety and may replace a stock steering column with a collapsible column for safety. A toe clip on the gas pedal is highly recommended.

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.

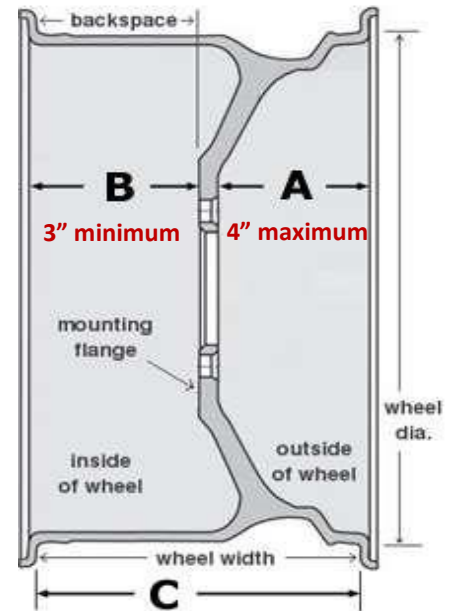
8. SAFETY.

A. Radiator support may be built rather than using the stock core support. 1 $\frac{3}{4}$ " round tubing maximum; no heavy square tubing or channel. Front and rear hoops are allowed for safety.

B. All doors must be bolted, welded or chained shut.

C. 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. Two bars may extend back from the middle section of the back hoop rearward. No bars may extend through the rear of the trunk area. Drivers may have an X between the two rear diagonal bars. Rear bars will be a maximum of 1 $\frac{3}{4}$ " round or square tubing. The rear strut towers may be supported.

Safety Wheel Measurements



- D. All mirrors, upholstery, insulation inside and under the hood, carpet, tail lights and headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any combustible material in the driver's cockpit area must be removed.
- E. The original hood and trunk latches must be removed and replaced with a quick release hood pin system. Any hatchback must be solidly welded or bolted shut.