

2011 Tyler County Speedway Weekend Warrior 4 Cylinder Rules

1. SAFETY EQUIPMENT: Rules apply at all times car is on the race track. Minimum Snell rated SA2002 or SA2005 helmet required. Roll bar padding required in driver compartment (Fire retardant recommended). SFI approved full fire suit, fire retardant neck brace, gloves and shoes required. Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft. Driver-side window net recommended, minimum 16"x20" ribbon or mesh style, and must be mounted so latch is at top front of window. Minimum three inch wide five point safety belt assemblies required (Y-type shoulder harness not allowed) must be mounted securely to roll cage, must be no more than two years old. Kill switch required within easy reach of driver and must be clearly marked OFF and ON.

2. BODY/CHASSIS: Must be unaltered OEM appearing. **Front wheel drive only.** Must have originally been at least four passenger type. Maximum wheel base 105 inches. No gutting allowed (see door bar rule). Sunroof and T-tops must be enclosed with steel. Hood and trunk lid/hatch must be securely fastened. All glass must be removed and openings remain uncovered. All doors must be welded or bolted. All exterior lights, chrome/plastic trim and hood insulation must be removed. Bumpers must be welded, chained or cabled to frame.

3. ROLL CAGE: All tubing must be **1.75** inch OD and **.095** inch wall thickness. Properly constructed four post roll cage required. Example: must be welded to minimum four inch by four inch by **.125** inch plates which must be bolted to similar plate beneath floor pan (sandwiched) using four .5-inch grade-5 bolts through each plate. Must have diagonal bar in rear hoop with horizontal bar intersecting center of that bar. Must have two bars off top of rear hoop, going down at approximately 45 degree angle and be bolted through floor pan as stated above. Must have **1.25** inch minimum OD cross bar in top halo. STRICTLY ENFORCED!

4. DOOR BARS: All tubing must be **1.75** inch OD and **.095** inch wall thickness. Driver side must have minimum three horizontal door bars welded to front and rear of main cage, passenger side must have minimum two bars. Both sides must have two uprights from top door bar to bottom door bar. Driver's door may be gutted for door bar installation must be replaced with steel door plate. Must be 18 gauge or **.049** inch minimum thickness steel and securely welded to outside of door bar. Plate must cover area from top door bar to bottom door bar and from rear down post to five inches in front of seat. Must be visible for inspection.

5. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Aluminum high back, .125 inch thick racing type seat required. Only holes allowed in seat are for belt, harness and mounting bolts. Must be securely mounted. Driver must be sealed off from track, engine, transmission and fuel cell. No mirrors. No interior metal may be removed (see door bar rule). All flammable material, radio and air bags must be removed. Fire walls must have no holes.

6. SUSPENSION AND STEERING: All components and mounts must be unaltered, OEM and match year, make and model of car used. Rear wheels must track straight ahead and be in alignment with front wheels.

7. SHOCKS: One steel, unaltered, non-adjustable, non take-apart, OEM mounted shock, in OEM location, per wheel.

8. SPRINGS/STRUTS: One steel, unaltered, OEM mounted spring/strut in OEM location per wheel. One spring rubber allowed in each spring.

9. TIRES AND WHEELS: Tire must be DOT, unaltered, OEM for year, make and model of car used. No mud or snow tires. Wheels must be DOT, steel, unaltered and OEM width and offset for car used. No wheel spacers or bleeder valves. Must use one inch OD steel lug nuts.

10. BRAKES: Must be steel, unaltered, OEM operative, 4 wheel disc or drum brakes, and match year, make and model of car used. Master cylinder must be in OEM location. No brake shut off or bias adjuster. Steel brake lines only.

11. 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. Track officials may request car to use muffler if it is determined to be too loud.

12. BALLAST: No ballast allowed. Any item deemed as ballast will be required to be replaced (i.e.. fuel cell canister, battery box, etc.) No titanium, magnesium or carbon fiber products. No gun drilled bolts or studs. Steel fasteners only.

13. BATTERY: One conventional passenger car 12 volt battery only. Must be securely mounted. Positive post must be covered. May be relocated to trunk area, but master disconnect switch must be installed near driver. Battery must be isolated from driver. Car must start without being pushed or pulled from initial staging area or go to rear of that race.

14. GAUGES/ELECTRONICS: 12 volt ignition system only. No ignition boxes. Only gauges allowed are analog oil pressure, water temperature and tach. All ignition components must be unaltered, OEM and match year, make and model of car used. No traction control. Possible permanent suspension from speedway if traction control is found.

15. FUEL SYSTEM: Must have complete, unaltered, OEM fuel system for year, make and model of car used. Gasoline only, no ethanol. Maximum 93 octane recommended. No additives. Fuel Cells ahead of rear axle allowed but must install shield under it. Fuel Cells behind rear axle must be replaced with maximum eight gallon fuel cell and relocated to trunk area. Must be securely mounted using two **.125** inch thick, solid steel straps, two inches wide, completely around cell. Fuel Cell cannot be mounted in passenger area. Metal firewall must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. No cool cans. Fuel lines through driver compartment must run through metal pipe or conduit. **(NOTE: Fuel cells required in 2011)**

16. TRANSMISSION: Must use OEM, unaltered transmission (see Note) that came in year, make and model of car used. Cannot change from automatic to manual or vice-versa. All forward and reverse gears must be operational. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used. Welded transmission permitted.

17. FINAL DRIVE (DIFFERENTIAL): Must be unaltered, OEM for year, make and model of car used. No torque dividing final drive.

18. ENGINE COMPARTMENT: Engine and radiator must be in OEM location of year, make and model of car used. No accumulators/accu-sumps. No reinforcing except installation of front strut crossbar.

19. ENGINE: 4 cylinder only. All components must be OEM unaltered for year, make and model of car used. No turbo charged, super charged or rotary engines. If Tyler County Speedway officials feel certain cars are at a significant advantage, a handicap system may be put into place to stage weekly races. Tyler County Speedway officials reserve the right to make changes in racing format for Weekend Warrior class with ample notice to drivers. Example: if we feel we need to split the field into two features instead of heat races or vise-versa.

AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME !!