

2023 Owosso Speedway Sport Compact Rules:

These Apply for all FWD Divisions

Please keep your cars looking clean and professional in appearance. All body panels must be on the car including bumper covers, fenders, deck lid, hood and rear hatch or deck lid. Cars must have clearly legible numbers that are visible for race control and score keepers. Numbers are to be on both doors and the Roof. A 5" or larger number is to be on the upper right corner of the windshield and left rear of trunk area.

Personal Safety:

All drivers must have a Snell SA approved helmet with a SA2010 or later certification. Tag still must be inside. Helmets must be worn at all times while on the racing surface. No motorcycle or dirt bike helmets are allowed.

Drivers are required to wear a flame retardant SFI rated driving suit that is free and clear of cuts and/or rips. Flame retardant racing gloves and shoes must also be worn. No mechanic gloves. Hans device or similar restraint suggested, or basic neck collar required. All Hans and Necksgen certification stickers must not be older than four years old from the present year.

SFI approved window net is required and to be securely mounted with a latching device at the top. Window net must remain latched whenever the car is on the racing surface. A minimum of a 3" wide 5 or 6 point safety harness is required. Must be attached with Grade 8 hardware or better to the roll cage or seat mount. Certification dates on the belts may not be older than 3 years from present date and still have certification tags attached on them. Belts must be securely latched when on the racing surface and an Aluminum containment seat is mandatory. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength. Must be bolted with 3 – 3" or larger grade 5 or better bolts with washers to prevent pull through.

Raceceivers are mandatory and a part of the driver's personal safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their receiver is working before going on the track surface. We will do radio checks before every race and if you're found to not have a working raceceiver you will not be able to race.

Safety inspections will be conducted for each car. Cars that meet Owosso Speedway tech approval will be marked by tech officials. Any car not inspected and/or approved by Owosso Speedway tech will not be allowed to participate in any on track sessions or races until clear approval or waiver has been granted by officials after completing the inspection.

Eligible Cars:

4 or 6 cylinder front wheel drive or 4 cylinder rear wheel drive compact cars only. No full size cars allowed. No SUVs, Cross Overs, or Vans permitted. Wheelbase must be between 90 and 107 inches. Tow plates outside of tires and 75" max width. No convertibles or all wheel drives allowed. No all wheel steering allowed. No rear or mid-engine cars allowed.

Automatic or manual transmission allowed. No super or turbo charged engines allowed. No chemical power adders of any kind (NO2, benzene, nitromethane) allowed. 4 cylinder engines must be push rod, SOHC, or DOHC. OEM stock variable cam timing is allowed on 2.5 liters or less. Maximum displacement on 4 cylinders is 2.5 liters. 6 cylinder engines can be SOHC Or DOHC with maximum displacement being 3.5 liters. Cars must use OEM engine type manufacturers. Example: Ford to Ford, Chevy to Chevy, Honda to Honda, etc. No aftermarket blocks. Stock type cylinder heads with stock casting or the engine type and original displacement used. Throttle body must be attached to the intake manifold at the stock location. Aftermarket intakes are allowed on all SOHC and DOHC engines. Owosso Speedway officials reserve the right to place a restrictor on cars deemed to have an advantage. Throttle body

or multi-point injection allowed. One fuel injector per cylinder. OEM starters only. NO ITB INTAKES ALLOWED. Internal Engine Modifications such as porting, decking, and camshafts are all allowed. All forward and reverse gears must work. No tuning devices for engines or transmission allowed.

Exhaust:

A complete exhaust system consisting of a single tube extending from manifold or header exit to exit point behind the driver's seat. Must be securely mounted. Exhaust may exit to the left or right or center of the car. If exhaust exists in the center of the car it must have a turndown towards the track. If the tip is within 6" of the fuel cell there must be a heat shield between the fuel cell and exhaust tip. Maximum exhaust size is 2 ½ and must be the same diameter from the header/manifold or flange/reducer to the system exit. No open headers. Exhaust may be welded or bolted but must have no leaks. No Dual Exhaust is permitted.

Roll Cage:

No square tubing. Only round tubes will be allowed. Roll cage must be 4 or 6 point design and be constructed of 1 ¾ or 1 ½ .095 steel tubing. Must be roll cage tubing (HREW, CREW, OR DOM). All tubing connections, seams, and bracing must be fully welded. No tack welds. Cage must be attached to the floor/unibody frame of the vehicle by welding to the rocker rail or to ¼ minimum thickness sandwiched plates bolted to the floor. However, it is highly recommended that the 4 point be attached with 2"x2" square tubing instead of sandwich plates. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of the cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side connected with spacing bars between each door bar. Drivers' side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing or bracing to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum of ¼ thickness. Roll cage design must include a minimum of 5 bars extending side to side (top of the main hoop, dash bar, middle of the main hoop and the bottom of the main hoop). An additional bar connecting the left and right side door bars behind the driver's seat is permitted; bars extending through the firewall are permitted. Diagonal support bars extending from the main hoop to the rear are encouraged and may extend to a distance no closer than 10" from the rear bumper. Teams are encouraged to add as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of Owosso Speedway officials will not be allowed onto the race track. Core supports may be reinforced or replaced with tubing, but will not extend past the strut towers. Tubing directly connected to the core support to the roll cage is permitted.

Bodies:

All exterior trim including lights, body moldings, mirrors, etc. must be removed. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors (2 or 4 door), both ¼ panels, deck lid (must enclose trunk area) and a rear bumper cover. Pillars A and C must remain stock. Stock or stock appearing body panels must be used. We will allow sportsman style front ends (fenders, bumper covers, and hoods). Aluminum sheeting will be allowed for bodies. Stock appearing bumper covers made for oval racing or aftermarket cars may be used if they are the same size, shape, or style resembling factory parts. No downforce style, shovel, or dirt late model style bumper covers are allowed. Doors must be welded shut or bolted. Door can be skinned. Skirting on the front area sides are permitted but must not extend more than ½" beyond the outside width of the tires. No sharp edges or ends on skirts. No splitters or rear air diffusers allowed. No body panel, skirt, or bumper lower than 3" above the ground allowed. No venting of the interior, floor, hood, fenders, roof, quarters, doors, or trunk panels except for fuel cell vent or driver ventilation system. Brake cooling ducts connected to the front bumper cover are permitted. All body panels must be securely attached to the car at the beginning of the race event. Hoods are to always remain on when the car is on the track. Anybody panel, wheel opening, or body attachment that is deemed illegal or unsafe must be corrected at the discretion of the Owosso Speedway tech official before the car is permitted on the racing surface. Rub rails are permitted on both sides at doors

only. Can only be mounted flush against the door skins. No nerf bar style rub rails. Rub rails may be 1"x1" steel or clear plastic or Lexan decal protector type. Both mounted flush with no rough or sharp edges.

Front Windshield:

It can be stock or replaced with Lexan. If using Lexan; a center brace supporting the Lexan is required. No Lexan or any other material covering the passenger door window. Owosso Speedway reserves the right to have any teams make any changes to allow track safety crews quick entry into the car's cockpit.

Spoilers:

Rear deck spoilers are allowed. Maximum spoiler size is 5" Tall and 60" wide. Maximum height of spoiler may not exceed 5" above deck lid surface. Fabricated spoilers must be see-through (Lexan) or metal may be used if the spoiler does not limit visibility. Any spoiler deemed unsafe by Owosso Speedway officials must be removed before the car is allowed on the racing surface. The front edge of the spoiler must be within 4" of the rear edge of the decklid measured horizontally. Spoilers may not exceed more than 3" beyond the decklid rear edge. No roof mounted spoilers are allowed. No window mounted spoilers or any other window aerodynamic devices are permitted. Window mounted ducts for driver ventilation is permitted. No verticals, shark fins, billboards, or similar devices allowed.

Frames/Trunks:

Car must have a stock frame, stock firewall, and stock floor pans, complete and unmodified. All openings in the floor and firewalls must be covered. Truck floor may be removed or modified to allow for fuel cell installation. Hood and decklid must be secured with a minimum of 2 hood pins each. All glass must be removed from the vehicle except for the front windshield. All interior trim, carpet, and sharp trim brackets must be removed from the interior and trunk areas. All airbags must be removed. No full tube chassis cars allowed. Must be stock firewall and floorboards up to the rear of the rear strut area. Area after rear strut towers can be tubed.

Weight Rules:

Base weight: 2250 lbs.

DOHC – 2350 lbs.

Honda K and V6 cars – 2450 lbs.

All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbags, or similar items are not allowed. All weight must be painted white, clearly marked with car number/name for easy identification and must be securely fastened to the vehicle. Must be bolted or welded. Any weights lost during competition whether or not involved in a collision will result in immediate disqualification and suspension from further participation of that event and will be subject to thorough inspections before returning to any remaining competition events.

Fuel Cells/Fuel:

They can be mounted in stock locations or in the trunk area. The maximum fuel capacity is 15 gallons. No marine boat tanks or portable gas containers (cans) allowed. Protective bars for fuel cells are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can and be protected by a fuel cell safety cage or impact bar. Fuel cells must be equipped with an anti-rollover valve and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fuel cap. Fuel cells must be mounted within a minimum 1/8" thick, 1"

wide straps or with 1" tubing. Fuel pumps, filters, and fuel lines must be securely mounted so that they cannot become dislodged or disconnected during a collision. Proper high-pressure line and fittings must be used. Any fuel line run through the driver's compartment must be run through steel tubing and painted red with the lettering not cut on it in white letters. Any fuel system deemed unsafe by Owasso Speedway tech officials will not be allowed on the track. No rubber line (fuel) in the driver's compartment.

A battery shut off switch is required. Master switch must be mounted within the driver's reach. Battery may be relocated to the area behind the driver or in the trunk. Battery must be securely mounted to the floor or roll cage.

Tow hooks:

Towing devices are required. A secure towing device (hook, chain, cable, bracket).

Tires and Wheels:

DOT Treadwear 200 or Greater

Hoosier 790, 795 790's will be allowed. Soaking tires or the use of tire treatments is strictly prohibited.

Wheel spacers are allowed if the car width is within the 75" rule and tires do not extend out past the fenders.

Wheel Width is maximum of 7" no exceptions.

1" backspaced wheels or 8" wheels are not allowed.

1" lug nuts are required.

Suspension/Drivetrain/Brakes:

No made for racing (Penske, Afco, Pro, or similar) shocks or struts are allowed. No adjustable or rebuildable shocks or struts permitted. Any shock or strut with rebound or compression adjustment knobs, screw, rods, or compression adjustment knobs, screws, rods, or bolts are prohibited. FWD strut or shock must have an MSRP of \$125 or less. RWD strut or shock must have an MSRP of \$150 or less. Stock appearing strut, shock, or spring must mount in stock location. Shock or struts with threads permanently made in their bodies are prohibited. Only slip on coil sleeves are allowed.

Stock, aftermarket, and performance sway bars using stock mount points are permitted. No made for racing multi-piece sway bars allowed. Stock type front control arms are required. Control arms and mounting locations may be modified for camber adjustments. Aftermarket radius rods allowed. No solid metal bushings allowed. Rear trailing arms must remain stock but can be "beefed up" or reinforced. Rear control arms may be replaced with steel tube and heim ends for safety. Stock rear trailing arms and suspension mounting points may be braced for strength.

ABS sensors must be disconnected or removed. No functioning ABS systems are allowed. No traction control systems or devices allowed. Drilled and/or slotted rotors are allowed. Must use stock type calipers. Brake cooling ducts are allowed on the front brakes only. Parking brakes must not be used by the driver while competing. A proportion valve on the rear brakes only. Adjustable proportioning valves are allowed (knob, handle, crank) and can be mounted in the car if desired to be adjusted by the driver on track. Can only use a stock type master cylinder. No aftermarket master cylinders. No aftermarket pedals allowed. All non-strutted springs must be tethered to prevent them from falling out.

Transponders:

Transponders must be mounted at or behind the rear axle, under the car using a proper mounting bracket or pouch. Any driver that loses or damages a transponder will be responsible for the full cost of a new replacement. You will not be paid any money for the event until your transponder has been turned in and verified.

Additional Rules:

Drivers and teams are required to allow complete and unfettered access to their racing vehicles by any Owosso Speedway official for the purposes of inspection and rules compliance. Any attempt by a driver, team member, or team representative to limit access to a race vehicle or to conceal a rules violation from officials will result in an immediate disqualification regardless of the condition of the race vehicle.

Disqualification can include but is not limited to a change in heat race or feature race starting position or expulsion from the racing event or racing series.

Whenever ordered by any Owosso Speedway tech, the driver is required to present themselves and car to the inspection area. This order may come in the form of a verbal notice during the driver's meeting, a verbal notice directly from an official, a notice via radio transmission (raceceiver), or by hand signals/gestures from officials.

It is the responsibility of the driver to know when and where he/she is required to report for technical inspection. Failure to report directly to the technical inspection area when required will be considered a deliberate attempt to conceal a rules violation and will result in an automatic disqualification.

It is the responsibility of the driver to be ready and know when their practice, qualifying, and race is taking place. We cannot and will not hold up the show or make any special accommodations for practice or qualifying.

Any driver required to report technical inspection that deliberately stops in their pit area or visits another team's pit area before or while in route to the inspection area will be immediately disqualified with no exceptions.

All race drivers that are required to report for technical inspection are required to maintain their race vehicle in the exact same condition as it was during the race until technical inspection by tech officials is completed. Any part removal, part installation, or adjustment to the race vehicle prior to and during the technical inspection process that is not authorized by Owosso Speedway tech officials is considered illegal and will result in disqualification.

During post any cars technical inspections (start of night, post qualifying, post-race) only the driver and a maximum of one crew member belonging to the race car will be permitted in the inspection area. Any driver or crew member not belonging to the car being inspected by officials are required to remain a minimum distance of 15 feet from cars being inspected. No driver or crew member may refuse, attempt to delay, or in any way limit or prevent officials from performing a technical inspection. Violations of these rules will result in the entire offending team being disqualified.

Two-way communication devices are not allowed. Any team suspected of using two-way radios will be disqualified. Drivers are required to use a raceceiver type device to monitor race control during line-ups, qualifying, racing, and any other time the car is on the racing surface.

Any driver, crew member, or team representative yells, curses, abuses verbally or physically an official or speedway staff; will be immediately disqualified, will be required to load and leave the premise immediately, and will forfeit all money and/or points for the event as well be subject to disciplinary actions including potential of being banned from competition for the remainder of the racing season .

All Owosso Speedway officials will gladly listen to any concerns or complaints (at the appropriate time) as long as you are respectful and courteous. Please treat all officials the way that you want to be treated.

Drivers are responsible for their team members.

Drivers that are disqualified from an event will be subject to loss/forfeiture of event championship points, applicable event starting pay, tow money, and event purse payout as determined by the Owosso Speedway officials and the race director. All decisions by the officials on scoring, payout, and penalties are final.

Drivers must remain with any disabled car to assist track personnel in removing the car from the racing surface and returning the car to the pit area. Drivers with a wrecked or disabled car must not exit their car until instructed to do so by a track or safety official, unless the driver is in direct danger or physical harm (such as fire, leaking fuel, smoke in the cockpit, fumes, etc.). Drivers leaving their cars to confront another competitor, or a race official will not be tolerated. Obscene gestures and profanity will not be tolerated. Any driver that leaves their vehicle without permission of officials or track safety personnel will be penalized or expelled. Any crew member that approaches the racing surface for the purpose of confronting a competitor or official will be penalized or expelled. Any crew member or family member coming onto the racing surface without permission of officials will be immediately expelled from the event premises. Penalties for improper conduct may also include fines, suspension from racing events, and/or expulsion from the racing series.

Our technical inspector's word is final on car safety, personal safety equipment, and cars meeting these rules. If they find something and tell you it needs to be fixed, get it fixed. If they find a gray area or may need to implement a penalty, the official will come to management, and we together will come up with a decision and solution. Do not go to management if the official told you that something needs to be done or fixed with your car(s). The technical inspector is the ultimate decider when it comes to any technical rules stated above for this series. If anyone; driver, crew member, family member, or team representative yells at, argues with, curses or gestures anything in any way to our tech officials, that team will receive a penalty or be disqualified for that event and possibly face further penalties. The tech officials are there to make sure everyone is safe, on a level playing field, and adhere to the regulations listed above.

All Owosso Speedway officials and staff are to be treated with kindness and respect, as we do for all of the fans and drivers.

Owosso Speedway reserves the right to modify, change, or discontinue all or any of these rules in the interest of competition and safety. Your knowledge of, and compliance with, the rules and regulations as stated above is greatly appreciated. We want the best show possible for our drivers, and fans.

Divisions are decided by times A (Pro) - 18.35 Second lap or faster.

B & C split based on car counts Qualifying will now be based off practice times. Best lap will be qualifying time. It is your responsibility to ensure transponders are on and active. If your transponder is inoperative it's an immediate black flag. If you can't practice resulting in no qualifying time, you start at the back of the Pro class.

In the event the Pro class does not have the car count to run a full event, then B & C cars will be invited voluntarily based on faster times down till slots are filled. This will be in addition to running in the B or C class they would typically be in. Cars that volunteer to run double duty in class and in the Pro class will be given flat rate pay for the additional class regardless of finishing position. That flat rate is \$50 per tag on field filler car for 2023.

Owosso Speedway is going to take a hard stance on scratching and sandbagging in attempts to keep the class fair. Scratch time results in automatically starting in the back of the Pro class for heats and features. Cars that scratch will receive C payout scale.

Breakout time of .3 any 3 laps. Breaking out results in black flag, no caution, loss of points and tow money only for the night. Owosso Speedway reserves the rights to implement breakout adjustments depending on track conditions. Top 3 qualifiers of the Pro Sport Compact class will be exempt from the breakout rule.