

Sm4ma 2024 rules

Protest Procedures:

A protest fee and written request must be made to the Technical Inspector within 5 minutes of the end of the main event (Checkered Flag).

A) In order to protest a car you must finish behind that car or you have the option to protest each car that finishes ahead you. If it is a multicar you must protest each car on the same items.

 2 items \$300

C) Complete Engine \$800 this will consist of camshaft, head, intake/spacer, carburetor, cc's,

D) Bumper to Bumper \$1,100 this will consist of complete engine, flywheel assembly, transmission, rear end, suspension and checking for traction control.

E) Visual protest is \$50 retained by the TRACK TECH must be made within 30 minutes before qualifying, heat race or main event. This includes Bodies.

F) If protested you have the right to counter protest. Protested car has 5 minutes to decide if they want to counter protest. After all protest has been filed parts must be ready for inspection within half (1/2) hour. (Tech man discretion)

G) Once a protest has been filed it will be final. There will be no dropping protest.

H) IF DECLARED ILLEGAL FOR ANY REASON ALL MONEY AND POINTS WILL BE FORFEITED.

I) ANY MONEY NOT PICKED UP AT TRACK ON NIGHT OF RACE WILL BE FORFEITED UNLESS ARRANGEMENTS HAVE BEEN MADE.

TRACK RETAINS 25% OF ALL PROTEST FEES EXCEPT VISUAL TRACK RETAINS 100%

All drivers must comply to the general track rules, in addition to the division specific rules set forth below.

Four cylinder water cooled rear wheel drive cars and mini pickup trucks only.

Body

-No extra panels -wings or aero doors-plates on the nose - roof-or sides of car nothing above the deck of car other than rear spoiler and flat roof may have rock guard for driver and hood scoop

- Stock auto body allowed. 100lb weight break allowed.

- May have any body

- Inner panel may be removed.

- Must have stock firewall in stock location and full floor
- Open back end allowed.
- Spoiler and side plates must be no more than 8" max.
- Must have roll cage and all safety equipment.
- Cage must be secured to unibody.
- Chassis on a Fox Body Mustang can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, as long as they remain in the stock position and mount.
- Leaf spring cars must retain the chassis all the way back to the rear leaf spring mounting points and positions, trunk area can be cut out but the shocks must go through the OEM holes.

Suspension

- Must be stock suspension
- 1 shock per wheel. No canister shocks. No 4 bar suspension.
- Lowering blocks ok.
- Adjustable buckets and wedge bolts are permitted.
- Racing springs permitted, must be in stock location.
- May cut/lower a frame for caster/camber adjustments.
- May cut panhard bar, must retain stock ends, non-adjustable.
- Caster and camber plates ok.
- Shocks with external reservoirs will not be allowed.
- Racing shocks and struts are allowed as long as they can be mounted in the FACTORY POSITIONS. Shocks must retain stock angle.
- In order to be able to run different shocks, the shock mount can be moved up for shock travel as long as the angle is not changed
- Only one shock per wheel will be allowed
- Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
- Bump steer will be allowed.
- All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
- 4-link cars may adjust pinion angle, adjusting the length of the upper links only.

- Bushings or offset bushings ok in steering rack.

Brakes

- 3 wheel brake shut off permitted.
- may remove caliper and rotor on RF only.
- 4 wheel disc brakes permitted.
- Dual master cylinders permitted.

Wheels and tires

Beadlocks allowed. steel wheels only

- 8" wide wheels permitted.
- Wheels over 8" maximum width must carry a 10lb per wheel weight penalty.
- Any tire not to exceed 10 in maximum
- Any compound

Any header permitted

Driveline

- Only a stock transmission will be allowed. Top loader transmissions will not be allowed.
- Transmission must have forward and reverse gears.
- Lightening of the transmission is allowed.
- All internal gears must be OEM stock production gears.
- No billet gears allowed.
- No aftermarket transmissions allowed.
- No racing transmissions allowed.
- Any working race clutch, such as Tilton, Quarter Master, or Gold Star allowed. Couplers are not allowed.
- If you run a stock clutch, pressure plate, and stock lightened flywheel, you can take a 50 pound weight break.
- Any stock style oem (factory) rear end

Engine

- Stock engine location.
- No engines with more than 2 valves per cylinder.

- Formula for CC: bore x bore x .7854 x stroke x 4 = cid, then divide cid by .061 (tolerance .010 for wear).

- No rotary or turbo or DOHC

- Any steel rod; no aluminum or titanium.

- Stock crank or billet crank permitted.

- Oil pan- any wet.

- No dry sumps may have regulated exhaust evac system.

- Any flat top piston/toyota 1600 and 1800 may run dome piston

Ignition

Any ignition system allowed.

Weight breaks

- If you run a stock clutch, pressure plate, and lightened factory flywheel, you can take a 50lb weight break.

- Stock (untouched)OEM intake manifolds (with no porting/polishing) may take a 50lb weight break.

- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting or polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.

- If you run a stock body, you may receive a 100lb weight break.

- If you run 8" wheel and 8" tire you get 10lb per wheel weight break.

Weight penalties

- Aftermarket cast iron heads must carry a 50lb weight penalty.

-Any fabricated sheet metal or custom intake 40lb penalty

- Wheels over 8" maximum width must carry 10lb per wheel weight penalty.

Cylinder head

Any cast iron head allowed as long as they are/were available to the general public for sale.

-Any valve in open head

- OEM production aluminum heads on Toyota allowed.

- No aftermarket aluminum heads allowed on any engines.

- No dual cam shafts.

- Milling, porting, and polishing allowed.
- No relocation of intake/exhaust ports or runners.
- Any cam allowed.

Fuel

- Any racing gas or pump gas allowed.
- Any fuel containing any type of alcohol will not be allowed, that includes E85 and oxygenated fuels that contain alcohol

No (NOS) Nitrous oxide systems

Carburetor

Fuel injection will not be allowed.

- Holley 4412 500 cfm and Holley 7448 350 cfm 2-bbl carburetors allowed.
- No 4-bbl carburetors.
- No aerosol carburetors allowed.
- Choke horn may be removed.
- Carburetor must have boosters with no modifications to boosters or venturi.
- must pass no go gauge top and bottom no cut throttle shafts

Base weight

Any engine up to 2250cc must weigh 2200 pounds.

- Any engine between 2251cc and 2400cc must weigh 2400 pounds.
- Any engine between 2401cc and 2610cc must weigh 2500 pounds.
- Any engine between 2611cc and 2850cc

Must weigh 2650 pounds.

- All weights must be posted in clear view including all breaks and/or penalties.

Safety

1. Approved helmet and full fire-resistant driver suit required.
 - a. 50lb weight break for head and neck restraint and/or full containment seat.
- B. If you have both it's 75lbs
- C. But is you have all 3 full containment seat and a neck restraints and a fire Suppression system will be a 100lbs

2. All cars must have 2" seat belts with shoulder harness and must be attached to roll cage.
3. We strongly suggest that all cars have an approved fire extinguisher- securely mounted, within easy reach of the driver. A 5lb Halon System is recommended.

The tech man has the Final call

Track reserves the right to change, delete, or amend the rules in the interest of competition.

- Any size valves allowed. Valve guide spacing cannot be altered.
- Aftermarket cast iron heads must carry a 50lb weight penalty.
- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting/polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.

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