



## **Fuel Injected**

# **2023**

### **General**

- a. If you are building a car for the first time, please contact [sandsspeedway@gmail.com](mailto:sandsspeedway@gmail.com) to speak to an MCDA representative before building.
- b. Each driver and crew is responsible for knowing these rules, General Track Regulations and Track Policies.
- c. All cars will be inspected for safety and rule compliance.
- d. If your car is disqualified by these rules, your entry fee WILL NOT BE REFUNDED.

## **Car Eligibility**

- a. Vehicle body must be a stock passenger-type with complete factory appearing body and top. 1995 newer model year.
- b. NO CONVERTIBLE-STYLE bodies allowed.

## **Safety Requirements**

- a. Fire suits are mandatory. Highly recommend a 2-layer SFI-5 fire suit.
- b. A fire extinguisher that is 2 lbs or more, BC rated for metal with a gauge must be mounted in a quick release bracket and is required to be within reach of the driver.
- c. A high back aluminum racing seat is required and must be bolted to the roll cage and bracket.
- d. Lap belt and shoulder harness must be a minimum of 3" wide and a crotch strap is required.
  - i. Tech Inspector/Official approval required on all mounting of belts.
  - ii. A date tag is required on all seat belts, and they MUST BE NO OLDER THAN 5 YEARS.
- e. Leather or approved racing gloves required. NO MECHANICS GLOVES ALLOWED.
- f. Leather boots or racing boots required. NO ATHLETIC SHOES ALLOWED.
- g. Roll cage padding is required in the driver compartment.
- h. Full face helmets are Recommended & eye protection is mandatory. SA2010 or newer helmet recommended. DOT mandatory.
- i. A kill switch i& or stock ignition switch required within reach of the driver & safety crew. Must be clearly marked "ON" & "OFF" painted ORANGE or RED background.
  - j. Master switch behind driver must be easily accessible from the outside and visible by safety crew. Must be clearly marked "ON" & "OFF" painted ORANGE or RED. Switch MUST KILL ALL POWER to the fuel pump and entire car.
- k. Battery must be securely installed in battery box with a lid.
- l. Factory inertia switch is required, recommended to be moped within reach of driver.
- m. Tech Inspector and Sands Speedway Ownership (SSO) have the final say on any safety related items/decisions.

## **Body**

- a. A minimum weight of 3,000 lbs. Before qualifying and post race.

- I. Top 5 must go directly to the scale after the conclusion of the feature race, must be 3,000 lbs minimum.
- b. Body panels must be fabricated from a minimum of 22 Ga steel
  - I. They must resemble the factory stock panel.
- c. Full width windshields are required.
- d. Stock windshield is acceptable. Plexi-glass (Lexan) or shatter proof plastic recommended. ALL OTHER GLASS MUST BE REMOVED.
- e. Firewall must be stock or a fabricated "footbox" with a minimum 18 Ga steel.
  - I. All holes in the firewall must be covered and must seal the engine area from the driver.
- f. A 1/8" steel pan plate from the rear of the driver seat to the heel area of the firewall must be welded in RECOMMENDED.
- g. Front and rear tow hooks/loops required.
- h. An outer rub rail next to the body is permitted and is to be mounted flush to the body only. Metal rub rails are to be 1" square maximum with tapered ends.

### **Fuel**

- a. Gasoline ONLY! NO alcohol-based fuels.
- b. No fuel line may be exposed in the driver compartment.
- c. No nitrous oxide (NOS). No cool can.

### **Chassis, Roll Cage and Framework Structural Additions**

- a. Roll cage material must be a minimum of 1 3/4" diameter with walls not less than .095" thick.
- b. Must have 8-point perimeter roll cage. NO OFFSET ROLL CAGES ALLOWED.
- c. Must have 3 door bars minimum on the left side with plating in between roll cage uprights.
- d. Steel plate on the left-side door mandatory. Must be 1/8" post to post, top to bottom.
- e. All corner welds should be gusseted.
- f. Foot and leg protector bar from behind the left front wheel to the left front roll cage post is highly recommended.

- g. All ballast (weight) added must be painted white and securely fastened to the car number clearly marked on weight.

### **Brakes**

- a. Must have all four working brakes.
- b. Drum or disc brakes allowed.

### **Exhaust System**

- a. **MUFFLERS MUST BE UNDER 100 DECIBALS at 100'! NO EXCEPTIONS!**

### **Steering and Suspension**

- a. Steering must be in typical stock arrangement and location.
- b. Hiem joints are allowed for steering components.
- c. The steering wheel should be padded. A collapsible steering wheel shaft is recommended.
- d. Any spring and shock allowed. Coilovers are allowed.
- e. The use of "weight jacks" is allowed on rear axle. Adjustable spring on the front allowed.
- f. Front suspension lower control arms must be stock and mounting locations cannot be moved.

### **Cooling System**

- a. Any radiators allowed.
- b. NO ANTIFREEZE! Water pump lubricant allowed.
- c. An overflow container must be mounted in the engine compartment and able to hold a minimum of one US quart.
- d. Water pumps must be mechanically driven.

### **Tires and Wheels**

- a. The use of tire softener is not permitted.
- b. No air bleeders allowed.
- c. Longer and oversized stud bolts are recommended.
- d. Approved racing tire is the Hoosier D800, Hoosier F70 ( preferred future tire). Must be purchased through the MCDA.
- e. Racing wheels are recommended on ALL sides. Maximum 8" wheel.
  - I. For experimental cars, stock wheels and tires are allowed.
- f. All tires new or used must be marked by the Tech Inspector at first race.
  - I. After that, you can get only one tire a week marked.
- g. The car must race on the tires used in qualifying for the entire race day.

Flat tires may be replaced during the race day with approval of the Tech Inspector. Replacement tire must have been previously marked unless it is the first day the car races.

I. If you're not buying a new tire, get a used tire marked for possible use in the future.

### **Engine and Transmission**

- a. Must be stock internal parts. NO strokers.
- b. NO dry-sump system.
- c. Engine location must be in stock position.
- d. Any stock transmission must have forward and reverse in working order. Automatic transmission must have stock appearing torque converter.
- e. Clutch and pressure plate must be a minimum of 10" in diameter. No multi-disc clutches allowed.
- f. Driveshaft must be painted white for safety. A safety loop is required on the first ¼ of the drive shaft.
- g. Stock or aftermarket rear ends allowed. Must retain stock original lower control arm brackets in the body, NO modifications allowed. Adjustable lower and upper links allowed, stock wheel base (factory dimensions only per model and year, for the car that is being used for competition/race).

**All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition. If the car is deemed unsafe it will not be allowed to race.**