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2009 4-CYLINDER RULES

The Mini Stock Division was established as an entry level division. The rules that have been developed for these divisions are focused on keeping the cars STOCK. The only modifications allowed are those to enhance the safety aspect only.

**ALL ILLEGAL PART WILL BE CONFISCATED AND THEREFORE THE PROPERTY OF LVAR.
IF IT DOESN'T SAY IT, DON'T DO IT, OR ASK FIRST.**

Both single and dual cam divisions will compete together unless there is ample amount of cars to fill a field in each division. Each division will be scored separately. These rules are a guideline. All decisions will be at the discretion of track officials.

(1) – GENERAL:

- (a) – All race cars MUST be pre-registered with LVAR and its officials prior to being allowed to race.
 - Pre-registration includes Driver info, number, year, make and model of race car as well as VIN number if applicable.
- (b) – Any driver changes must be made before handicapping; otherwise driver will lose all money and points earned for the event.
- (c) – No high performance makes or model cars will be allowed in competition. No turbo or supercharged models will be allowed.
- (d) – No convertibles, pickup trucks, 4x4, all wheel drive, or all wheel steering cars will be allowed.
- (e) – Open to any 4-Cylinder single or dual cam car with a maximum wheel base of 103".
- (f) – It is highly recommended that all drivers have a jack and basic hand tools for tech purposes.
- (g) – All drivers are responsible for the actions of his or her pit crew members and car owners. Threats and physical altercations WILL NOT BE PERMITTED.
- (h) – It is highly recommended that all 4-Cylinders run an AMB Transponder. (Please note that this is for scoring purposes. The use of a transponder WILL BE MANDATORY STARTING WITH THE 2010 Race Season!).
- (i) – It is highly recommended that all 4-Cylinders purchased a scanner or race-ceiver for safety purposes (The use of a scanner or race-ceiver WILL BE MANDATORY STARTING WITH THE 2010 Race Season!).
- (j) – Transponders must be mounted 15" behind the rear edge of the rear axle assembly.
- (k) – ANY CAR THAT IS DOMINANT WILL BE SUBJECT TO A WEIGHT PENALTY.

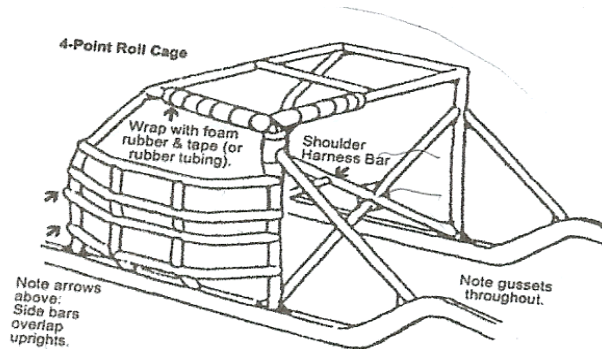
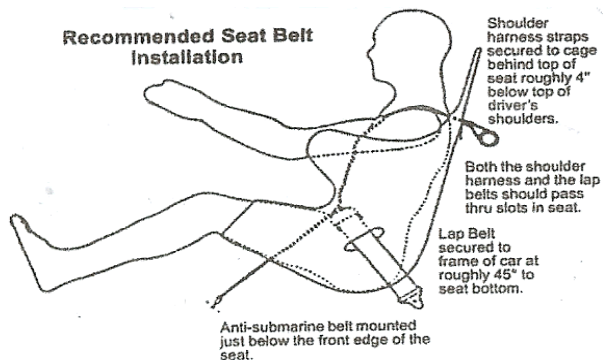
(2) – BODY:

- (a) – BODIES MUST be 100% COMPLETE AND ORIGINAL. WE WILL NOT ALLOW SKINNING OF ANY BODY PANELS with the exception of the doors may be skinned for the door bar clearance. If the vehicle is a 4 door, the front doors only may be skinned.

- (b) – It is highly recommended that the Vehicle Identification Number (VIN) tag be intact and visible at all times for tech purposes.
- (c) – Sunroofs and T-tops MUST be removed and covered securely.
- (d) – All interior upholstery fabric must be removed.
- (e) – Dash may be removed and replaced with aluminum or sheet metal replacement.
- (f) – ALL holes in firewall and floors must be covered with tin.
- (g) – All plastic, glass, and chrome must be removed.
- (h) – Windshield must be replaced with ½" wire mesh.
- (i) – Doors must be bolted, chained or welded shut.
- (j) – All underhood insulation must be removed.
- (k) – All hoods and trunk lids must be pinned and must remain stock.
- (l) – Batteries must be securely mounted under the hood.
- (m) – Stock bumpers may be replaced with roll bar pipe. Bumpers should be a maximum of 1 ½" in diameter with a maximum wall thickness of .095. Tubing must conform and be covered by stock covers and be designed to prevent vehicles from getting hooked together.
- (n) – All cars must have tow hooks in the front and rear made of a minimum of 5/16 chain or cable.
- (o) – Spoilers are allowed but, must match the year, make and model of the car. NO AFTERMARKET SPOILERS WILL BE ALLOWED.
- (p) – No aftermarket body panels will be allowed.
- (q) – Stock fuel tanks are mandatory.

(3) – ROLL CAGE & SAFETY:

- (a) – Roll cage must be constructed of a minimum of 1 ½", .095 wall thickness roll bar tubing.
- (b) – Minimum roll cage clearance 3" from drivers head.
- (c) – Roll cage must be welded to the floor or rocker area using a minimum of 1/8" plate measuring 6"x6". NO BOLTING OF CAGES WILL BE ALLOWED.
- (d) – Cage must be 4 point with 2 down tubes going from the top of the main cage to the rear frame rails or a cross bar that extends between the rear strut towers.
- (e) – Minimum of 3 door bars on the left (drivers) side and an "X" or 2 horizontal bars on the right (passenger) side.
- (f) – Main cage must be reinforced with an "X" behind the driver.
- (g) – Main roof halo and windshield must have center bars (see diagram below for minimum cage requirements).
- (h) – All roll bars within reach of the driver (while secured in the seat) MUST be protected by roll bar padding.
- (i) – All cars must have an aluminum race seat. Seats must be bolted to the roll cage in at least 4 spots using 3/8 minimum grade 5 bolts with steel lock nuts.
- (j) – A five point harness is required. It must be securely mounted to the roll cage. (See diagram below).
- (k) – Harness must be in good condition with all pieces in tact and functional.
- (l) – A window net is mandatory.



(4) – ENGINE:

- (a) – Engine must match the year, make and model as well as the VIN designation (No exceptions).
- (b) – Engines must remain STOCK. No aftermarket performance parts or modifications whatsoever.
- (c) – Stock carburetor / fuel injection system for that make and model only.
- (d) – No rotary engines, rear engines, turbo or supercharger engines.
- (e) – No adjustable timing components.
- (f) – No light weight pulleys.
- (g) – OEM production parts only for the year, make and model.
- (h) – A/C compressor and power steering pump may be removed.
- (i) – Must use stock air cleaner housing. K&N type air filters are allowed. NO RAM AIR, COLD AIR INTAKES OR COWL INDUCTION SETUPS WILL BE ALLOWED.
- (j) – No aftermarket fuel components (pumps, filters or injectors).
- (k) – No aftermarket ECM's, chips, ignition systems or ignition controllers will be allowed.
- (l) – All ignition systems must remain stock including spark plug wires, coils, etc...
- (m) – Pump gas only. No race fuels or additives of any kind allowed.

(5) – TRANSMISSION:

- (a) – Transmission must remain stock for the year, make, model and VIN designation (No exceptions).
- (b) – ALL gears must be fully functional.
- (c) – No locked differentials or traction devices allowed.
- (d) – Stock flywheel, flex plate, clutch or torque converter.
- (e) – NO aftermarket clutches or aluminum flywheels.
- (f) – Inspection covers MUST be easily removed for inspection.

(6) – BRAKES:

- (a) – Brake system must remain stock and complete for the year, make, and model of the car.
- (b) – All 4 wheels must be fully functional AT ALL TIMES.
- (c) – No bias valves or block offs will be allowed.
- (d) – No cross drilled, vented or lightened rotors.
- (e) – Emergency brake cables and components may be removed.

(7) – SUSPENSION AND STEERING:

- (a) – Suspension must remain stock for the year, make and model of the car.
- (b) – All steering and suspension components must remain stock and be bolted in original locations without alteration.
- (c) – Factory replacement shock and struts only. NO aftermarket performance or adjustable parts allowed.
- (d) – Factory springs only. NO cutting, shrinking, aftermarket or coil-overs will be allowed.

- (e) – Suspension adjustments are allowed as long as the components are not modified.
- (f) – Stock steering rack and components only.

(8) – TIRES AND WHEELS:

- (a) – Tires and wheels must match the make and model of the car.
- (b) – All four tires and wheels must match in size and offset. Mixing and matching of tire manufacturers is allowed.
- (c) – Alloy wheels are allowed.
- (d) – NO hubcaps.
- (e) – Tires may not be any lower profile than a 55 series.

(9) – WEIGHT:

- (a) – Any vehicle that dominates competition will be subject to an additional weight penalty.