

2011 4-Cylinder Wild Thing Rules

1. Any 4 cylinder car or truck with a maximum wheelbase of 105" for cars and maximum 108" for trucks. Wheelbase must measure equally side to side.
2. Complete stock body, frame, and suspension. **No spring rubbers or spacers anywhere on car.** No 4 wheel or all wheel drive cars or trucks. No bracing anywhere on car. Steering column, and pedals must remain stock for that make and model. Car must have a horn that works. Cars must have automotive type bumpers on front and rear. You must have bumpers on car to begin competition in any event.
3. The insulation under the hood must be removed for fire prevention.
4. Maximum of 210 pounds of compression per cylinder allowed. ZERO Tolerance.
5. One stock carburetor or one throttle body or factory multi port fuel injection systems only, must be stock for that make and model. No forced air induction allowed of any kind. No turbo chargers, or super chargers, allowed. Aftermarket air filters are okay, but air funneling devices are NOT allowed.
6. Exhaust must come off engine and exit under the car running back at least behind the driver's seat. Exhaust system must consist of one single pipe with no holes or leaks. Mufflers are not required. Headers will be allowed.
7. Stock transmission and rear end (or front end) for that make and model. No welded or locked rear ends or front differentials allowed. One drive wheels must turn independently while the other wheel is on the ground stationary.
8. Battery may be moved from stock location to inside the cockpit of the car but must be enclosed in a steel container securely fastened to the car. A master kill switch clearly marked "ON / OFF" is **highly recommended**. This switch should kill all electrical components including the engine and the electric fuel pump in the case of an emergency.
9. Stock passenger car tires only. No DEEP LUG tires allowed. The front two tires must be the same size, side to side. The back two tires must be the same size, side to side. Tires can be no wider than 60 series. No low profile tires. Directional tires may be used on non-drive axles only. 30 lbs. of air pressure minimum in each tire at the end of the race. Wheels can be steel or aluminum wheels with a maximum width of 6-inches. Tires cannot stick out of the fenders past the middle tread line of the tire (measured at the top of the tire).
10. Pump gas only. Stock gas tanks may remain in stock location (maximum of ½ tank of gas). If stock tank is removed, an approved fuel cell must be used (max. of 12 gallons) located securely in the trunk area and covered. Must be mounted in a safe manner. Racing fuel cells are highly recommended. Check valves on all tank vents are mandatory.

11. Roll Cage: A four post roll cage is mandatory. Cage must be mounted to the frame or uni-body with plates and have a loop around the top connecting the four posts and also be fastened to the roof of the car. Top hoop must have at least one cross bar located near the center of the hoop. Three driver's door bars will be mandatory along with at least one bar on the passenger's side. Cage must have a horizontal bar behind the driver to fasten belts to. No bars from the roll cage will be allowed to pass through the front firewall. Rear support (kicker) bars may not be mounted to the car any further back than the front of the rear wheel wells. All bars used in the main 4 post cage, halo loop, and door bars must be constructed of minimum 1 3/4" diameter x .095 thickness tubing. Any car caught with rusted off roll cage tubing or rusted out areas where the cage is mounted will be disqualified. Check your cage over for your safety.
12. Must be steel, unaltered, OEM operative, four wheel disc or drum brakes, and match year, make and model of car used. OEM master cylinder only, in OEM location. No brake shut off or bias adjusters allowed.
13. Driver's door may have a protection bar (max of 1/2" thick by 4" high) piece of flat steel not to extend over 6" on either side of the driver's door and may be welded or bolted to the outside of the car door level with the height of the bumpers. All doors may be welded shut.
14. Full face SA 2000, SA 2005 or SFI 31.1/2005 rated helmets only, 5 point safety harness safety belts, racing seat, window net, gloves, neck braces, and fire resistant driving suits are mandatory. Window net must be fasted to the roll cage on top and bottom of the net, NOT to the door panel or roof of the car.
15. All glass, mirrors, and light lenses must be removed. Driver protection bars (min. of 4 bars 3/8" diameter) and mud screen must be installed in front of the driver in the windshield area.
16. All 4 brakes must be operable.
17. Cars must start under their own power. Any car that requires assistance from speedway personnel or equipment to get started from the staging area will lose their starting position and will start at the rear of that event.
18. Drive shaft, if applicable, must be painted white. The car must also have a drive shaft loop constructed out of 1/4" x 2" flat steel mounted 6" behind the front U-joint.
19. All cars must have tow hooks or chain loops on both ends of the car strong enough to hold the weight of the car when being towed off the track.
20. No added ballast (weight) of any kind to the car.
21. Drivers 14 – 18 years of age may be allowed to compete with parental permission form signed/notarized. All drivers must sign waiver at pit entry.
22. Car numbers must be **legible and in contrasting colors to car**, recommended 18" tall with 3" thick lines. Car numbers are to be placed on each side of the car and on top of the car so it can be read from the passenger's side of the car. **Cars must also have their number placed in the upper right hand corner of their windshield area on a piece of metal mounted to the car that can be seen from the front as well as a number on the back of the car.**
23. A protest rule has been implemented for 2010. See Protest Procedure Sheet attached.

- 24. Claim Rule & Procedure** - There will be a \$400 Claim or a \$200.00 exchange, (seller's choice) in effect for the top 4 finishers of the feature event. Driver wanting to make claim must drive his/ her car under it's own power to the tech area within 5 minutes of the checkered flag and announce the claim to a tech official along with \$400 cash. The tech official will inform the person being claimed that a claim has taken place and they will have 5 minutes to decide weather they are going to sell, exchange, or refuse the claim. Refusal to sell will result in loss of money and points for that event and points for the season along with racing privileges being suspended for two calendar weeks. To claim, a driver must have raced the two previous point races to claim on the third point race and must finish on the lead lap of the feature event. A driver may not claim the same driver twice in the same season. Track promoter has the option to claim any car finishing in the top 4 positions. Driver's claim takes precedence over promoter's claim. **The battery, racing seat belts, racing seat and window nets do not go with the claim. If two drivers claim the same car we will draw to see who gets the claiming rights.**

2011 Protest Procedures

A protest may be filed by any driver against another driver competing in the same event. The written protest must be filed with the Director of Competition or Technical Supervisor within 10 minutes following the finish of the feature or main event. THE WRITTEN PROTEST MUST SPECIFICALLY STATE WHICH PART IS ALLEGED TO BE ILLEGAL. The proper amount of cash must be deposited with the Director of Competition or Technical Supervisor before inspection begins. Any part noticed while the inspection procedure is taking place, will be cause for disqualification and same consequences will be followed as if the protested part was found illegal. The amount of the protest will be determined by the following guidelines.

Protest Fees:

1. \$25.00 – Visual inspection only. No tools required.
2. \$50.00 – Some tools required. Remove wheel, shock, spring, carburator
3. \$150 – Internal Engine inspection, removal of clutch/ pressure plate, transmission, rear end/gear, etc.

If the protested car is found to be legal, the protest fee will be forfeited to the protested driver.

If the protested car is found to be illegal, the protest fee will be returned to the protesting driver.

- AND:
1. All winnings for that night's program will be forfeited by that driver.
 2. All points for that night's program will be forfeited by that driver
 3. The driver may be fined up to \$500.00
 4. The driver and/or car owner may be suspended for a period Determined by track management.

The following people ONLY will be allowed to be present at the protest site: The car owner, the driver of the car, director of competition, pit steward, technical supervisor, raceway management representative, and driver that has filed the protest. Any decision, findings, results, changes, corrections or additions will be made subject to conditions at the time subject to the approval of Lee County Speedway Management. Lee County Speedway reserves the right to tear down and inspect any car at any time, which is suspected of being illegal, without payment of protest