

SECTION - 9 SIZZLIN 4's DIVISION – 2020

The FRRC Officers have the right to bring forward a rule change proposal to the drivers in the division for change mid-season during the drivers meeting. All drivers whom have points for the current season can vote. Must have 2/3 majority for the rule to change mid-season. FRRC officers retain the right to make changes unilaterally for safety purposes.*** Driver must be at least 14 years old.

***3 race deal for travelers may run their home track rules (only for R, W and B) pending they meet the horsepower and tire rules of Sizzlin' 4. Driver must bring home track rules and points.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports recommended if using head and neck restraint system. Recommended: Fire retardant head sock and underwear. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than 2 years old, but REQUIRED to be no more than 4 years old. Master kill/fuel pump switch required located either behind driver's seat or on the left side of the dash next to the windows within easy reach of safety crew.

2. BODY/CHASSIS: Any front wheel drive, compact car with three or four cylinder engine. Must have one VIN number visible on the car. All cars must remain strictly OEM. Must be unaltered OEM-appearing body. No convertibles or two seat sport cars allowed. Maximum wheelbase 107 inches, maximum one inch difference from side to side. OEM steel unaltered floor pan only. Inner fenders may be removed. Hood and trunk lid/hatch must be securely fastened. (stock hood and trunk latches must be removed and replaced with clip type pins, Minimum 2 per hood and trunk required). All doors must be securely welded or bolted. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Dash may be removed, but can remain. Skirting allowed, must maintain OEM appearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides of car; six inches tall on front and rear. Cars that meet the style of cars racing as Outlaws or Internationals at other race tracks will not be allowed to compete.

3. BUMPERS/RUB RAILS: Bumpers must be approved OEM in OEM location, welded, chained or cabled to frame. Front and rear tow hooks mandatory. bumper covers should remain. May have one horizontal bar - maximum 1.75 inch OD - tying front frame horns together ahead of radiator. One additional maximum 1.50 inch OD x .095 wall bar may be added for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rub rails are allowed, maximum one inch wide by two inch tall steel or lexan rub rails allowed, bolted flush to the body with no sharp edges. No sharp edges allowed on bumpers. No bars past outside edge of body.

4. ROLL CAGE: Six-point recommended, but 4 point required full perimeter roll cage. (The 2 kickers are optional making it 6 point) Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Recommended: front brace bar from main halo to front cowl. Forward brace bar allowed from main cage to front strut tower. Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating(Recommended: minimum 0.250 inch). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed. . No sharp edges.

5. DOOR BARS: Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Steel door plates, 0.095 inch minimum thickness, must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

6. DRIVER COMPARTMENT: Protective screen or Lexan windshield mounted in front of driver. Aluminum high-back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts. Driver must be sealed off from track, engine, transmission and fuel cell/tank. Mirrors are allowed. No gutting allowed except for roll/door bar clearance. All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open.

7. SUSPENSION AND STEERING: All components and mounts must be unaltered (except for camber purposes), OEM and match year, make/model of car used. Exception is: Recommended right rear safety hub (for example 1987-1995 Caravan hub assembly). Brace bar allowed between strut towers in front and rear. No other bracing allowed on front end. No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed. Rear wheels must track straight ahead and be in alignment with front wheels. No more than $\frac{3}{4}$ " camber allowed on front wheels. No more than $\frac{1}{2}$ " camber allowed on rear wheels. (measured at wheel, centered on hub) No center steering. No all wheel steering. Quick release steering wheel is allowed, must maintain OEM column. No aftermarket remote reservoir power steering.

8. SPRINGS/SHOCKS/STRUTS: All shocks and struts must remain OEM, in OEM location. OEM springs only, may not be modified. No spring spacers of any kind.

9. TIRES AND WHEELS: OEM DOT 13, 14, 15 or 16 inch diameter unaltered passenger tires only. Minimum 60 series, 50 series tires allowed for automatics transmission cars. No racing, mud or snow tires. No re-caps, softening, siping or grooving allowed. Grinding/ buffing tire up to 50% from new is allowed, NO camber cutting (minimum tread wear of 260). Minimum right-side tire pressure of 30p.s.i. Must be unaltered OEM steel wheels, with standard bead bump and maximum seven-inch width. Reinforcing of wheels recommended. OEM Aluminum wheels allowed. Oversized lugnuts allowed on aluminum wheels. All 4 wheels must be the same rim size. Tires must be inside of body. No wheel spacers or bleeder valves. Must use one-inch O.D. steel lug nuts. No tire softener allowed. Wheel studs must be at least flush with outside of lug nut. Broken studs and missing lug nuts prohibited. A safety rim on the RF is allowed as long as it's within the body and maximum of 6" width

10. BRAKES: Must be steel, unaltered, OEM operative, four wheel disc or drum brakes, OEM master cylinder only, in OEM location. No brake shut off or bias adjuster. Steel brake lines only. Drilled or vented rotors are prohibited.

11. EXHAUST: Exhaust manifold must be unaltered, OEM for year, make and model of car used. Smog pump, catalytic converter and air conditioning compressor may be removed. No exhaust in driver compartment. Must meet 95 decibel max. Exhaust must exit the car behind the driver and may not point toward the gas tank.

12. WEIGHT:

General Weight Requirements:

Single Overhead Cam Cars: 2,200 pounds MINIMUM weight.

Dual Overhead Cam Cars: 2,350 pounds MINIMUM weight.

Added Ballast Weight:

Added weight ballast is prohibited other than to make the required weight rule & must be mounted in an enclosed container and mounted to the floor in the passenger side seat area.

Any weight (ballast) added to the car must be secured by no less than two ½ inch bolts. The maximum spacing between bolts is 10 inches. Added weights must be painted bright color (safety orange preferred) and have car number clearly identified on each weight.

13. BATTERY/STARTER: One 12 volt battery only. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment. Cannot be mounted in engine compartment. OEM starter only, must be in OEM location. Car must leave initial staging area on demand, unaided, or go to rear of that race.

14. GAUGES/ELECTRONICS: No unapproved transmitting or listening devices (exception is one-way Race Receiver radio by officials). 12 volt ignition system only. No ignition boxes. No performance chips. All ignition components must be unaltered, OEM and match year, make and model of car used. Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be mounted in accessible location for inspection. Computers must not be tampered with (DQ if proven to be tampered with)

15. FUEL SYSTEM: Must have complete, unaltered, OEM fuel system for year, make and model of car used. Pump gasoline only, maximum 93 octane. No performance additives. Gas tank ahead of rear axle allowed. Gas tank behind rear axle must be replaced with maximum eight gallon racing fuel cell and relocated to trunk area. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans. Fuel lines through driver compartment must be steel. Aftermarket fresh air pipe and air filter allowed, but no ram air.

16. TRANSMISSION: Must use OEM, unaltered transmission that came in year, make and model of car used. All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used. No transmission coolers in driver compartment. No mini clutches, couplers, torque dividing final drives, locked differentials or CVT transmissions.

17. ENGINE COMPARTMENT: Engine and radiator (aluminum radiators allowed) must be OEM, in OEM location for year, make and model of car used. May use solid engine mounts or safety chains. No accumulators/accusumps.

18. ENGINE: 3 or 4 cylinder in-line engines only. All engines must be unaltered OEM for year, make and model of car used. Must use OEM crank, rods, valve sizes, stroke, etc. No aftermarket racing heads. (Heads must be for year, make and model-no head swapping) No high performance or sport car engines of any kind. 160 HP max on all engines, however cars with HP 151-160 must weigh 2450 lbs with 100 lbs

of weight in a box on the passenger side. No turbo charged, super charged engines allowed. No unapproved alterations allowed to any engine. .030 inch bore / rebuild allowed.

19. CAR CLAIM: \$750 CASH plus Car Swap. The driver claiming the car must be an FRRC member, finish on the lead lap and within 5 positions of the car being claimed. The claimer must have competed in the 2 weekly events prior to the claim. Claim cash must be brought to the tech officials within 5 minutes of the completion of the feature event. Only 1 claim per year per driver. If the driver refuses to sell the claimed car, they will lose all points and money for the event and suspended for the next 2 weeks of competition. Claim does NOT include Driver Seat, Seat Belts or Transponder. Cannot claim the last 3 weeks of the season.

20. One Way Receivers are mandatory. Receivers will ONLY be allowed to receive track personal direction. Team spotters are prohibited. Receivers are required to be programmed to the track mandated frequency only. Only Receiver Elite 1600 one way receiver permitted.

21. TRANSPONDERS Transponders are required on every car and are to be working and turned on whenever the car is on the racing surface. Only 1 transponder allowed per car. Transponder to be located 75 inches from the center of the transponder to the front bumper.