



2012
CHARGER
RULES

Lebanon I-44 Speedway

2012 Charger Rules

GENERAL DESCRIPTION

Anyone having questions may call Larry Magnussen (Head Tech.) at 417-531-0775.

This is a stock production class designed as an entry-level **division primarily for beginning racers**. This class of cars has been developed to permit those desiring to try stock car racing to do so at an absolute minimum cost. This is an ABSOLUTE STOCK division, unless specifically listed below. **The cars will race BOTH DIRECTIONS at track's discretion. The cars finishing in the top 4 positions in the Feature will weigh and go through tech nightly.**

Any 2002 or older SOHC or OHV 4 cylinder front wheel drive car (Except Ford Probe or Honda CRX) with a maximum wheelbases of 107" or less and a complete stock body, frame and suspension for that make of car is allowed. No DOHC, Ecotec, or Vtec engines, no 4 wheel steer cars.

I. CAR CLAIM

1. Whole car can be claimed except for any safety item, seat, harness, window net, fire safety extinguisher, or aftermarket fuel cell, etc.
2. \$1250.00 cash with no exchange.
3. Claim can be made by any top 5 feature finisher or by track.
4. **If claim is not accepted, the driver will lose that night's winnings, all points accumulated for the season, and the car will not be allowed back for 4 weeks.**

II. BODY / FRAMES

1. Ford Probe **and Honda CRX** not permitted.
2. Complete removal of all interior flammable materials.
3. All glass is to be removed. Lexan windshield with 3 support bars required, **or a full screen and at least three (3) steel protection bars, 1/2" X .065 min. in front of driver. Lexan** must be clear, not tinted.
4. Rear window is optional, if used must be lexan.
5. **NO holes in firewall or floorpans.**
6. Air-conditioner compressors, smog pumps, excess wiring and heaters may be removed but holes in **firewall** must be covered.
7. After-market **tach and** gauges may be installed.
8. A single plane rear spoiler with a maximum height of 5" is allowed.
9. Driver's door must be **bolted**, welded or chained shut.
10. Tow hooks are required on front and rear, minimum of 1/4" cable.
11. **Body must be all factory, ungutted body panels. No fiberglass or carbon fiber body panels unless stock for that vehicle. No removal of metal or lightening of car allowed other than gutting doors for rollcage installation. Absolutely no other cutting or de-bracing allowed. Complete, stock floorpans, firewall and truck floor required. Same gauge metal must be used to repair any rust holes.**
12. Maximum left side weight is **54%** of total weight with driver **sitting in normal driving position** in car.

III. ROLLAGE

1. Must consist of continuous hoops not less than 1 1/2-inch outside diameter and must have a wall thickness of at least .095-inch carbon steel round mechanical tubing.
2. Must be welded to frame in at least 6 places. Body mounted roll cages are not acceptable.

3. Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
4. Driver's head must not protrude above cage with helmet on, while strapped in driver's seat. A minimum of 3 inches of clearance to nearest tubing.
5. Roll cage must have 3/16-inch inspection hole in non-critical area.
6. Minimum requirements for all roll cages are as follows:
 - A) 4 upright bars and 3 overhead bars.
 - B) Must have at least **3** curved horizontal bars at driver's door welded to front and rear cage members and must have a .062 minimum thickness steel door plate from front to rear welded to outside of driver's door bars. And **2** in passenger door connected by vertical tubing.
 - C) 1 horizontal bar in dash area connecting front uprights.
 - D) Roof support bar (see diagram #2).
 - E) Rear hoop brace (see diagram #3).
 - F) Tubing to protect driver's feet (see diagram #4).
 - G) Vent window brace on driver side (see diagram # 4).
7. Bends must not have any kinks.
8. Complete engine compartment and truck compartment braces are **recommended**.
9. **Shock/strut towers may be connected side-to-side.**

IV. TIRES/WHEELS

1. Maximum rim size is 14 inches, **can run tire sizes 165 thru 195 with 60/65/70 aspect ratios.**
2. All wheels must be of same size. **All tires must be same size on all 4 corners.**
3. Approved passenger car tires only. Street **legal** D.O.T. tires **only**. No all-terrain tires, only passenger car tires with a maximum tread width of 7 inches. No low profile tires. **NO RACING D.O.T'S OF ANY KIND.** Must be highway tires that would come out factory on a new production car. No high performance tires permitted; this includes Yokohama and other specialty tires.
4. No softeners permitted. No alternations of any kind permitted, this is defined as any attempt to change or alter the physical and / or chemical composition of the tire by cutting, grinding, buffing, warming, cooling, etc. or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications. No alteration or defacing of tire identification numbers, labels, code numbers or serial numbers permitted.
5. Over-sized lug nuts recommended.
6. Fenders may be trimmed or cut out **for tire clearance only.**
7. **Stock O.E.M. wheels only. Must have stock backspacing. NO aftermarket racing wheels.** No homemade, custom made or modified wheels. **Factory backspacing will be checked.**
8. No modifications to wheel flanges or wheel stud patterns.
9. Only 13" or 14" wheels **allowed.**

V. WEIGHT - 54% left side weight maximum on all cars.

1. **There is a cubic centimeter to weight minimum for all cars in the Charger class.**

A) 0-1799 cc.	= 2200 pounds
B) 1800-1999 cc.	= 2300 pounds
C) 2000-2199 cc.	= 2400 pounds
D) 2200cc & up	= 2500 pounds

All weights and percentages include driver and all racing gear sitting in normal driving position. Ballast weight must be painted white, have the car's number on it and be mounted in the rear seat footwell using a sandwich plate mounting method. Since it is new, this rule is subject to modification as the season progresses and we see how it works out. All cars must post weight minimum on upper left corner of windshield.

2. **Additional weight may be added to any car at track's discretion to keep the class competitive.**

VI. FUEL / FUEL CELL

1. Cars without the fuel pump mounted in the tank must use a cell or marine type tank mounted in the trunk.
2. Stock tanks allowed if mounted in front of the rear axle.
3. Cells are recommended. Tank must be securely fastened to the floor.
4. Tanks must not be mounted within 10" of the rear panel or extend beyond the frame rails.
5. If fuel cell is used, maximum size is 5 gallons.
6. Cells required on wagons.
7. Cars equipped with electric fuel pumps must install a toggle switch clearly marked at the base of the drivers "A" pillar.
8. No fuel lines permitted inside driver compartment.
9. Steel lines must fit tight against bottom of floor pan. Use high pressure fuel hose at ends for final connections.
10. Gasoline only as fuel. Must meet track specifications.

VII. ENGINE

1. Complete stock motor **for the car as manufactured. ABSOLUTELY NO MODIFICATIONS OF ANY KIND. Stock motor mounts required in stock location.**
2. **No dual overhead cam, no V-tech or Ecotec or other exotic engines allowed. No turbos, or superchargers.**
3. **Cold air intake is allowed, but throttle body and intake manifold must remain stock and unmodified. Add 25 pounds weight penalty for cold air intake.**
4. Untouched, stock **exhaust** manifolds for that motor.
5. Any stock radiator allowed, which will fit **under the hood without modifications.**
6. Water only **as coolant**. NO ANTI-FREEZE. **Violators subject to penalties.**
7. Over-flow container of at least 1 **quart** must be securely mounted under the hood.
8. Engine must maintain 18 inches of vacuum at idle.

VIII. SUSPENSION

1. **Completely stock, unaltered suspension only.**
2. **Maximum wheelbase is 107". Must be within +/- 1" from side to side.**
3. **Stock springs, struts and shocks original to car only. OEM shocks and struts only, no aftermarket, adjustable or re-valve shocks or struts. Absolutely no cutting, heating, or other modifications to springs; no spring clamps allowed. No aftermarket lowering springs. One rubber spacer per wheel is allowed.**
4. **Maximum camber on front wheel is 2", measured at top of the wheel. Maximum camber on rear is 1".**

IX. TRANSMISSION AND REAR AXLE

1. Stock unaltered, un-modified transmission and transaxle, as manufactured with all working forward and reverse gears. **No locked or limited-slip transaxles allowed.**
2. **Stock clutch and flywheel on manual transmission cars.**
3. **No lightened, aluminum or other exotic flywheels.**

X. BATTERY

1. Battery may be relocated from under the hood, but must be securely **mounted and encased in a sealed box in the rear seat footwell. No batteries mounted in trunk.**

XI. EXHAUST

1. No open manifolds.
2. Exhaust must exit behind the driver, under the car. **Exhaust must remain under factory floor pan.**
3. Noise level is set at a maximum of 100 db measured at 100 feet from car.
4. Removal or gutting of catalytic converter is permitted.

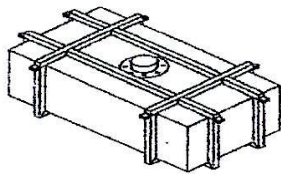
XII. SEAT, SEATBELTS & SAFETY ITEMS

1. Full containment, high backed steel or aluminum racing seat is mandatory, **subject to final track approval.**
2. Seats must be attached with a minimum of 6, 5/16 inch or larger bolts (minimum of grade 5) with fender washers; 4 on bottom and 2 in back.
3. All cars must be equipped with an approved quick release type seat belt and shoulder harness, securely fastened to frame and roll cage.
4. Minimum of 5 point harness. Seat belt and shoulder harness material should be at least 3 inches wide and CANNOT be older than 2 years. Minimum requirements consist of lap belt, shoulder harness and crotch strap. And should be routinely checked and maintained through out the season. No sewing or altering allowed on seatbelt material. Seat belts must be attached to main structure with a minimum of 7/16-inch grad 8 bolts with double or self-locking nuts.
5. Drivers are required to wear a helmet (with the latest Snell Foundation label, rated for SA (Special Application) at all times while on the track. See general rules for additional information. Head & neck support/brace devices are highly recommended.
6. Drivers are required to wear fire retardant driving suit and fire resistant gloves at all times on track. Fire resistant socks and shoes are recommended.
7. An approved safety net with quick release is required.
8. Master "ON/OFF" switch on battery cable must be located just inside driver side window, between ledge and roof, just behind driver for easy access.
9. Must be equipped with a fully charged fire extinguisher with working gauge and must be mounted in a quick release holder to be accessible by the driver. Onboard fire-out system is recommended.

XIII. MISCELLANEOUS

1. **The track reserves the right to modify these rules as may be necessary to keep the class competitive for all participants.**
2. **The track cannot anticipate every situation, circumstances or interpretation of these rules. There for it reserves the right to INSPECT, TECH or TEAR DOWN any competing car at any time.**
3. No 2-way communication allowed. This includes radios, cell phones, etc. Driver will be allowed a scanner to monitor track frequency. **Scanner can only monitor track frequency and cannot use a spotter.**
4. If in doubt about parts, equipment, or tech. ask before purchasing, using or doing.
5. **Anyone under the age of 18 (Driver or crew member) must have a signed and notarized minor's parental waiver / release form(s). Both parents must sign. Questions, please call before showing up at track. Proof of age is required and no one under 10 will be permitted in pits at any time, (special rules and pit areas, apply for 10-13 years old).**
6. **At no time is anyone allowed to ride in or on the car with any part of their body outside the car. This includes in the pit or on the track. Disqualification from event can result.**

DIAGRAM #1



1 INCH STEEL SQUARE TUBING
OR
2 INCH BY 1/8 INCH STEEL STRAP

DIAGRAM #2

TOP VIEW
FRONT

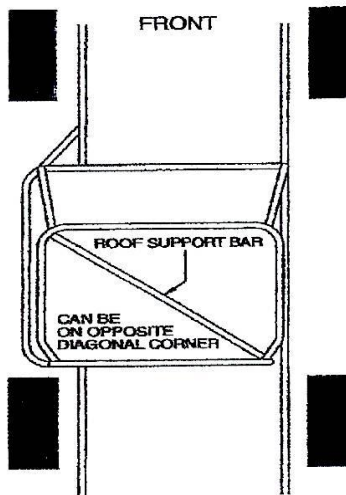
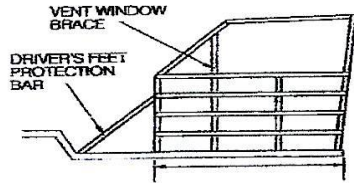
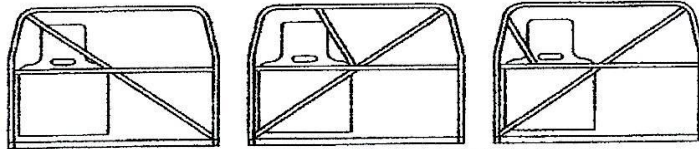


DIAGRAM #3



THIS AREA TO BE .095 INCH WALL THICKNESS BY
1.66 INCH O.D. TUBING MINIMUM.

DIAGRAM #4
BACK VIEW



ADDITIONAL BRACING BEHIND DRIVER'S HEAD IN MAIN HOOP REQUIRED.
THESE DIAGRAMS ARE MEANT TO BE SUGGESTIONS ONLY.

PROPER DRIVER SIDE DOOR PLATE INSTALLATION

Diagram # 5
Preferred Method

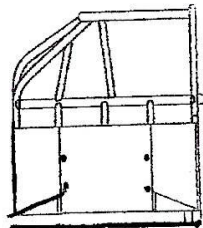
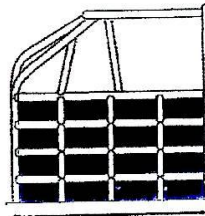


Diagram # 6



SEAT / SAFETY HARNESS

3-bar adjuster should be positioned as close possible to harness bar or snap-on/bolt-on bracket.
This applies to both lap and shoulder belt points. The final wrap as pictured in # 9 is mandatory. At
Least 4-inches of webbing material must extend out from the adjuster after this final wrap is completed.

Diagram # 7
Lap Belt Angle

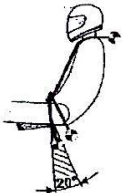


Diagram # 8
Sub Strap Angle

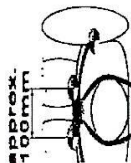


Diagram # 9
Proper Wrapping of
Shoulder Harness Belts

