



Sabine Speedway FWD Rules

RACECEIVER

1. A working RaceCeiver must be always used when the driver is on the track. Drivers found with broken and/or nonfunctioning RaceCeivers are subject to an immediate disqualification.

DUAL DUTY ENTRY/CAR SWAP

1. On race night, cars entered into one division are not allowed to be used and compete on the same race car in another division, even with a different driver. No “double-dipping” with the same car in other divisions.
2. Drivers can utilize another competitor’s car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not “switch back” to his original entry and must complete the evening in the car the driver “switched to.” A car that has been “switched to” cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this “switch scenario” once.
3. Drivers will only be allowed to “switch cars” one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race.
4. Drivers will not be allowed to start the main event in a car other than the car they qualified into the main event with. This applies to heat races, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered in the event.

SAFETY EQUIPMENT

1. RaceCeiver one-way radios are required to be used in Hot Laps, Heat, Last Chance, and Main Events.
2. Recommended fire system or working fire extinguisher required within drivers reach in the car.
3. Snell-rated SA2015 and SA2020 helmet required.
4. Roll bar padding required in the driver compartment. Recommended: Fire retardant padding



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5. SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required.
6. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
7. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, and must be mounted securely to the main roll cage. Recommended: Safety belts no more than two years old.
8. Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON'.
9. Safety items such as seat belts, helmets, and fire suits will be checked.
10. There will be no more warnings for how weight is mounted. If weight is found mounted incorrectly, it will be an immediate disqualification from the remainder of the race event. Once a car has left its own pit area, it is subject to being checked and disqualified for improper weight mounting.

FWD GENERAL RULES

1. There are no car claim rules in this division. However, SABINE SPEEDWAY officials have the final say if a car doesn't fit within the competitive guidelines of the rules for this division. Must be a front wheel drive compact car with four cylinder (or 3 cylinder) engine. All cars must remain strictly OEM.

BODY/CHASSIS

1. Any front wheel drive compact car with four (or 3) cylinder engine.
2. All cars must remain strictly OEM.
3. Must be an unaltered OEM-appearing body. No station wagons, convertibles or two seat sport cars allowed, no Honda CRX.
4. Maximum wheelbase 107 inches, maximum one inch difference from side to side.
5. OEM steel unaltered floor pan only. Inner fenders may not be removed.
6. Hood and trunk lid/hatch must be securely fastened.
7. All doors must be securely welded or bolted.
8. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed.
9. Dash may be removed, but can remain.
10. Maximum seven inch front and rear sun visors allowed, opera window may be closed.



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11. Skirting allowed, must maintain OEM appearance.
12. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.

BUMPERS/RUB RAILS

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

ROLL CAGE

1. Six-point, full perimeter roll cage required. Must use a minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have an "X" bracing configuration.
2. Rear kickers required. Recommended: front brace bar from main halo to front cowl.
3. Forward brace bar allowed from main cage to front strut tower.
4. Must have 1.25 inch minimum O.D. cross bar in top halo.
5. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.250 inch).
6. No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.
7. Welds on all roll cages and mounts will be checked.
8. Floor plating must be installed with your roll cage bolted through it, since many production cars do not have a floor plate sufficient enough to secure your roll cage.

DOOR BARS

1. Minimum three horizontal door bars on driver side and on passenger side. Both sides must have vertical bracing from top to bottom door bars.
2. All tubing must be a minimum 1.5 inch O.D. with 0.095 inch wall thickness.



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3. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on the 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.

DRIVER COMPARTMENT

1. Minimum three windshield bars and protective screen mounted in front of the driver.
2. Aluminum high-back racing seat required. Must be securely mounted to the roll cage using 0.375 inch bolts.
3. Driver must be sealed off from the track, engine, transmission and fuel cell/tank.
4. No mirrors.
5. No gutting allowed except for roll/door bar clearance.
6. All flammable material, radio and air bags must be removed.
7. Front and rear firewalls must remain and have no holes. Interior must remain open.

SUSPENSION AND STEERING

1. All components and mounts must be unaltered, OEM and match year, make/model of car used. Exception is: Recommended right rear safety hub (for example 1987-1995 Caravan hub assembly).
2. Brace bar allowed between strut towers in front and rear. No other bracing allowed on the front end.
3. No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed.
4. Rear wheels must track straight ahead and be in alignment with front wheels.
5. No more than 5 degrees camber on any wheel.
6. No center steering. Quick release steering wheel is allowed, must maintain OEM column.
7. No aftermarket remote reservoir power steering.

SPRINGS/SHOCKS/STRUTS

1. All shocks and struts must remain OEM, in OEM location.



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TIRES AND WHEELS

1. OEM DOT 13-, 14-, 15- or 16-inch diameter unaltered passenger tires only.
2. Racing or aluminum wheels only, No OEM STEEL WHEELS ALLOWED, with standard bead bump and maximum seven-inch width. Reinforcing of OEM wheel center recommended.
3. Minimum **55 series**, M, N, P, Q, R, S, T, and H speed rated tires only.
4. No racing, mud or snow tires.
5. No re-caps, softening, conditioning, grinding, sanding, siping or grooving allowed.
6. Front tires and wheels must be the same series, size and offset (0.50-inch tolerance); rear tires and wheels must be the same series, size and offset; do not have to match front to rear.
7. Tires must be inside of the body. No wheel spacers or bleeder valves.
8. Must use one-inch O.D. steel lug nuts on all 4 wheels.
9. Minimum air pressure for Right Rear tire only is 40 lbs.

TIRE TESTING

1. Sabine Speedway reserves the right to test tires at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. The procedures and penalties are outlined in Sabine Speedway's Tire Testing Rules and Authorization form.

BRAKES

1. Must be steel, unaltered, OEM operative, four-wheel disc or drum brakes, and match year, make and model of car used.
2. OEM master cylinder only, in OEM location.
3. No brake shut off or bias adjuster.
4. Steel brake lines only.

EXHAUST

1. Exhaust manifold must be unaltered, OEM for year, make and model of car used.
2. Smog pump, catalytic converter and air conditioning compressor may be removed.



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3. Exhaust must turn toward the ground. No exhaust in the driver compartment.
4. No headers.

WEIGHT

1. No ballast (extra weight) of any kind allowed.
2. Any item deemed as ballast will be required to be removed.

BATTERY/STARTER

1. One 12-volt battery only. Must be securely mounted with a positive terminal covered.
2. Battery must be in a Marine type case if mounted in the driver compartment.
3. OEM starter only, must be in OEM location.
4. Car must leave the initial staging area on demand, unaided, or go to the rear of that race.

GAUGES/ELECTRONICS

1. No unapproved cameras, transmitting or listening devices (exception is one-way RaceCeiver used by officials).
2. 12-volt ignition system only.
3. No ignition boxes. No performance chips.
4. 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.
5. Vehicle computer (ECU) should be mounted in an accessible location for inspection.

FUEL SYSTEM

1. Must have complete, unaltered, OEM fuel system for year, make and model of car used.
2. If using a stock fuel tank, alterations of any kind are NOT PERMITTED to the factory safety features of tank or cap.
3. Gasoline only, maximum 93 octane. No E85. No performance additives.
4. Gas tank ahead of rear axle allowed but must install shield under it.



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5. Gas tank behind the rear axle must be replaced with a maximum eight-gallon fuel cell and relocated to the trunk area. Must mount with minimum two solid steel straps around the entire cell, two inches wide and 0.125 inch thick.
6. Metal firewall or cell cover must be between driver and cell.
7. Fuel cell vent, including cap vent, must have a check valve. If a 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.
8. External electric fuel pump wired to the ignition switch allowed with an aftermarket fuel cell.
9. No cool cans. Fuel lines through the driver compartment must be steel.
10. Aftermarket fresh air pipe and air filter allowed, but no ram air.

TRANSMISSION

1. Must use OEM, unaltered transmission that came in the year, make and model of car used.
2. All forward and reverse gears must be operational.
3. Flywheel, flex plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of car used.
4. No mini clutches or couplers.
5. Must have an inspection hole in bell housing (accessible from top).
6. No transmission coolers in the driver compartment.
7. No torque dividing final drive.
8. No locked differentials.

ENGINE COMPARTMENT

1. Engine and radiator must be OEM, in OEM location for year, make and model of car used. Engine used must be a factory option in the make and model of the car.
2. May use solid engine mounts or safety chains.
3. No accumulators/accusumps.



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ENGINE

1. 3 or 4 cylinder in-line engines only. Recommended: double overhead cam.
2. All engine components must be unaltered OEM for year, make and model of car used.
3. Must use OEM crank, rods, valve sizes, stroke, etc.
4. No aftermarket racing heads.
5. No high performance or sport car engines of any kind.
6. No turbo charged, super charged, rotary engines, or engines utilizing variable cam-timing.
7. Aftermarket radiator is approved.
8. No VT EC engines

PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after the feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, the protested car gets \$200.00.
4. If illegal protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$300 (to cover testing) on top of the regular \$250 protest fee.