

SOUTHWEST MICHIGAN SHORT TRACK RULES

2025 ABC FWD's



PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.



A. NEW NO SOAK TIRE POLICY

1. No tire soak of any kind; on the interior or exterior of the tire: NONE
2. Within 10 minutes concluding of a feature, any of the top 5 cars can have their tires challenged for soak.
3. This will be done by an individual putting up \$120 to have a tire sample sent into Blue Ridge Labs.
4. The car with the tire being challenged will have their pay and points held for that event.
5. **If the tire is found to have been soaked**, the following will occur:
 - a) driver loses pay & points for the night that the tire was turned in
 - b) driver will have a 2-week suspension from all participating tracks (see above).
 - c) driver will pay a \$250 fine to return to racing at the track where the infraction happened.
 - d) The \$120 will be returned to the person who paid to challenge the tire.
6. **If the tire is found to be clean of soak**, the \$120 put up for the challenge will be given to the driver, along with their points and winnings from the week prior.

B. BASE WEIGHT and KEY NEW RULES

1. Base Weights:
 - a. 2250 lbs. for single overhead cam.
 - b. 2350 lbs. for dual overhead cam.
 - c. 2450 lbs. for Honda K series motors, 6 cylinders and RWD mini stocks.
2. No left side weight for FWD cars.
3. The A Feature will be the top 16-20 qualifiers each week, depending on car counts.
4. The B and C features will be split evenly, depending on car counts.
5. Minimum 4" ground clearance to body panels or frame.
6. RWD Mini Stocks allowed with 52% left side weight with stock windshield and C pillars
7. The track reserves the right to add weight to any car due to penalties or to equalize the competition of the class. All added weight will be installed in 50 lb. increments on the right side of the interior between the two vertical door bars. This will be implemented beginning on week two of the season.
8. A lower breakout time will be implemented; the exact time to be determined by each individual track.
9. An aftermarket or ported intake is allowed with a 50 lb. weight add on. This weight will be added to the right side door bars.

C. TIRES/WHEELS

1. 7" wide wheels maximum. Safety wheels are allowed.
2. Tires allowed will be the **Hoosier 790's or DOT's with 200 or higher tread wear.**
3. 1" lug nut required when using safety wheels. Wheel studs must extend at least one thread beyond lug nut.
4. All wheel weights must be removed from both the inside and outside of all wheels.
5. Maximum track width of 75"; measured with toe plates.
6. The tread wear rating must be visible on the side of the tire. Track officials have the right to reject any tire. No Z rated, trailer or recap tires are allowed.

D. BODY

1. Complete stock appearing bodies.
2. All exterior body panels will remain stock appearing front to rear; however, fabrication of doors, the bottom section of fenders and quarters, the deck lids and rockers is permissible. The basic shell of the car including the top, b- and c-pillars, windshield posts, the firewall and floorboard, the top portion of the quarter panels and the front and rear cowl area between the sides of the car will remain stock width and intact. Added ground effects or skirts are allowable. Have some shape to the body sides; a look alike Outlaw Super Late Model will cost drivers up to 100 pounds of added weight. An aftermarket mini stock nose or tail piece is allowed when mounted in stock fashion. No manufactured or aftermarket Late Model style wedge nose pieces.
3. A maximum 5" tall spoiler is permissible. It must be made of clear material and no wider than the stock body width.
4. A full Lexan windshield is recommended. Drivers running with no windshield must have a minimum of 3 protective bars in front of the driver. All glass must be removed. Back or side Lexan windows are permitted. Rub rails are allowable when securely mounted with carriage bolts and smooth ends.
5. Bumpers may be stock or tubular.
6. No two seat coupes, convertibles, trucks, mid-engine, turbo or super chargers, multi carburetors, rotary or Cosworth engines. Stock transmissions are required for the make/model/year. Two door sport coupes (Honda's Acura's, Nissan's, Neon's) and a few other cars with the variable valve timing may be subject to added ballast when the car clearly outclasses the existing field. This is a judgment call designed solely to keep a fair and level class of racing.
7. **All cars will be equipped with front and rear tow hooks, straps or chains where a wrecker can quickly and safely hoist the car so it can be towed. Damaged cars will be pushed into the pits if not equipped with a safe way to hoist.**

E. ENGINES, FUEL TANKS AND EXHAUST

1. Open to most 4 or 6 cylinder FWD or RWD cars.
2. Stock manual transmissions are permissible.
3. Cars will use OEM transmissions and engines that match the make of the car (i.e., Chevy to Chevy; Ford to Ford; Honda to Honda, etc.).
4. Factory fuel injection is required. Aftermarket intake is allowed with a 50 lb. right side weight add on.
5. All exhaust systems will exit below the car.
6. A stock tank forward of the rear axle (in stock location) is permissible. Replace any worn or rusted gas tank straps or fuel line. An approved fuel cell is permissible and must be securely mounted in the forward area of the trunk. All electric fuel pumps must have a cutoff switch located near the driver, visible from the outside of the car.

F. COCKPIT

1. Full stock steel floorboard and front firewall. All holes in the floorboard and front firewall must be covered securely with sheet metal. Both front and rear bumpers must be strapped or chained to

the frame to prevent dragging.

2. An aluminum racing seat is required. Seats must be professionally mounted with the back of the seat secured to the horizontal back bar of the roll cage.

G. STEERING AND SUSPENSION

1. All steering and suspension will remain stock appearing, front-to-rear and side-to-side. Drivers may have a quick release steering wheel for safety and may replace a stock steering column with a collapsible column for safety. A toe clip on the gas pedal is highly recommended.
2. All struts/shocks will be stock steel with no adjustable strut valving of any kind. No heims end shocks.

H. SAFETY

1. Radiator support may be built rather than using the stock core support. 1 $\frac{3}{4}$ " round tubing maximum; no heavy square tubing or channel. Front and rear hoops are allowed for safety.
2. Batteries must be mounted securely with metal straps or a mounting kit – no bungee cords.
3. All doors must be bolted, welded, or chained shut.
4. The rear support bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area. Two bars may extend back from the middle section of the back hoop rearward. No bars may extend through the rear of the trunk area. Drivers may have an X between the two rear diagonal bars. Rear bars will be a maximum of 1 $\frac{3}{4}$ " round or square tubing. The rear strut towers may be supported.
5. All mirrors, upholstery, insulation inside and under the hood, carpet, taillights and headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any combustible material in the driver's cockpit area must be removed.
6. The original hood and trunk latches must be removed and replaced with a quick release hood pin system. Any hatchback must be solidly welded or bolted shut.

Please send your tech questions or concerns to your track official:

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