

M.1.H

Race of Champions FOAR SCORE Four Cylinder DASH Series

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE Race of Champions OFFICIALS. Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by Race of Champions Officials prior to being introduced into competition.

FOR THE PURPOSE OF INSPECTION – EACH PARTICIPANT MUST SUBMIT, IN WRITING, WHAT THEIR CAR IS. YEAR, MAKE, MODEL AND MODEL EXTENSION. THIS IS MANDATORY AND ANY COMPETITOR MAY BE DISQUALIFIED FROM ANY EVENT FOR NOT SUBMITTING THIS INFORMATION. THE INFORMATION MUST BE SUBMITTED AT THE SERIES REGISTRATION AREA.

- a.) The following rules only apply to competitors that participate in the Series via “Track Rules” offering an invitation to tracks throughout the region that have this type of vehicle as an entry level division. The Race of Champions Four Cylinder Dash Series is designed to be an entry level series, providing a platform for a competitors to be introduced to the sport. Cars that are determined to be outside of the category of track rules and/or are considered “Pro”, “Outlaw” and/or any other designated division that is not considered entry-level will not be permitted for competition,
- b.) Track Weight will be used. **For all Holland International Speedway, Lancaster National Speedway and Spencer Speedway) competitors, the 2017 track rules in regard to weight will apply. For all Wyoming County International Speedway competitors, the 2018 track rules will apply. The use of any “pro-type” four cylinder car based on the rules from the declared home track, series and/or based on official inspection will not be permitted. Beginning in 2024, only tracks with “existing” “stock OEM” type track rule(s) will be permitted for competition. Competitors, who do not have a “hometrack” to declare must adhere to the Race of Champions FOAR SCORE Four Cylinder DASH Series Suggested rules. “Hometrack” rules allowing engine and/or drive train alterations for the purpose of “enhanced” performance will not be permitted.**
- c.) Declaration of home track/rules package will be based on individual track championship point standings. The track in which a competitor has the most points will be the competitor’s declared home track/rules package. **Competitors, who do not have a “hometrack” to declare must adhere to the Race of Champions FOAR SCORE Four Cylinder DASH Series Suggested rules. A minimum of five (5) races will be required during a calendar season for any competitor to declare “Hometrack” rules at any declared “Hometrack”.**
- d.) The car, as presented, must meet the rules specified for that of the track that is declared as the competitor’s home track.
- e.) **Only the Hoosier Racing Tire 795 and stock production tires with a minimum wear racing of 300 (60 series minimum with a maximum of 70 series) will be permitted for competition during Race of Champions Series events. If any competitor attempts to use the Hoosier 790 and/or any other tire in competition, practice, qualifying and/or a feature race, the tire(s) will be impounded and the competitor will be suspended indefinitely.**
- f.) The tire and wheel size on the car as presented for competition must match and meet the requirements as specified by the year, make and model from the manufacturer for that particular car.
- g.) **The use of racing wheels will be permitted. Racing wheels must be manufactured by Aero Racing Wheels (30 series or 44 series) and/or Sherwood Racing Wheels. If racing wheels are used for competition, the car must have four (4) racing wheels on the car. The same offset wheel must be used on all four (4) corners of the car. A maximum offset of three (3”) inches per wheel will be permitted. Racing wheels exceeding a three (3”) inch offset will not be permitted. Different offset wheels will not be permitted. The use of spacers to offset the car will not be permitted. If a spacer is used the same spacer must be used on the other corners of the vehicle. The car must maintain the OEM width for the year, make and model of the car. Stock wheels may be required for inspection purposes.**
- h.) If using racing tires in competition, the car must have the same tire on all four (4) corners and add 100 lbs.
- i.) Home track, engine size, and weight must be declared, written on duct tape and displayed

visibly on the hood.

M.1.H.b Race of Champions FOAR SCORE Four Cylinder DASH Series

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE Race of Champions OFFICIALS. Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by Race of Champions Officials prior to being introduced into competition.

In the event a Team and/or Driver does not have a “Home Track” the following are the suggested rules. The following rules do not supersede “Home Track” rules. The following rules only apply to Teams and/or Drivers that are unable to claim a “Home Track” for their rules.

M.H.1 – Engine

- A.) Only three (3) or four (4) cylinder in-line engines will be permitted.
- B.) All engine components must remain unaltered and OEM for the year, make and model of the car being used in competition. In the event that engine is replaced, it must be replaced with an engine from the same manufacturer as the make and model of the vehicle.
- C.) All valve-train components must remain unaltered and OEM including but not limited to; crankshaft, connecting rods, valves, valve sizes and the bore and stroke.
- D.) Aftermarket and/or racing-type cylinder heads will not be permitted.
- E.) High performance and/or sports car engines of any type will not be permitted.
- F.) Turbo charged and/or super charged and/or rotary engines are not allowed
- G.) A minimum one (1) inch inspection hole must be located in the bell housing.
- H.) All ECM/TCM units should be OEM or OEM replacement. The ECM/TCM must remain in a stock OEM or OEM replacement configuration and located for ease of inspection.
- I.) Any ECM/TCM unit(s) may be claimed by Race of Champions officials and/or management for \$300 per unit. Any “claimed” ECM/TCM unit must be replaced with an OEM or OEM replacement unit.

M.H. 15.3 – Chassis/Frame

- A.) All chassis and frames must remain unaltered and OEM. Any front wheel or rear two (2) wheel drive, compact car frame will be permitted.
- B.) A maximum wheelbase of 106-inches will be permitted.
- C.) The magnetic steel floor pan must remain unaltered and OEM. Any work that is done in the form of patches must be completed with magnetic steel.
- D.) Transponders must be used for practice and all races. The transponder must be mounted solidly in the right rear of the vehicle in a vertical position. Mounting to the frame is suggested. The maximum distance from the track surface to the track facing edge of the transponder is 18-inches. The transponder must not be obstructed and/or hidden and must be exposed clearly to the track surface. The leading edge of the transponder must be further forward than the forward facing edge and/or tread of the right rear tire.**

M.H. 15.4 – Weight

- A.) Additional weight and/or ballast, must be approved by Race of Champions officials. Any weight that is added to the vehicle must be done to meet minimum weight. Additional weight should be in the form of lead and secured to the inside of the frame rails and/or above the frame rails in locations that permit this. Additional weight that is not approved must be removed prior to competition.
- B.) The following post-race weight requirements will be in place after the completion of any event with driver in the car and no additional fluids and/or ballast;
 - Single Over Head Cam – 1900 lbs
 - Dual Over Head Cam – 2,300 lbs
 - Dual with variable valve or cam timing (V-Tech, VVT, VCT, Ecotech, etc...) – 2,600 lbs
- C.) A maximum of 56% left side weight.
- D.) Weight and home track must be labeled on the hood of the car, visible and legible for the inspectors. In the event the weight is not listed on the car, the car will be disqualified from the race without further inspection.

M.H.15.5 – Fuel Cells and Fuel

- A.) The fuel system must be complete, unaltered and OEM for the year, make and model of the

car in competition.

B.) The gas tank/fuel cell may be mounted ahead of the rear axle with a minimum 1/8-inch shield mounted under it.

C.) If the gas tank/fuel cell is mounted behind the rear axle the gas tank/fuel cell must be replaced with a maximum eight (8) gallon fuel cell relocated to the trunk area of the car. The cell must be mounted with two (2) solid magnetic steel straps around the entire cell two (2) inches wide and .125-inch thick. A magnetic steel or fuel cell cover must be between the driver and the fuel cell.

D.) A fuel cell vent, including cap vent, must have a check valve. If the fuel cell does not have an aircraft-type positive seal filler neck, then a flapper, spring and/or ball type filler roll-over valve is mandatory.

E.) External electric fuel pump wired to the ignition switch with aftermarket fuel cell will be permitted.

F.) Cool cans will not be permitted.

G.) Fuel lines that pass through the driver compartment must be magnetic steel.

H.) A fuel pump shut-off switch must be installed within easy reach of officials and/or track officials on the reach "speaker" deck of the vehicle. The switch must be labeled in a legible manner with "on and off".

I.) Only standard "pump" gasoline will be permitted for competition. Racing fuel and/or additives will not be permitted.

M.H. 15.6 – Body

A.) Any front or rear two (2) wheel drive, compact car will be permitted for competition. Station wagons, and/or convertibles and/or two seat sports cars will not be permitted.

B.) The hood and trunk lid / hatchback must be positively and securely fastened.

C.) All doors must be positively and securely fastened.

D.) All glass, exterior lights, chrome and/or plastic trim and hood insulation must be removed. A stock windshield may be permitted. Windshields may be replaced with lexan with a minimum three

(3) braces in the middle of the windshield.

E.) The dashboard may be removed.

F.) Front and rear bumpers must be positively and securely fastened. Welded, chained and/or cabled to the frame will be permitted.

M.H. 15.7 – Suspension

A.) All components and mounts must remain unaltered and OEM and must match the year, make and model of car in competition.

B.) Weight jacks, modifications, racing components, aftermarket or homemade traction devices will not be permitted.

C.) The car must remain in alignment from front-to-rear and must track straight. A maximum of 5 degrees of camber will be permitted on any wheel.

D.) Center mounted steering will not be permitted.

E.) A quick release, aftermarket steering wheel will be permitted. The steering column must remain OEM and unaltered.

F.) Aftermarket remote reservoir power steering will not be permitted.

G.) All shocks and struts must remain unaltered and OEM in the OEM location.

H.) Spring rubbers will be permitted.

I.) A maximum of two full coil(s) may be removed from any spring. Coils may be counted and referenced from stock OEM production springs from the year, make and model of the vehicle.

J.) Coil-overs, coil-over adjusters or any type of weight jacking devices will not be permitted.

K.) Suspension limiting items will not be permitted. This includes creating "Coil Bind" with excessive spring rubbers and/or bump stops. Bump Stops will not be permitted.

L.) Spring rubbers will be permitted but must not exceed being placed in one (1) full coil.

M.H. 15.7.2 – Brakes

A.) All brake components must be unaltered, OEM, magnetic steel and operative on all four wheels.

B.) Disc and/or drum brakes will be permitted and they must match the year, make and model of the vehicle in competition.

C.) Only OEM Master Cylinders in OEM location will be permitted.

D.) Brake shut off and/or valve bias adjuster(s) will not be permitted.

E.) Only magnetic steel brake lines will be permitted.

M.H. 15.8 – Wheels and Tires

- A.) Only the Hoosier Racing Tire 795 and stock OEM production tires with a minimum wear rating of 300 (60 series minimum and 70 series maximum) or more on all four (4) tires will be permitted for competition during Race of Champions Series events. Only OEM DOT 14, 15, 16 or 17 inch size passenger tires will be permitted for competition. Only 14-inch Hoosier Racing Tire 795 will be permitted for competition. Mud and/or snow tires will not be permitted.
- B.) The use of racing wheels will be permitted. Racing wheels must be manufactured by Aero Racing Wheels (30 series or 44 series) and/or Sherwood Racing Wheels. If racing wheels are used for competition, the car must have four (4) racing wheels on the car. The same offset wheel must be used on all four (4) corners of the car. A maximum offset of three (3") inches per wheel will be permitted. Racing wheels exceeding a three (3") inch offset will not be permitted. Different offset wheels will not be permitted. The use of spacers to offset the car will not be permitted. If a spacer is used the same spacer must be used on the other corners of the vehicle. The car must maintain the OEM width for the year, make and model of the car. Stock wheels may be required for inspection purposes.
- C.) If using racing tires in competition, the car must have the same tire on all four (4) corners and may be required to add 100 lbs.
- D.) Alterations of any type including re-caps, softening, chemical alteration, conditioning, siping, shaving and/or grooving will not be permitted.
- E.) All wheels must be OEM steel or aluminum wheels with a maximum width of seven (7) inches and a standard bead.
- F.) All four (4) tires and wheels must be of the same series and size.
- G.) All tires can only stick out 1 inch outside of the body
- H.) Bleeder valves will not be permitted.
- I.) Wheel reinforcement is strongly recommended
- J.) One (1) inch Outside Diameter magnetic steel lug nuts on steel wheels are highly recommended.

M.H 15.9 - Safety

M.H. 15.9.1 Personal Safety Equipment

M.H 15.9.1. General

- A.) It is the sole responsibility of each competitor for the effectiveness and proper installation, per the manufacturer's specifications to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

M.H. 15.9.2 Seat Belt/Restraint System

- A.) Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- B.) Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- C.) It is the responsibility of the driver, not the Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

M.H. 15.9.3 Protective Clothing

- A.) Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- B.) Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3 label.

M.H. 15.9.4 Seats

- A.) An aluminum seat built specifically for the purpose of competition in auto-racing events will be required
- B.) High-back Aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer.
- C.) Head rest (behind the head) should include padding. All areas surrounding the head should have padding.

D.) The seat must be mounted a minimum of 30" (inches) from the center of the rear end, measured at the bottom of the seat.

M.H. 15.9.5 Helmets

A.) Driver should wear a full face helmet, with a minimum SA 2015 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2015 label.

B.) The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.

- C.) If a head and neck restraint system is connected it should conform to the manufactures mounting instructions.
- D.) Head and Neck restraints are mandatory

M.H. 15.9.6 Other

- A.) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- B.) Windshield screens with a minimum of .090 inch screens must be securely fastened
- C.) An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.
- D.) A fuel shut off valve is required. The valve must clearly labeled and within reach of the driver.
- E.) Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

M.H. 15.10 – Roll Cage

- A.) Unless otherwise noted all tubing utilized in the construction of the roll cage must be 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing.
- B.) A six-point, full perimeter, using 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing is required.
- C.) The rear hoop must have bracing that crosses in an 'X' configuration. Rear kick up supports are required.
- D.) A minimum 1.25-inch outside diameter cross bar is required across the top of the halo bar.
- E.) The roll cage must be securely fastened (welding is required) utilizing a minimum of .250-inch plating to mount cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing and/or soldering will not be permitted. A minimum of three (3) door bars on the driver side and two (2) door bars on the passenger side, mounted in a horizontal manner will be required. Vertical bracing from the top-to-the-bottom of the door bars on both sides is required.
- F.) A minimum of three (3) windshield bars and protective screen will be required in front of the driver.
- G.) The driver compartment must be sealed completely from the track, the engine and the fuel cell. The front and rear firewalls must remain and any holes must be patched with magnetic steel.
- H.) Gutting of the car will not be permitted with the exception of clearance for the roll and door bars.
- I.) All material considered flammable including but not limited to the radio, airbags must be removed.