

Birch Run Speedway
10945 Dixie Hwy.
Birch Run, Mi. 48415
(989)624-9778
www.birchrunracing.com



For Tech Questions:
Call or email Jeff Parish
(989)395.0933
jeffparish@birchrunracing.com

2022 Birch Run Speedway Sport Compact ABC Rules

Revision Date: January 11th,2021

What makes me an A or a B or C car?

- a.) You will be determined to be and A by hard time limit of (00.00 to be determined in April, 2022) second laps on the small track.
- b.) If you have equipment deemed A division(non-O.E.M. performance equipment) such as: Hoosier 790 race tires, Falken or similar less than 300 tread wear rating tire. Coilovers, Coilover Sleeves that are non-stock O.E.M. style components, etc.
- c.) B division will be 300 tread compound or harder tires and modifications allowed from within the rules with factory oem type components. (Stock o.e.m style cars with some components from within the manufacturer changed to enhance performance allowed) Radical redesign of the OEM design is not allowed in the B division.
- d.) If you are on 300 or harder tires and still fast enough to break the A division threshold time, you will be placed in the A division.
- e.) If you qualify in the A division 2 times in one season you will permanently be in the A division for the remainder of the season.
- f.) If you break out of your time racing, the race will be placed under caution and you will be cycled to the rear of your respective division and the race will restart.
- g.) If you break out a second time during that race you will lose all points and money and finishing position for the event. If you break out time places you in the A division race time threshold, it will count as one of your two exemptions from A division by time.
- h.) C division will begin when we have a 20 car B or when significant time gaps in B have become apparent 2 second or more deviation in the field. This will be a safety decision on the part of the race director or motorsports director.)
- i.) If you have tires softer than the 300 treadware threshold allowed, race tires, or coilover shock, non-stock suspension modifications you are in the A (non-stock component division) no matter what the time is that you turn.
- j.) Until the division fills with enough cars to warrant 2 separate features (or 30), the features will be run together. A division will start in front of the B division in the same race. Because these divisions are bracketed by times they will be full inversions. The slowest A car will start on the poll of the feature. Fastest A car will be at the tail end of the A division. In the same race, the slowest B car will start the row behind the Fastest A car. The fastest B car will start at the tail end of the field. The race will be 20 laps. There will be 2 feature winners, an A and a B, and they will be announced over the receiver. There will be two separate winner interviews that take place, and 2 separate photo shoots for winners. This will be done until the division is large enough to support its own separate races. When we get enough C cars participating, the Groups will be differentiated with the A cars running a separate feature and the B,C features will run combined until they are individually large enough for separate divisions, with the same format, full inversions spelled above. Separate races and winners within the same race.

Cars from any track in the Midwest or traveling series should by intent fit in this division of cars at some level. Bracket racing is inherently dependent on the characters of the individuals involved. The racing will be excellent as long as the division has people racing to their car's potential. As a deterrent to sandbagging - there is a heavy penalty for breaking out of your qualifying time. The breakout will be in place for anyone at any point in the field. It will not be solely on the individual leaders, but anyone racing at any place in the field. In heat races a black flag will be displayed and you will be removed from the race with no points awarded. You will then be scratched to the rear of your respective field. If it happens in the feature, the caution will be thrown, and that car that broke out (2.5 tenths faster than they qualified) will be moved to the tail of their field and the race restarted. If they break out a second time, they will be going home with 0 points and tow money. No prize money or points will be awarded to anyone who broke out of their time two times in one event. If you exceed the threshold breakout of what separates the A and B divisions 2 times in one year, you will be an A division car for the remainder of the season. For this reason, you much choose the equipment carefully that you modify your car with. The more you spend, the more that you install, the greater your chances for being in what is essentially the top performance division. That decision is up to you, not the race track. You can race a moderately stock, economically equipped car, with economical tires in the B division competitively for a modest comparative investment to full blown race cars in the A division. That is why we have this division set up this way. For the money involved in front wheel drive race cars, it is impossible and a disservice to the racer to say that we could adequately tech all the individual components and combinations possible for a stock division class to exist when we have 6 to 7 divisions of all types of race cars to tech each night. You can modify your car, to your desired limit and let the stop watch and your ability take care of the rest. Good luck to you all and we hope to see as many as possible take part in this style of racing.

BATTERY:

- a.) must be mounted securely with metal mounting kits, (NO BUNGIE CORDS).
- b.) must be encapsulated in such a way that acid will not be capable of reaching the driver in a crash, rollover, or track mishap.

BODY:

- a.) 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.
- b.) The basic shell of the car including the top, B- and C- pillars, windshield posts, the firewall and floor board, 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.
- c.) Added ground effects or skirts are allowed.
- d.) NO wedge nose pieces of any kind. No side boards or Aerodynamic device other than rear spoiler allowed.
- e.) A maximum 4" tall spoiler, no wider than stock body width, spoiler must be made with clear material.
- f.) A full windshield is required, original or Lexan is permissible, all other glass must be removed. No convertibles, no trucks. no mid-engine.
- g.) Both front and rear bumpers must be strapped or chained to prevent dragging.
- h.) All mirrors, upholstery, insulation inside and under the hood, carpet, tail lights and head lights, all exterior trim, must be removed from the car.

COCKPIT:

- a.) A full stock steel floorboard and front firewall.
- b.) All holes must be covered securely with sheet metal, attached to firewalls with rivets or welded.
- c.) NO sheet metal screws or self-tapping screws. Cockpits must be free of all glass, dirt and debris

EXHAUST:

- a.) All exhaust systems will exit behind the driver's seat and below the car, with a maximum tubing size of 2.5".
- b.) No leaks hidden, under shields, top sides of pipes, top sides of manifolds, etc.

FUEL:

- a.) A stock fuel tank forward of the rear axle (in stock location) is permissible, replace any worn or rusted fuel tank straps, and fuel lines.
- b.) All external tanks must be mounted in the forward area of the trunk, surrounded by and mounted to a metal frame.
- c.) If the cars fuel tank is in the trunk the rear firewall must be closed off so none of the trunk area is visible from the driver's cockpit.
- d.) All electric fuel pumps must have a cut-off switch located next to the driver's window in plain sight which can be easily reached from outside the car.

POWERTRAIN:

- a.) NO turbo or super chargers, multi carburetors, rotary or Cosworth engines.
- b.) TWO DOOR SPORT COUPES, (HONDA, ACURAS, NISSANS, NEONS) AND A FEW OTHER CARS WITH VARIABLE VALVE TIMING MAY BE SUBJECT TO ADDED BALLAST WHEN THE CAR CLEARLY OUTCLASSES THE FIELD.
- c.) Open to most 4 or 6 cylinder FWD cars.
- d.) Manual or automatic transmissions are permissible.
- e.) Cars will use transmissions and engines originally produced by the manufacturer of the bodytype they run.
- f.) NO Aftermarket transmissions.
- g.) Factory fuel injection is required.

STEERING AND SUSPENSION:

- a.) All steering and suspension will remain stock appearing, front to rear and side to side.
- b.) Quick release steering wheels and collapsible columns are permissible.
- c.) All struts/shocks will be stock steel with no adjustable strut valving of any kind, slip on coil over sleeves are allowable.
- d.) Threaded body struts or adjustable struts are prohibited.

SAFETY:

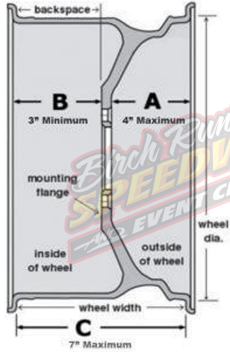
- a.) All FWD cars will have a minimum of a 4 post roll cage.
- b.) The minimum round tubing size is 1.5"x .095 thick.
- c.) The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance and protection to provide safety in the event of a rollover.
- d.) All cars will have a minimum of 3 driver's side door bars, as well as a single or an x door bar on the passenger side.
- e.) A minimum 30" wide by 12" tall, 1/8" thick driver's side door plate on all cars.
- f.) All doors must be welded, bolted or chained shut.
- g.) All OEM hood and trunk latches must be removed and replaced with quick release hood pin systems.
- h.) any hatchback can be removed, or must be welded or bolted shut.
- i.) Rear bars will be a maximum of 1.75" round or square tubing. 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.
- j.) No bars may extend through the rear off the trunk area to the outside of the car.
- k.) Rear down bars may have an X between the two rear diagonal bars or triangulation strength reinforcement.
- l.) The rear strut towers may be supported with the back bars to help keep strut towers in place.
- j.) Bars are allowed to extend through the front for added leg protection. These bars may be attached to the strut towers, but may not go any further forward.
- k.) Front hoops are allowed for safety, but no heavy square tubing or channel.

TIRES:

- a.) Tires that are Hoosier 790's, 850's, or DOT 200 tread wear or higher up to 300 are mandatory A Class.
- b.) A hard time break of xx:xx will be the dividing point to start the season. Faster = A, Slower = B.
- c.) 300 tread wear OR harder tread wear and slower than the hard time break of xx:xx will be in the B division.
- d.) Any time breakout out of 2 times in one season past the hard break time will move you in the A division for the rest of the season no matter what tire you are on. This is qualifying, racing or hotlapping. If we catch it - you're moved up.
- e.) Soaking and/or any other type of tire tampering is prohibited.
- f.) DOT tread wear rating must be visible on outside of tire.
- g.) Track officials have the right to reject any tire.
- h.) Tire Shaving is LEGAL

WHEELS:

- a.) Stock wheels or 7" wide safety wheels.
- b.) Oversized 1" lug nuts are required.
- c.) All wheel weights must be removed.
- d.) Safety wheels must comply with the measurements on the drawing:



**BIRCH RUN SPEEDWAY SAFETY
WHEEL MEASUREMENT REQUIREMENTS**



Birch Run Speeday Rainout Policy

IF RACE IS CANCELLED	CREDIT/PAY
	Before Features you get Credit. After Features you get Pay
BEFORE HOT LAPS	FULL CREDIT FOR EACH ARM BAND
DURING HOT LAPS or QUALIFYING	\$15-Credit for Each Arm Band
DURING HEATS	\$10-Credit for Each Arm Band
START of ANY FEATURE	\$0-Credit for Each Arm Band
*****ANY FEATURE MORE THAN 1/2 COMPLETE*****	\$\$\$\$\$\$\$\$ FULL FEATURE PAY \$\$\$\$\$\$\$\$
****ANY FEATURE STARTED BUT LESS THAN 1/2 COMPLETE****	\$\$\$\$\$\$\$\$ START PAY \$\$\$\$\$\$\$\$
*****ANY FEATURE NOT STARTED*****	\$\$\$\$\$\$\$\$ 1/2 START PAY \$\$\$\$\$\$\$\$