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2024 4-CYLINDER RULES

The 4-Cylinder Division was established as an entry level division. The rules that have been developed for these divisions are focused on keeping the cars STOCK. The only modifications allowed are those to enhance the safety aspect only.

2024 changes are marked in yellow highlights. Questions may be directed to Steve Ryan, 4-Cylinder Division Tech Inspector at 518-338-5377

TRANSPONDERS ARE MANDATORY. Transponder should be placed a minimum of 15" from the back of the rear end tube and a maximum of 20". It must be no higher than 18" off the ground. You should also place a white label with your transponder number on the dash where tech inspectors can easily see it. Do not encase transponder unit with any metal, as this will negatively affect the computer's ability to read the transponder signal.

**ALL ILLEGAL PART WILL BE CONFISCATED AND THEREFORE THE PROPERTY OF ALBANY-SARATOGA SPEEDWAY.
IF IT DOESN'T SAY IT, DON'T DO IT, OR ASK FIRST.**

Both single and dual cam divisions will compete together unless there is ample amount of cars to fill a field in each division. Each division will be scored separately. These rules are a guideline. All decisions will be at the discretion of track officials.

1. GENERAL

- a. All race cars MUST be pre-registered with Albany-Saratoga Speedway and its officials prior to being allowed to race. Pre-registration includes Driver info, number, year, make and model of race car as well as VIN number if applicable.
- b. Any driver changes must be made before handicapping; otherwise driver will lose all money and points earned for the event.
- c. No high performance makes or model cars will be allowed in competition. No turbo or supercharged models will be allowed.
- d. No convertibles, pickup trucks, 4x4, all wheel drive, or all wheel steering cars will be allowed. No Mustangs or Subarus allowed.
- e. Open to any 4-Cylinder single or dual cam car with a maximum wheel base of 106".
- f. It is highly recommended that all drivers have a jack and basic hand tools for tech purposes.
- g. All drivers are responsible for the actions of his or her pit crew members and car owners. Threats and physical altercations WILL NOT BE PERMITTED.
- h. The use of a scanner or Raceceiver is MANDATORY.
- i. ANY CAR THAT IS DOMINANT WILL BE SUBJECT TO A WEIGHT PENALTY.

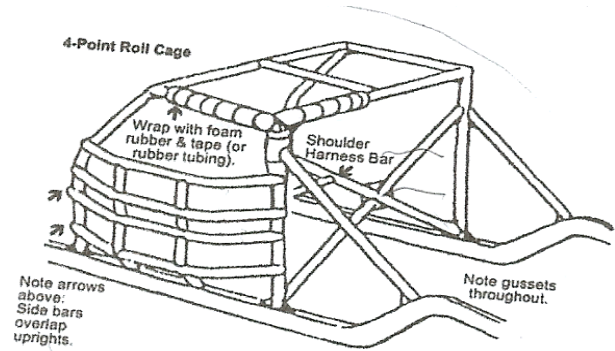
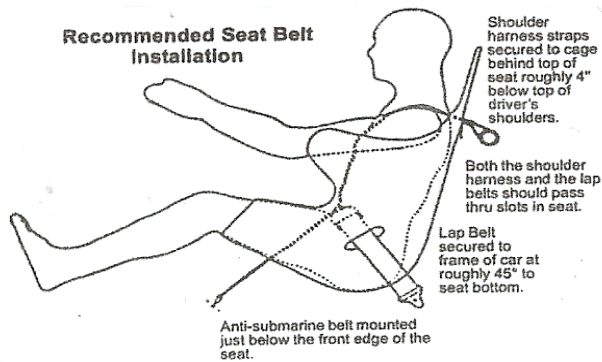
2. BODY

- a. BODIES MUST be 100% COMPLETE AND ORIGINAL. WE WILL NOT ALLOW SKINNING OF ANY BODY PANELS with the exception of the doors may be skinned for the door bar clearance. If the vehicle is a 4 door, the front doors only may be skinned.
- b. It is highly recommended that the Vehicle Identification Number (VIN) tag be intact and visible at all times for tech purposes.

- c. Sunroofs and T-tops MUST be removed and covered securely.
- d. All interior upholstery fabric must be removed.
- e. Dash may be removed and replaced with aluminum or sheet metal replacement.
- f. ALL holes in firewall and floors must be covered with tin.
- g. All plastic, glass, and chrome must be removed.
- h. Windshield must be replaced with ½" wire mesh.
- i. Doors must be bolted, chained or welded shut.
- j. All under hood insulation must be removed.
- k. All hoods and trunk lids must be pinned and must remain stock.
- l. Batteries must be securely mounted under the hood.
- m. Stock bumpers may be replaced with roll bar pipe. Bumpers should be a maximum of 1 ½" in diameter with a maximum wall thickness of .095. Tubing must conform and be covered by stock covers and be designed to prevent vehicles from getting hooked together.
- n. Must have a chain mounted (either welded or bolted) on both front and rear of car to enable tow truck pickup.
- o. Spoilers are allowed but, must match the year, make and model of the car. NO AFTERMARKET SPOILERS WILL BE ALLOWED.
- p. No aftermarket body panels will be allowed.
- q. Stock fuel tanks are mandatory.
- r. No mirrors.
- s. Windshields must have two (2) 1" vertical supports at least 1/8" thick in the center.
- t. No external rub rails allowed.
- u. Stock fuel tanks for car required unless using a fuel cell. Fuel cells are allowed. Must be located in the trunk with full firewall between trunk area and driver. Fuel cell must meet the requirement of DIRT Driver Protection Bulletin 2018-2-December 6, 2017.

3. ROLL CAGE & SAFETY

- a. Roll cage must be constructed of a minimum of 1 ½", .095 wall thickness roll bar tubing.
- b. Minimum roll cage clearance 3" from drivers head.
- c. Roll cage must be welded to the floor or rocker area using a minimum of 1/8" plate measuring 6"x6". NO BOLTING OF CAGES WILL BE ALLOWED.
- d. Cage must be 4 point with 2 down tubes going from the top of the main cage to the rear frame rails or a cross bar that extends between the rear strut towers.
- e. Minimum of 3 door bars on the left (drivers) side and an "X" or 2 horizontal bars on the right (passenger) side.
- f. Main cage must be reinforced with an "X" behind the driver.
- g. Main roof halo and windshield must have center bars (see diagram below for minimum cage requirements).
- h. All roll bars within reach of the driver (while secured in the seat) MUST be protected by roll bar padding.
- i. All cars must have an aluminum race seat.
- j. A five point harness is required. It must be securely mounted to the roll cage. (See diagram below).
- k. Harness must be in good condition with all pieces intact and functional.
- l. A window net is mandatory.
- m. The seat must be bolted in six (6) spots to the rollcage with six (6) 3/8 bolts or larger. Two (2) on top and four (4) on the bottom. Bolts holding seat must be Grade 8 or higher with accompanying washers/nuts.
- n. Refer to sections 3.0, 3.3, 3.5 DIRTcar rule book for mandatory safety guidelines regarding apparel. A fire extinguisher must be mounted within reach of the driver. Fire suppression systems are highly recommended.
- o. No outside rub rails allowed. All bars must be mounted inside the race car (no exceptions).
- p. Refer to the [DirtCAR Rule Book Northeast Section 17.13 Personal Safety Equipment](#) through 17.13.6 (if applicable for 4-Cylinders), regarding safety. Ask the tech inspector if you have questions.



4. ENGINE

- a. Engine must match the make of car (ex. Dodge must have Dodge engine).
- b. Engines must remain STOCK. NO AFTERMARKET ENGINE PERFORMANCE PARTS.
- c. Stock carburetor / fuel injection system.
- d. No rotary engines, rear engines, turbo or supercharger engines.
- e. No adjustable timing components.
- f. No light weight pulleys.
- g. OEM production parts only for the make of car (no exceptions).
- h. A/C compressor and power steering pump may be removed.
- i. K&N type air filters are allowed. NO RAM AIR, COLD AIR INTAKES OR COWL INDUCTION SETUPS WILL BE ALLOWED. A flexible rubber or plastic hose may be used. No smooth metal or plastic tubing allowed. Cone type air filters allowed.
- j. No aftermarket fuel components (pumps, filters or injectors).
- k. No aftermarket ECU's.
- l. All ignition systems must remain stock including spark plug wires, coils, etc.
- m. Pump gas and VP 98 only. No additives of any kind allowed.
- n. Chipped / reflashed ECU allowed (due to more modern vehicles being converted into racing vehicles, ECUs may be chipped/reflashed to remove any evap control systems in order to provide a safe running vehicle. Rev Limit may be altered.)
- o. Aftermarket radiators allowed. Radiators can be braced for support.
- p. Aftermarket (racing) headers are allowed. MUST STILL HAVE FULL EXHAUST. Exhaust must run to the back bumper and must have a muffler. Aftermarket mufflers are allowed, but NO HIGH PRICED MUFFLERS, THEY MUST REMAIN INTACT, NO GUTTING ALLOWED! THEY WILL BE CONFISCATED AND BECOME PROPERTY OF THE TRACK. NO SIDE EXHAUST ALLOWED.
- q. Standalone wiring harness is allowed.

5. TRANSMISSION

- a. Transmission must remain stock for the make of car.
- b. ALL gears must be fully functional.
- c. No locking of open differentials (due to more modern vehicles being converted into racing vehicles, a limited slip differential (LSD) is allowed if vehicle was so equipped from the factory.
- d. Stock flywheel, flex plate, clutch or torque converter.
- e. NO aftermarket aluminum flywheels.
- f. Inspection covers MUST be easily removed for inspection.

6. BRAKES

- a. Brake system must remain stock and complete for the year, make, and model of the car.
- b. All 4 wheels must be fully functional AT ALL TIMES.
- c. No bias valves or block offs will be allowed.
- d. No cross drilled, vented or lightened rotors.
- e. Emergency brake cables and components may be removed.

7. SUSPENSION AND STEERING

- a. Suspension must remain stock for the year, make and model of the car.
- b. All steering and suspension components must remain stock and be bolted in original locations without alteration.
- c. Factory replacement shock and struts only. NO aftermarket performance or adjustable parts allowed.
- d. Factory springs only. NO cutting, shrinking, aftermarket or coil-overs will be allowed.
- e. Suspension adjustments are allowed as long as the components are not modified.
- f. Stock steering rack and components only.
- g. Quick struts are allowed without modifications.

8. TIRES AND WHEELS

- a. Tires and wheels must match the make and model of the car. Not to exceed 7" width.
- b. All four tires and wheels must match in size and offset. Mixing and matching of tire manufacturers is allowed. 2" minimum backspacing, spacers must allow for complete thread engagement after lug nut is installed.
- c. Alloy wheels are allowed.
- d. NO hubcaps.
- e. Tires may not be any lower profile than a 55 series.
- f. No snow tires. If the tire has snow flake on it, it is ILLEGAL. No studded tires allowed.
- g. 1" lugnuts only. Aluminum wheels may run standard lugnuts.
- h. Any Bart or Aero wheel allowed, provided it complies with the above rules, but it must be the same dimensions as a stock wheel.
- i. All wheel weights must be removed.

9. NUMBERING

- a. For the purpose of a more accurate scoring process without the use of transponders, we will be mandating that all cars follow the following procedure with number placement and color. All 4-cylinder cars must have different numbers (two digits only) – no letters other than S (single cam) and D (dual cam) allowed. Numbers can be registered at any time through speedway office at 518-587-0220 on a *first come, first served basis*.

10. All cars must have the roof numbered with a legible number outlined in black. The number should cover a minimum of $\frac{3}{4}$ of the roof surface area.
11. The number should be followed with at least a 20" S or D, so that the scorers can see from the scoring booth. The number MUST be bright and legible on the roof as well as the side of racecar.
12. Any car present that does not adhere to this rule will not be scored and will therefore forego all prizes and trophies.

13. PROTEST PROCEDURE

- a. Anyone choosing to file a protest must duplicate the same item as the car they are asking to be teched. Fees and items allowed to be protested will be named soon.