

LEBANON I-44 CHARGER RULES

ARTICLE 1: BODY

1.1 Any front-wheel-drive compact car with a three- or four-cylinder engine is permitted. All cars must remain strictly O.E.M. with unaltered O.E.M.-appearing body. Station wagons, convertibles, Honda CRX and/or two-seat sports cars are not allowed.

1.2 Maximum wheelbase must be one hundred seven (107) inches with a maximum difference of one (1) inch from side to side. Inner fenders may not be removed. Hood and trunk lid/hatch must be securely fastened. All doors must be securely welded or bolted. All glass, exterior lights, chrome, plastic trim and hood insulation must be removed. Hood may be gutted. Dash may be removed or remain in place. Maximum seven (7) inch front and rear sun visors are permitted. Opera window may be closed. Skirting is permitted but must have at least 4" clearance to the ground. An aftermarket spoiler may be used. Must measure no taller than 5" in the center of the trunk and no wider than 50".

1.3 The Vehicle Identification Number (V.I.N.) must remain clearly visible and unaltered in at least one of the O.E.M. locations. Any car missing the V.I.N. will not be allowed to compete.

1.4 Bumpers must be approved O.E.M. in O.E.M. location and must be welded, chained or cabled to frame. Front and rear tow hooks are mandatory. Use of MD3 or Performance Bodies front bumper cover may be used. Must be at least 4" clearance to the ground and be within the width of the front tires.

1.5 May have complete engine compartment bracing for safety. May tie front frame to strut tower for safety.

1.6 Maximum one (1) inch wide by two (2) inches tall steel or Lexan rub rails are permitted but must be bolted flush to body. Sharp edges on bumpers, rub rails and/or bolts are not allowed. Other than rub rails, bars may not extend past outside edge of body. Bumpers must be in stock location. Front and rear bumpers must be capped to the fender (the width of the bumper)

1.7 Appearance:

1.7.1 All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty (20) inches high.

ARTICLE 2: ROLL CAGES

2.1 A six-point, full-perimeter roll cage is required. Must use minimum one and one-half (1.5) inches O.D. with ninety-five one thousandths (0.095) inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers are required. Forward brace bar is permitted from main cage to front strut tower. Must have one and one-quarter (1.25) inches minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating at a recommended minimum of one-quarter (0.25) inch. Iron, galvanized pipe or fittings, square tubing, brazing or soldering is not allowed.

2.2 Minimum of three (3) horizontal door bars on driver side and two (2) horizontal door bars on passenger side are required. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum one and one-half (1.5) inches O.D. with

ninety-five one thousandths (0.095) inch wall thickness. Steel door plates of 18 gauge or forty-nine one thousandths (0.049) inch minimum thickness must be securely welded to outside of door bars on driver side. Plate must cover area from top door bar to frame and from rear down post to five (5) inches in front of seat. Must be visible for inspection.

2.3 Roll bars within the driver's reach must be padded with a material deemed acceptable by Official(s). Fire retardant material is highly recommended.

2.4 Installation and workmanship must be acceptable to Official(s).

2.5 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.

2.6 A tow hook on the front and rear is mandatory.

ARTICLE 3: FRAME

3.1 Sub frames must be stock and unaltered.

3.2 Wheelbase must be a maximum of one hundred seven (107) inches with a difference from side to side of one (1) inch.

3.3 Titanium products, parts and/or components are not allowed anywhere on the racecar.

3.4 Tubing may replace the rear frame rails from the furthest point of suspension mounting back. Cannot change factory mounting points of suspension brackets. Manipulating of any suspension mounts with this change will result in disqualification. (This is used to save cars that have a rusted out rear frame.) Must replace with minimum 2" square tubing tied into the main cage and covered with sheet metal. A 50# weight penalty will be assessed to a car

removing this section and must be clearly marked on the “A” pillar of weight class. OEM quarter panels, trunk lid, bumper and rear inner fenders must remain in their factory location.

ARTICLE 4: COCKPIT, DRIVER COMPARTMENT

4.1 Minimum three windshield bars mounted in front of driver if not using a Lexan windshield. Lexan windshields are permitted. Rear window is optional and must be lexan. Aluminum high-back racing seat is required and must be securely mounted to roll cage using three hundred seventy-five one thousandths (0.375) inch bolts with washers. Driver must be sealed off from track, engine, transmission and fuel cell/tank. Gutting is allowed, but weight cannot be added. (See 14.1 for more information.) All flammable material must be removed. Front and rear firewalls must remain and have no holes. Interior may be decked, no higher than the bottom of the door widow opening. Must have at least a 6x6” access hole for inspection.

4.2 Loose objects and/or weights are not allowed.

4.3 Air bags are not allowed.

4.4 Rear view mirrors are allowed.

4.5 Radios must be removed.

4.6 Steering:

4.6.1 Steering must be unaltered O.E. and remain within original bolt pattern for type of car used. Steering linkage must be unaltered approved O.E.M. in stock location, replaceable by stock part and must match frame.

4.6.2 May be modified to suit driver but must remain on left side of cockpit (no center steering).

4.6.3 Factory steering column may be replaced with factory length, from the factory collapsible shaft, with solid steering shaft. Quick-release metal coupling on steering wheel is permitted. Plastic couplings are not allowed.

ARTICLE 5: SUSPENSION

5.1 All components and mounts must be unaltered, O.E.M. and match year, make and model of car used. (Exception: Recommended right rear safety hub, 1987-95 Caravan hub assembly for example).

5.2 Brace bar is permitted between strut towers in front and rear.

5.3 Weight jacks, modifications, racing components, aftermarket and/or homemade traction devices are not allowed.

5.4 Rear wheels must track straight ahead and be in alignment with front wheels. No more than 1" of camber (measured with a square aligned with the furthest point of the tire) is permitted on any wheel (Exception: The right front wheel may have unlimited measurement).

5.5 Springs, Shocks & Struts:

5.5.1 All shocks and struts must remain O.E.M. in O.E.M. location.

5.5.2 Only O.E.M. springs or O.E.M. replacement springs are permitted. Racing springs are not allowed. Springs may be modified but must mount like factory springs. Spring rubbers are permitted. Only 1 factory length bump stop allowed per corner.

5.5.3 Aluminum and/or titanium components are not allowed.

ARTICLE 6: ELECTRICAL SYSTEM

6.1 One (1) 12-volt battery only is permitted. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment and battery (not battery box) must be secured with metal brackets to floor or roll cage and then covered.

6.2 Only O.E.M. starter is permitted and must be in O.E.M. location. Car must leave initial staging area on demand and unaided or go to rear of that race.

6.3 Must utilize one 12-volt ignition system only. Ignition boxes and/or performance chips are not allowed. All ignition components must be unaltered, O.E.M. and match the year, make and model of car used.

6.4 Vehicle computer (ECU) should be stock appearing and mounted in accessible location for inspection. Aftermarket programming of the ECM is permitted.

6.5 All ignition parts must remain out of reach of the driver.

6.6 Kill switch is required and must be within easy reach of the driver. The switch must be clearly marked "OFF" and "ON."

6.7 Transponders must be mounted vertically behind engine, less than two (2) feet from the ground and unobstructed by any metal.

ARTICLE 7: FUEL SYSTEM

7.1 Must have complete, unaltered, O.E.M. fuel system for year, make and model of car used.

7.2 Gasoline only, maximum 93 octane. E85 and/or performance additives are not allowed.

7.3 Gas tank ahead of rear axle is permitted but must have a shield installed beneath. Gas tank behind rear axle must be replaced with a maximum eight (8) gallon fuel cell and relocated to trunk area; Must mount with minimum one (1) inch square tubing or two (2) solid steel straps around entire cell, two (2) inches wide and one eighth (0.125) inch thick.

7.4 Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If 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.

7.5 External electric fuel pump wired to the ignition switch is permitted with aftermarket fuel cell.

7.6 Cool cans are not allowed. Fuel lines through driver compartment must be made of steel. Aftermarket fresh air pipe and air filter is permitted (Ram Air or direct outside air flow is not allowed).

ARTICLE 8: TIRES & WHEELS

8.1 Only 13-, 14-, 15- or 16-inch-diameter wheels

8.1.1 May run American Racer Racing Tires

Options include: 23.0/7.0-13 AR705

23.0/7.0-14 AR705

24.0/7.0-15 AR705

8.1.2 No mixing of sizes.

8.1.3 Option to run DOT Street tires with mixing of tire sizes allowed. Minimum of 50 series tires with a minimum of 200 treadwear visible.

8.2 Must utilize O.E.M. steel, O.E.M. aluminum or aftermarket steel racing wheels with standard bead bump and maximum seven (7) inch width and four (4), five (5) or five and one-half (5.5) inch offset. Reinforcing of wheels is recommended.

8.3 Wheel spacers and/or bleeder valves are not allowed.

8.4 Must use one (1) inch O.D. steel lug nuts on steel wheels.

ARTICLE 9: BRAKING SYSTEM

9.1 Must utilize steel, unaltered, O.E.M. operative, four-wheel disc or drum brakes, and must match year, make and model of car used.

9.2 Master cylinder must be O.E.M. and in O.E.M. location.

9.3 Brake shut-off and/or bias adjuster is not allowed. Electronic brake actuators are not allowed.

9.4 Steel brake lines are mandatory and must be visible for inspection.

9.5 Anti-lock braking systems are not allowed. Parking brakes are permitted but must be disabled while racing.

9.6 Brake shut-offs and/or bias adjusters are not allowed.

9.7 Must maintain minimum O.E.M. dimension for hubs, rotors and calipers.

ARTICLE 10: DRIVE SHAFT

10.1 All drive shafts must be O.E.M.

ARTICLE 11: TRANSMISSION

11.1 Must utilize unaltered O.E.M. transmission that came in the year, make and model of car used.

11.2 All forward and reverse gears must be operational. Flywheel, flexplate, clutch assembly and torque converter must be unaltered O.E.M. for the year, make and model of car used.

11.3 Mini-clutches and/or couplers are not allowed. Must have inspection hole in bell housing (accessible from top).

11.4 Transmission coolers in driver compartment are not allowed.

11.5 Torque dividing final drive or CVT transmissions are not allowed.

11.6 Locked differentials are not allowed. No Limited Slip Differential allowed.

ARTICLE 12: REAR-END

12.1 Must be O.E.M.

ARTICLE 13: ENGINE

13.1 Engine and radiator must be O.E.M. in O.E.M. location for the year, make and model of car used.

13.2 Solid engine mounts and/or safety chains are permitted.

13.3 Accusumps and/or accumulators are not allowed.

13.4 Only 3-or 4-cylinder in-line engines are permitted.

13.5 All engine components must be unaltered O.E.M. for the year, make and model of car used, and must match V.I.N. Drive belts may be removed. Balance shafts may be removed.

13.6 Must use O.E.M. crank, rods, valve sizes, stroke, bore, etc. Aftermarket racing heads are not allowed. High performance and/or sports car engines of any kind are not allowed. No regrind cams, aftermarket cams, or v-tec killer cams.

13.7 Turbo-charged, super-charged, rotary engines and/or engines utilizing variable cam-timing are not allowed. Variable cam timing engines are permitted if wiring harness to timing solenoids are removed to disable variable cam timing. Variable cam timing cannot be "locked" into operation.

13.8 Unapproved alterations to any engine are not allowed. Penalty shall be disqualification

13.9 Maximum two (2) inch diameter exhaust pipes must extend past firewall. No header allowed.

ARTICLE 14: WEIGHT

14.1 Ballast (extra weight) of any kind is not allowed, unless for replacing of the rear frame rails as mentioned in section (3.4)

14.2 Any item deemed as ballast will be required to be removed.

14.3 All cars are required to weigh a minimum of two-thousand three hundred (2,300) pounds. 50# weight reduction for containment seat and 50# weight reduction for HANS or comparable head and neck restraint. (Foam neck brace is not deemed a comparable restraint device.) Weight classification must be declared on the "A" pillar of the car for tech officials.

ARTICLE 15: SAFETY

15.1 Snell-rated SA2015 or SA2020 helmet required.

15.2 Roll bar padding required in driver compartment. Fire-retardant padding recommended.

15.3 SFI-approved full fire suit is required. Fire-retardant gloves, shoes and neck brace (or head and neck restraint) are required.

15.4 Right and left seat head supports are required if using head and neck restraint system. Fire-retardant head sock and underwear is recommended. Collapsible steering shaft is recommended.

15.5 Driver-side window net is required. Must be a minimum sixteen (16) inches by twenty (20) inches ribbon or mesh-style and mounted to roll cage so latch is at top front of window. Maximum four (4) inch tall visor attached to window net is permitted.

15.6 Minimum three (3) inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly is required and must be mounted securely to main roll cage.

15.7 Safety belts may be no more than three (3) years old.