

Sport Compact Rules  
Davenport Speedway – Maquoketa Speedway – East Moline Speedway

1) General:

- Must be a commercially produced FWD 4-cylinder car from a known auto manufacturer
- Compact car with three- or four-cylinder engine, engine should remain OEM. -Max 225lb compression ratio
- Engine must match brand of car (ex. Honda must have Honda engine). Engine swaps are allowed.
- No turbo charged, super charged or rotary engines allowed
- Aftermarket header and intake are allowed
- OEM transmission only, LSD or Locked is okay. No racing transmissions
- No all-wheel drive cars or all wheel steer cars
- No station wagons, convertibles or two seat sport cars allowed
- RaceCeiver is mandatory at all times - No two-way radios of any kind allowed
- Transponders must be used and located on right rear control arm or axle.

2) Weight:

- All cars must weigh a minimum of 2,300 pounds with car and driver after the race
- No ballast/Lead (extra weight) of any kind allowed. Any item deemed as ballast will be required to be removed

3) Suspension:

- Must have stock rear and front suspensions as from factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable Plating and structuring for durability and safety is allowed.
- No racing springs/shocks/struts allowed. Springs may be clamped or use spring rubbers. Springs may be swapped from other models.
- OEM or approved aftermarket right rear safety hub allowed. Brace bar allowed between strut towers in front and rear.
- Rear control arms should be stock but may be braced / strengthened / repaired
- Stock type STANDARD, non-adjustable, non-rebuildable shocks / struts required
- No weight jacks / cups of any kind

4) Roll Cage/ Body:

- Six-point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. with 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers required. Recommended: front brace bar from main cage to front cowl. Forward brace bar allowed from main cage to front strut tower. Must have 1.25 inch minimum O.D. cross bar in top halo. Cage must be electric welded and attached using adequate plating (Recommended: minimum 0.250 inch). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed.
- DOOR BARS: Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. with 0.095 inch wall thickness. Steel door plates, 18 gauge or 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 inches in front of seat. Must be visible for inspection.
- Tech Official has final say in safety of the cage
- No part of the driver's helmet may extend above the lower level of the roll cage halo.
- Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners.
- Aftermarket asphalt style nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions.

- No push bars to extend outside of bumpers or beyond nose piece. - All bumpers (stock or tubing) must be covered and no sharp edges may be exposed
- No rub rails allowed on sides of body
- Sunroofs must be closed / covered with sheet metal
- No holes are allowed in the hood or front fenders and hood should cover entire engine compartment.
- Holes in firewall and floor should be covered in order to seal off driver from hot fluids or parts.
- Floor pans and/or firewalls must remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with STEEL for REPAIRS only.
- Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered.
- Hood and trunk lid/hatch must be securely fastened. All doors must be securely welded or bolted.
- Opera window may be covered, no door windows covered in any way
- All glass, exterior lights, chrome/plastic trim and hood insulation must be removed.
- Maximum ten inch front and rear sun visors allowed, Skirting allowed, must maintain OEM appearance.
- Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides.

#### 5) Driver Compartment:

- Minimum three windshield bars mounted in front of driver.
- Aluminum high-back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts. Full Containment seat highly recommended.
- Driver must be sealed off from track, engine, transmission and fuel cell/tank.
- No mirrors.
- All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open. No Decking
- Sheet Metal dash is okay, Should cover no more than what the stock dash did

#### 6) Tires / Wheels / Brakes:

- Aftermarket racing wheels allowed – 7 inch maximum. NO BEAD LOCKS . Must use one inch O.D. steel lug nuts on steel wheels.
- Street legal DOT tires required. No competition tires, drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed. No softening, conditioning, grinding, sanding, siping or grooving allowed.
- Front tires and wheels must be the same series, size and offset (0.50 inch tolerance); rear tires and wheels must be the same series, size and offset; do not have to match front to rear. No left to right stagger
- Stock-type master cylinders required. No bias adjusters or shut-off valves.
- Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

#### 7) Ignition / Fuel / Exhaust:

- Any racing fuel or pump gas allowed - No Nitrous oxide or nitro methane allowed
- Stock-type aftermarket and OEM throttle bodies are allowed. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
- Aftermarket radiators allowed – can be braced for support
- Aftermarket (racing) header is allowed .
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
- Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure. Cell should be 2024 Rules mounted properly as per manufacturers recommendations and it should have a rollover valve or ball.
- The fuel rail may be aftermarket in the interest of safety. No exotic or high-capacity rails

- Exhaust pipes must not extend out of any body surface more than 1" and pipe must be blunt and free of sharp edges.

#### 8) Battery/Starter:

- One 12 volt battery only. No lithium batteries. Must be securely mounted with positive terminal covered. OEM starter only, must be in OEM location. Car must leave initial staging area on demand, unaided.

#### 9) Gauges/Electronics:

- No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials).
- Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) may be tuned, should be mounted in accessible location for inspection.

#### 10) Safety:

- RACING helmet with Snell SA 2015 or FIA 8860-2015 certification or newer is required (no motorcycle or DOTs helmets)
- Minimum single-layer fire suit required (SA 3.2A specification recommended).
- Racing shoes (SFI Spec 3.3) are REQUIRED to be worn during competition or on the racing surface. - Fire proof gloves are mandatory (SFI 3.3 specification recommended).
- A 5-point harness, properly mounted per manufacturers' specifications, is required. Harness certifications are good for 4 years from date of SFI certification or until marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to roll cage at all attachment points.
- A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within drivers reach.
- Only commercially produced racing-type seats which are properly mounted per manufacturers' specifications are allowed. A full containment seat is strongly recommended.
- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended.
- Head and Neck Restraint or Neck roll must be used. Certifications are good for 5 years from date of SFI certification.
- Full size window nets are MANDATORY – no sprint style nets
- Fuel cells must have both a vertical and horizontal fire wall to separate from driver compartment
- Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.
- All glass and ancillary and unneeded plastic should be removed
- Interiors should be free of debris and sharp edges - Batteries must be securely attached inside engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners and hardware
- NO BUNGIE CORDS or RATCHET STRAPS. Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber)
- Roll bar padding recommended in driver compartment. Recommended
- Master kill/fuel pump switch recommended on left side of dash within easy reach of driver and must be clearly marked 'OFF' and 'ON'