



35 RACEWAY PARK

4-Cylinder Stock Car Division
Official Competition Rules -- 2026 Season



All competitors are responsible for reading, understanding, and complying with these rules. Officials reserve the right to make final interpretations. Rules are subject to change at any time for safety or competition parity.

1. ELIGIBILITY

All components must have been mass produced for use in the USA (domestic or import) unless specifically noted. Eligible vehicles are front-wheel-drive, non-VTEC, factory-rated up to **130 hp**, or any rear-wheel-drive 4-cylinder. Cars must match make for make (Ford for Ford, Chevy for Chevy, Nissan for Nissan, etc.). Piston engines only. No turbocharged or high-performance engines or parts.

Special Allowances (all must remain completely stock as delivered from OEM):

- **Honda 1.7L SOHC VTEC (110 hp)** - permitted as-is.
- **Nissan KA24DE SOHC (132 hp)** - must be adapted for carbureted intake and distributor; no EFI on this engine.
- **Dodge/Plymouth Neon 132 hp** - must remain in full stock 132 hp configuration: flat-top pistons, stock camshaft, stock intake and throttle body (not the Magnum intake/throttle body), stock 132 hp ECM (not the 150+ hp RT Neon ECM).

No other Honda VTEC engines are permitted.

2. BODY

Body and frame must be the same make. Body must be stock and made to resemble a **Dirt Wedge Late Model** appearance, in stock location on the frame. Plastic racing noses and tails are allowed. No chopping or channeling.

Rub rails are allowed on the side of the body; must contact the body for their full length and be no larger than **1-1/2" OD** round or square tubing. Front and rear fender wells may be removed. All glass, lights, trim, and loose objects must be removed. Windshield screens or bars are required.

Rear spoilers: maximum **4" tall**, no wider than the body. Side skirts permitted. When repairing bodies they must be restored to near-original appearance or the likeness of a Dirt Wedge Late Model. Must maintain original roof dimensions, outer trunk lid, upper fender contour, and body centering (roof excluded). The rear filler panel (below trunk lid, above bumper) must be a solid panel - no perforated metal or holes.

The front hood may be cut to allow for an air cleaner. If the air cleaner protrudes above the hood, a shield must surround the front half at the height of the air cleaner. Outer body panels (door skins, hood, etc.) may be replaced with steel or aluminum provided they are neat and free of sharp edges. Interchanging and modifying requires tech approval.

Note: The intent of the Dirt Wedge Late Model look must be maintained. Any significant performance advantage will not be tolerated and will be addressed individually. Cars that ran at 35 Raceway Park prior to 2012 as a Mini Late Model or Modified may compete with approval from Tony or Joe - please call ahead.

3. INTERIOR

Must have front and rear firewalls. The front firewall must be in stock location using original equipment. All holes to the engine compartment must be sealed. A full rear firewall of **20-gauge metal** must separate the driver's area from the fuel cell. A full floor is required; it may be patched as needed. No mirrors or radios.

All original seats and upholstery must be removed. A securely mounted **competition-style seat, seat belt, and shoulder harness** are required. Use of a crotch strap is strongly recommended. Sheet metal work in the driver's area is permitted so long as it is safe and neat.

If the exhaust exits through the firewall, it must exit out the bottom of the car, be covered with sheet metal, and be accessible for inspection without removing more than the cover.

Battery mounting: If mounted in the driver's area or trunk, the battery must be in a plastic battery box with 1/4" wood or 1/8" steel secured through the bottom with bolts. The battery must fit snugly. Batteries in stock location must be secure but do not require a plastic battery box.

4. ROLL CAGE

Six-post design using **1-1/2" OD x .095" wall** tubing (or equivalent). Must have a bar on each side from the rear frame to the rear roll bar post - minimum **2" above the driver's head**. Roll cage must be welded to the frame or sub-frame; it cannot be bolted to the floor pan.

Driver's side: minimum **3 horizontal bars** plus a **1/8" steel gusset plate** mounted to the outside of the bars from top to bottom. Passenger side: minimum **2 bars**.

5. FUEL

Gasoline only - no E85.

Option 1 (Stock location, ahead of rear axle): Gas tank must have a minimum **1/8" shield of magnetic metal** mounted underneath to prevent punctures.

Option 2 (Behind rear axle or relocated): Must be replaced with a maximum **8-gallon fuel cell** meeting FIA/FT3 or SFI 28.3 specifications in the trunk area. Cell cannot be altered. Must be mounted in a **1" x 1" minimum square tubing frame** welded to frame supports, with a minimum of 4 steel straps (1-1/2" wide) completely around the cell in each direction. No plumber's strap.

The trunk area must have a completely sealed firewall between it and the driver's compartment. All fuel cell vents and cap vents must have a check valve. If the cell lacks an aircraft-type positive-seal filler neck, a flapper/spring/ball-type rollover valve is mandatory. Electric fuel pumps must be wired to the ignition switch. **All cars must have a fuel pump oil pressure safety switch.**

All fuel lines must be securely mounted. Lines through the driver's area must be **Aeroquip steel-braided** or equivalent. Fill nozzle cannot extend into the rear interior. Cool cans are not permitted.

6. FRAME & DRIVE AXLE

Stock frames must match the car's make. Repairs may be made to the original frame with prior tech approval using like materials. **No full tube frames or aftermarket frames.** A front radiator hoop (crash bar) and rear frame supports are permitted. Drive axle and housing must be the same make as the car. **Transponders must be on the right-side rear axle housing.**

7. SHOCKS & STRUTS

Must use original, stock-type suspension matching the car (leaf for leaf, coil for coil, strut for strut) mounted in stock location. Twist-in steel or rubber spacers and adjustable spring shackles are allowed. **No racing struts, shocks, or double shocks.** No racing-type spindles or A-frames - **OEM spindles only, no interchanging.**

Cars with spring buckets must have adjustment backed all the way out with tape on threads to prevent self-adjusting. All cars may run adjustable slotted camber plates or top hats. Any springs are allowed.

8. TIRES

Any tire that fits on a maximum **8" wide wheel**. Sizes: **13", 14", or 15"**. No mud or snow tires.

9. WHEELS

Must be **steel, maximum 8" wide**. No aluminum wheels. Racing and spoke-type wheels permitted. All lug nuts must be the large **1" racing type** and fully threaded. All wheels must use all designed lugs and nuts. If a wheel was designed for 5 lug nuts, all 5 must be installed. No car may go on track with a broken or missing lug nut or bolt. Right-side bead lock wheels are allowed.

10. BUMPERS

Front and rear bumpers must resemble stock contour. No cone, pointed, or sharp-edged bumpers. May be round or square tubing capped on the ends, no wider than the centerline of the tires. A **tow hook or chain capable of supporting the weight of the car** is mandatory at the front radiator/front bumper and rear bumper.

11. BRAKES

Four-wheel brakes in good working order at all times. One master cylinder only (single or dual reservoir). All 4 wheels must lock up when checked. No bias valves of any type other than the stock proportional valve. Exception: 2017 trucks may run dual master cylinder setup provided no bias is dialed in and the bias rod is non-operational.

12. ENGINE & DRIVETRAIN

4-cylinder engine required; model must be factory-marked.

A. BLOCK

Stock block up to 2,400cc. Clean-up allowed: **.040" (49cc)** for single and dual OHC engines 2,350cc or less. Dual OHC engines over 2,350cc: **.020" (26cc)** only. Example: stock Nissan single-cam 2,389cc gets 49cc clean-up; dual-cam engines get 20cc.

B. INTERNAL COMPONENTS

All internal components must be stock size and configuration. Stock stroke. No lightweight rods. Forged pistons allowed. **No gas-ported pistons.** Must be as delivered from the factory.

C. HEAD & INTAKE

Stock head and intake. **No blueprinting, port matching, porting, or polishing.** Port casting roughness must be visible or tactile - smooth ports are non-conforming. Studs may be used to secure.

D. CAMSHAFT

Single OHC and pushrod engines may use **any camshaft** provided it passes the vacuum test (excludes Honda and Neon engines). Solid lifters allowed. **Dual OHC engines: stock cams and lifters only.**

E. FLYWHEEL, CLUTCH & TRANSMISSION

No aluminum or lightened flywheels. **Minimum flywheel weight: 13 lbs.** Stock clutch only - no multi-disc racing clutches. Bellhousing must have a 2-1/2" x 2-1/2" inspection hole with cover. Stock manual or automatic transmission. Automatics must have a working torque converter (locking permitted).

F. LOCATIONS

Engine must be in stock location, centered left-to-right between struts or A-frames. Radiator must be in stock location.

G. MIXING

No mixing of engine components beyond what is noted. Permitted cross-swaps: any oil pan, oil pump (wet sump only), valve cover.

12A. FUEL SYSTEM

Stock factory fuel injection, injectors, and throttle body - **no modifications**. Z24 and K24 Nissan engines must be carbureted (no EFI). Any tube or air filter is allowed.

Carburetors must be **box-stock Holley 500 CFM** (350 CFM may be required on some engines for parity) or a smaller stock carburetor. **\$575 cash buy-out/trade claimer on any carburetor**. No Motorcraft carburetors. Permitted alterations only: remove choke horn flush with top, remove choke plate and shaft, change jets. No cross-brand jet swaps (no Holley jets in Asian carbs).

Electric fuel pumps must be wired to both the master kill switch and the oil pressure switch. Engines with a cam sensor for the same purpose do not require the pressure switch.

12B. IGNITION & STARTER

Any battery-type ignition permitted. MSD 6A or 6AL boxes allowed. Accel and MSD coils allowed. Starter must be in working order at all times. **Stock ECM - no modifications**.

Any driver caught with a modified ECM will be suspended 1 year from the date of the infraction and fined \$500.

13. EXHAUST

Exhaust manifolds or headers permitted. System must be safe and meet official approval. **Working mufflers are mandatory**. All mufflers must have a tag welded on with the car number and must pass the 35 Raceway Park noise test - strictly enforced. Exhaust through the driver's compartment must be completely covered. **Exhaust must exit through the bottom of the car with a turn-down to the ground** - not out the right side.

14. GENERAL SAFETY

Drive shaft must be **painted white** and have a **360-degree loop of 1/8" thick x 1" wide steel** around the front third. A working, fully charged **2 lb. fire extinguisher** must be securely mounted. Flame-Out systems are highly recommended.

Master on/off switch must be clearly marked in red paint, reachable from outside the car and by the driver while fully harnessed. Driver's door must have a **window net with quick release** (top release recommended). All hardware mounted to roll cage, not body. Bumpers and rub rails must be capped - no sharp or protruding edges.

15. WEIGHT

Minimum weight at any time, car with driver: **2,400 lbs.**

16. ENGINE TECH

All cars subject to tech inspection at any time. Owner/driver must supply tools and an engine reference book to prove conformance. Post-feature tech checks 1 or more cars per feature at **900 RPM**:

- **Vacuum test**: minimum **15" Hg** (steady needle).

- **Compression test**: no more than **200 PSI average**; maximum **800 PSI total** for all 4 cylinders.

16A. TECH PENALTIES

First failure or refusal of post-race teardown: loss of points and money for that entire date. Second failure or refusal during the season: loss of all points for the year, \$500 fine, and mandatory suspension of the car for the remainder of the year.

16B. ENGINE PROTEST

Cost: **\$225**. Protester must have been on the same lap as the winner. Both the protesting and protested car's heads will be removed that night for verification. If the protested engine is conforming, the protested car keeps the \$225. If non-conforming and the protester is conforming, the protester gets the \$225. Otherwise it goes to the point fund. Protest must be submitted in writing with cash to the tech inspector within **10 minutes of feature finish**, before payoff. Teardowns occur only after the last feature of the night.

16C. TECH WAIVED BY OFFICIALS

If cars subject to post-race tech cannot run, crank, weigh, or pass a measurement due to a confirmed on-track incident, tech may be waived for that night only if the car has previously passed pre-season or in-season tech.

17. COURTESY RULE

See the Courtesy Rule under General Track Rules.

Questions or clarifications regarding these rules should be directed to track officials. Rules are subject to change at the discretion of 35 Raceway Park management. All decisions by tech officials are final.