



2019 New Moler Compacts

Basics:

- No race engines
- Only four (4) cylinder in-line electronic fuel injected engines will be permitted.
- Transmission and engine MUST be same for year and make of model.
- NO Variable Valve Timing allowed in 2019.
- All gears must be operational in transmission.
- Locking transmission by welding of gears is acceptable.
- Must be a FWD car
- No turbo or rotary engines allowed
- Motor must be stock appearing and in stock location
- Any air or oil filters (K&N, etc.)

- Intake must be a stock intake. No Skunk 2, etc.
- Aftermarket radiators okay – radiators can be braced for support
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed.
- Ignition coil must remain OEM

Body / Chassis / Wheel / Tire Rules:

- No all-wheel drive cars or all wheel steer cars
- Must have stock rear and front suspensions as from factory, Slotting of factory mounting holes allowed.
- No racing springs or shocks allowed. Springs may be heated, clamped or use spring rubbers. Springs must be within 2 inches of factory installed height
- Rear control arms should be stock but may be braced /strengthened/repaired. No aftermarket.
- Stock type aftermarket suspension bushings are allowed
- Unless otherwise noted all tubing utilized in the construction of the roll cage must be 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing
- A six-point, full perimeter, using 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing is required.
 - Track officials have final say on safety of the cage
- The rear hoop must have bracing that crosses in an 'X' configuration. Rear kick up supports are required

- A minimum 1.25-inch outside diameter cross bar is required across the top of the halo bar
- The roll cage must be securely fastened (welding is required) utilizing a minimum of .250-inch plating to mount cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing and/or soldering will not be permitted
- No push bars past firewall. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners
- A minimum of three (3) door bars on the driver side and two (2) door bars on the passenger side, mounted in a horizontal manner will be required. Vertical bracing from the top-to-the-bottom of the door bars on both sides is required
- A minimum of three (3) windshield bars and a protective screen will be required in front of the driver
- The driver compartment must be sealed completely from the track, the engine and the fuel cell. The front and rear firewalls must remain and any holes must be patched with magnetic steel
- Mirrors will not be permitted
- Aftermarket racing wheels allowed – 7 inch maximum.
- Street legal DOT tires required. 13", 14", 15" and 16" ONLY with a max width of 7" No drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Beadlock will be permitted on RF ONLY.
- Tires can be mixed and matched for stagger
- Aftermarket nose pieces allowed.

- 6 inch metal support to extend out behind nosepiece or to hold grill in place allowed
- No push bars to extend outside of bumpers or beyond nose piece.
- Stock body parts only. No homemade body panels. No aluminum interiors or decking. Aftermarket nose pieces permitted. Doors, fenders, hood, and trunk lid must be OEM. Skinning of panels permitted.

Weight Rules:

- All cars must weigh 2,200 pounds with car and driver after the race

*Exceptions: 50 lb. weight break for HANS or like device

*50 lb. weight break for containment seat (must have head and shoulder barriers)

Safety Rules:

- Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

Seats:

- Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended.

Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.

- Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.

- Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.

- Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

- The seat must be mounted a minimum of 30" (inches) from the center of the rear end, measured at the bottom of the seat.

Restraints:

- The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is **REQUIRED** no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness **MUST** be mounted properly in accordance with the manufacturer's instructions

and securely mounted to the chassis with the use of grade 5 or better hardware.

Window Nets:

- Window Nets certified to SFI Spec 27.1 are **REQUIRED** and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

Driver Worn Equipment:

- A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is **REQUIRED**.
- A driver suit certified to SFI Spec 3.2A/5 is **REQUIRED**.
- Gloves certified to SFI Spec 3.3/5 are **REQUIRED**.
- Socks and Shoes certified to SFI Spec 3.3 are **REQUIRED**.
- Head and Neck Restraint Devices/Systems are Highly Recommended
- At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions and must be configured, maintained and used in accordance with the manufacturer's instructions

Cockpit Area:

- No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- Windshield screens mandatory. Screens must be securely fastened.

- Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

Fire Suppression:

- An in-car Fire Suppression system is Highly Recommended.
- All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
- All systems must meet or exceed SFI 17.1 specifications.
- Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
- Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
- The cylinder must be connected to the nozzles with steel or steel reinforced lines.
- Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
- An optional manual override cable may be added to the system.

- Drivers under the age of 18 are REQUIRED to have a **HEAD SOCK**, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

MISCELLANEOUS

- NO two-way radios. No crew to driver radio or transmitted communications of any kind
- NO "in-cockpit driver controlled" electronic devices of any kind permitted
- NO computer controlled devices of any kind permitted
- NO rearview mirrors of any kind permitted
- Raceceivers are mandatory at all times
- Any driver without a valid driver's license must be approved in advance by speedway officials before being allowed to compete