



SUMMER SIZZLER 2017 MODIFIED RULEBOOK

We are very excited to, for the first time ever, have Modifieds join us for what has become one of the premiere events in the region! This race will be run in front of a huge crowd and will be featured on a live Speed 51.com broadcast. It is our desire, to have this race be inclusive for all pavement Modifieds in the region, and to that end, we have come up with a “compromise” set of rules. Please read them carefully. Our tech inspector for the Mods will be Dave Bice. His knowledge of these cars is unquestioned and all decisions will be solely his and they will be FINAL. If you think you may be in the “grey areas” of the rules, it’s advised that you bring some additional weight.

1. SAFETY EQUIPMENT:

SFI rated helmet required. Roll bar padding required in driver’s compartment (fire retardant highly recommended) SFI full fire suit required. Fire retardant neck brace, gloves and shoes required. (Fire retardant head sock and underwear; head and neck restraints; and collapsible steering shaft are all highly recommended). Driver’s side window net is required and must be mounted so that the latch is at the top front of window. Minimum three inch wide, five point safety belt assemblies required, must be mounted securely to the roll cage. It is highly recommended that belts not to be more than four (4) years old). Fire Bottle system is highly recommended. (A separate, heat activated, fire bottle on the fuel cell is highly recommended) Kill switch required within easy reach of driver and must be clearly marked ‘OFF’ and ‘ON’.

2. FRAME:

1964 or newer OEM perimeter American made rear wheel drive passenger car frame only. (*Reproduction 68-72 Chevelle frames are approved*). No sports car frames. 2002 & up Ford Crown Vic or similar frames are allowed. Strut front suspension of any kind allowed must add 50 lbs. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Minimum wheelbase, 108 inches; maximum, 112 inches, both sides. Maximum overall width, front and rear, shall not exceed 78 inches from outside of tire, to outside of tire. **No part of body OR FRAME shall be lower than 4 inches from ground** (except the front cross member) in race trim, with driver in car. THIS MAY BE CHECKED AT ANY TIME INCLUDING VICTORY LANE. No pull ups or jacking after the race. Anyone caught doing this to comply or to pass tech will be disqualified, no exceptions. Any frame not meeting these specifications will be assessed a **MINIMUM 30 lb.** weight penalty. **Exceptions:** Weight jack in original center line of spring tower; frame may be cut a maximum 36 inches forward from center of rear housing; horns may be removed in front of steering box; front cross member may be notched and boxed for radiator and/or steering clearance; maximum 7 inch wide opening in side of spring tower for spring removal. OEM upper A mounts may be replaced with aftermarket mounts. Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance. **Howe p/n-358Cmod & 358Amod) (Port City Chassis p/n 610 13-mod-24ns) FAB Tube Clips Allowed with 30 lbs. of lead bolted on each side of front clip for Howe, 35 lbs. on each side for Port City.** See Weight.

3. ROLLAGE:

Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance.

Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood. "X" or "Z" bar behind drivers head.

4. DOORBARS:

All driver side door bars and uprights must be a minimum 1.75 inch and .095 inch wall thickness. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5 inch O.D. Steel door plate, 16 gauge (.065) minimum thickness, must be securely welded to outside of the driver side door bars and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post.

5. BODY: (See Diagram)

Must be same width, front to rear, and parallel to the OEM frame. Outside of tires must be the widest part of car. Engine compartment must remain open on both sides. Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels. Quarter panels and B/C pillars must be 2 distinct pieces. Oil coolers/radiator must not protrude above interior or outside of body. No plastic body parts allowed except the rocker panel and nose. No wings or aero dynamic devices inside or outside the car. No fins or lips on the body. **NOSE:** Must run full upper and lower nose. An aluminum nose may have a MAXIMUM 1.5-inch (1.5") lip on the top side of the nose and a MAXIMUM 3-inch (3") lip around the bottom of the nose. The MAXIMUM distance between the nose of the car and the ground is 6 inches (6") measured before and after the race. **WINDSHIELD & SIDE WINDOWS:** No full windshields. Driver and passenger side windows MUST have an opening at least 12 inches (12") in height by 18 inches (18") in width, measured at the center of the window, between the lowest point at the top of the window (whether roof or roll cage) and the highest point at the bottom of the window (whether interior or body). **ROOF:** Roofs must be fiberglass or aluminum (no carbon fiber); full-size, rounded and stock appearing (**NO FLAT ROOFS**). You may run an aluminum roof if it meets the specs, otherwise add 100 lbs. to the car on the scales. **SPOILER:** Allowed, not to exceed 264 square inches (ie: **4-inches by 66-inches OR 4.75-inches by 56-inches**). Spoiler MUST be at an angle of 45 degrees to the deck. All braces MUST attach to the rear of the spoiler. Spoiler MUST be one (1) piece. **SAIL PANELS:** Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. You may run a MAXIMUM lip of 3/4-inch (3/4") by 3/4-inch (3/4") on the sail panel only. **PENALTIES:** Speedway reserves the right to add weight penalty to any car whose body is deemed outside the rules or attempts to circumvent the spirit of the rules. Any penalized weight to be added to the 1000 lb. right-side minimum.

6. DRIVER COMPARTMENT:

Must have a minimum 3 windshield bars in front of the driver. Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel. Minimum .125 inch aluminum, or 22 (.035 inch) gauge steel, complete floor pan required. Aluminum high back seat only and must be bolted in securely, inside the left OEM frame and ahead of the rear tires. Bottom of seat can be no lower than bottom of frame. (NASCAR-style right and left head, shoulder supports and leg restraints highly recommended). Driver must be sealed off from track, driveline, engine, fuel cell, battery and pumps. No driver adjustable devices allowed in cockpit except brake adjusters. Raceceivers are mandatory. **NO MIRRORS OR RADIOS OR COMMUNICATION DEVICES OF ANY KIND!!!** We WILL be watching and monitoring scanners. Violation will result in disqualification.

7. FRONT SUSPENSION:

All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions: Tube type upper A-frames with or without aluminum or steel cross shaft and mount can be moved. Stamped steel OEM replacement lower a-frames; rubber, nylon, or steel lower a-frame bushings; no offset bushings; welded or bolted shock mounts on lower a-frames; Lower A-frames must be right and left, and of the same design. Lower a-frame mounts and bolt holes on frame must be in OEM location. OEM type ball joints only. Sway bar must be OEM type, no splined bars. No wide 5's. Recommended that all spindles must have a min of 3/16 stainless cable or NASCAR-type tethers to hoop of car. Aftermarket steel hub and rotor (2 pcs) no aluminum hubs.

8. STEERING:

No rack and pinion. All components must be steel, unaltered OEM, in OEM location. **EXCEPTIONS:** tie rod ends and adjuster sleeves may be replaced by a minimum .625 inch steel rod ends and steel tubes; OEM spindles can be modified for ball joints and tie rod ends; Passenger car drop spindles allowed; (OEM passenger car spindles only. No made for racing or fabricated spindles.) Bolt on or welded spindle savers allowed; spindles must be right and left, and height and of the same design; steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum; driver compartment steering may be modified, but must be kept on left side OEM aftermarket type center links allowed.

9. SHOCKS:

No external canisters (Shrader valves permitted) 1 shock per wheel, 1 additional shock allowed in the lift/pull bar area. All shocks must be easily removed (no covers allowed) ****NO Coil Overs Allowed on Front.** Shocks must have a racers price of less than \$375.00 per shock NEW. Single adjustable shocks are allowed. No double adjustable, no blow off shafts.

10. SPRINGS:

Steel coil and leaf springs allowed. Coil springs must be at least 4.5 inches O.D. No torsion bars or air bags. **EXCEPTION:** Pull bar may utilize smaller O.D. springs.it

11. REAR SUSPENSION:

No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be made of steel tubing (aluminum hex tube will be acceptable) Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators, and steel or aluminum (5") coil-over kits, allowed on the rear only. Must conform to shock and spring rules. No rear sway bars.

12. REAR END:

All steel. Closed, steel tube Quick changes allowed. Safety hubs (*floater*) mandatory. Steel axles only. No cambered rear ends. One (1) piece drive flange only. All components must be steel. **EXCEPTIONS:** lowering blocks, axle caps, rotor plates, and drive flanges. No cover on rear end of body. All cars must have a 1/16 steel plate or 1/8 alum plate behind the seat, from the top bar to bottom to and from the left side to right 3 inches past seat. This will be in place or you don't race.

13. BUMPERS: (See diagram)

Steel bumpers must be on front and rear at all times and welded or bolted securely to the frame. Must be a minimum 1.25 inch O.D. tubing, .065 wall thickness. Two bar front bumper must be mounted frame end to frame end, no wider than width of OEM frame horns. Bottom loop must be parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Aluminum I-beam rear bumpers are allowed. No sharp edges. Rear bumper must have nerf bars on each side rounded back to main frame. Bumper must be same width of quarter panels. (See Z on body panel rules

14. WHEELS:

Eight (8) inch steel wheel only, measured from inside bead to inside bead. No screws or rim mounted bleeder valves. Steel and aluminum wheel spacers are allowed.

15. TIRES:

Must qualify and race on the same tires. **Hoosier D800 or Hoosier NP800** (available at the track for \$90.42 each (+ tax)). **NOTE: THEY ARE THE SAME TIRE.** Tires DO NOT have to be bought from the track. No softening, soaking, conditioning, siping, or grooving of tires. No re-caps. Soaking of tires is strictly prohibited. Tires may be checked at any time.

16. BRAKES:

Must be cast steel OEM type only, operative on all 4 wheels, drum or disc. Must maintain minimum OEM dimensions for hub/rotor and calipers, cannot be drilled or lightened. Bolt pattern may be changed. Larger studs allowed. Front brake rotors **MUST** be stock type. Rear rotors may be aftermarket, minimum .810 inch thick, vented rotors only. No scalloped or drilled rotors,

17. EXHAUST:

Mufflers required. Round tube headers only. All primary tubes must enter into 1 collector, at the end of the header.

18. FUEL SYSTEM:

Mechanical or belt driven pump only and must be mounted on front of motor. Racing fuel cell required 22 gallon maximum capacity, square or rectangle in shape (*no tear drop, wedge, or exotic F-1 type fuel cells allowed*). Must be in a minimum 22 gauge steel container. Cell must be securely mounted behind the rear axles and between the rear tires. Cell must be no lower than bottom of rear end housing. Cell must be mounted with a minimum 2 solid steel strap around the entire cell, 2 inches wide and .125 inches thick or equivalent. All cell mounts must be steel and securely welded or bolted to the frame. Protective tubing must cover rear of cell and extend past both ends of the cell. No part of the cell is to be lower than the protective tubing. Vents and lids must have check valves. Fuel line pick up must be on top of cell. No cool cans and (1) fuel filter only.

19. FUEL:

Racing gasoline or alcohol allowed. E85 will be allowed. Cars that run alcohol must have an ("A") on BOTH right and left side sail panel

20. WEIGHT:

Minimum weight limit of 2,400 pounds, 1000lbs. right side (*No Tolerance*), **BEFORE** qualifying and **AFTER** race with driver and helmet in car, sitting in normal driving position. Weights must be securely mounted with at least (2) half inch bolts to frame or roll cage, and painted white with car number on it. No weight outside of the body. No titanium, carbon fiber, or exotic materials used on race car. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

******Strut front suspension of any kind – 2,450 min. weight, 1,025 right side.**

******Howe FAB Tube Clip, 2,460 pounds min. weight, 1030 lbs., right side. Port City FAB Tube Clip, 2,470 pounds min. weight, 1035 lbs., right side.**

******Should rule infractions result in weight penalties, that weight must be added to right-side minimum. FAB Tube Clip cars may be required to remove added weight, to prove compliance.**

21. BATTERY / STARTER:

One 12/16 volt battery only, must be securely mounted between frame rails, behind cross member, in front of rear end and outside of driver cockpit. Car must have the capacity of starting without being pushed or pulled.

22. GAUGES / ELECTRONICS:

No electronic monitoring computer devices capable of storing or transmitting information.

EXCEPTION: Analog tach. No adjustable ignition control boxes. One (1) 12/16 volt ignition box allowed. No additional ignition accessories allowed. No magnetos. No traction control devices.

23. TRANSMISSION:

Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or approved aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a blow proof bell housing (*steel or aluminum*). Automatic transmissions must have an approved scatter shield.

24. DRIVESHAFT:

Minimum 2.5 inch diameter, steel drive shaft, painted white. Steel slip-yokes only. 360 degree drive shaft loop required and must be constructed of at least .25 inch by 2 inch steel or equivalent, mounted 6 inches back from front u-joint.

25. ENGINE COMPARTMENT:

Rear of engine must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. Minimum 11 inches from centerline of crank shaft to ground (**WILL BE CHECKED!!**) Radiator must be mounted in front of engine. Cooling system may be modified. No anti-freeze.

26. ENGINE:

Any American make engine allowed. Steel block. No machine work to the outside of block (*lightening*). Wet sump oiling system only. Single stage external pump allowed as long as oil remains in pan (no external tanks). One (1) naturally aspirated two or four barrel carburetor only. (*No fuel injection*) No magnetos.

ASPHALT BODY DIAGRAM & DIMENSIONS

(A) 20" Max. – 16" Min. (Ground to center of bumper front & rear)

(B) 6.5" Min. (Center to center)

(C) 46" Max. – 42" Min.

(D) 6" Max. Hood sides – 3" Max. Rake in hood.

(E) 32" Max. (Bumper & Nose)

(F) 6" Max. (Scoop/Deflector)

(G) 4" Min. at Nose and Sides– 8" Min. at Quarters, no frame height

(H) 19" Max. (Same both sides)

(I) 112" Max. – 108" Min.

(J) 29" Max. – 22" Min.

(K) 72" Max. Or not past back of block, right side. Left side may extend forward to cover foot box if necessary.

(L) 18" Max. – 12" Min. Opening, both sides.

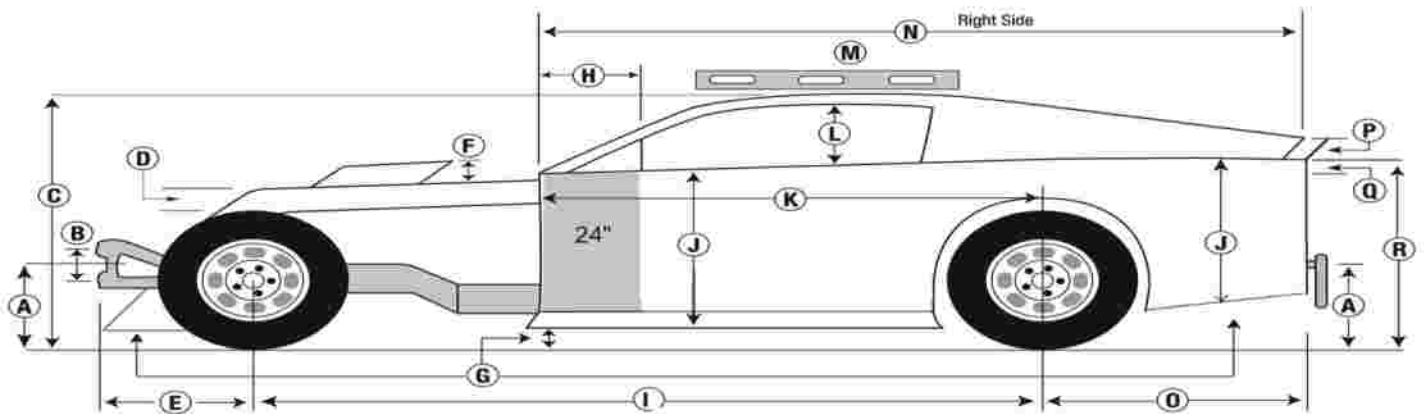
(M) With 6' level, must have min 1.5" max 2" gradual clearance at rear and min 3" and a max of 5" at front. Level will placed at center of roof to get dimensions listed in item "m"!!

(N) 117" Max. – 106" Min.

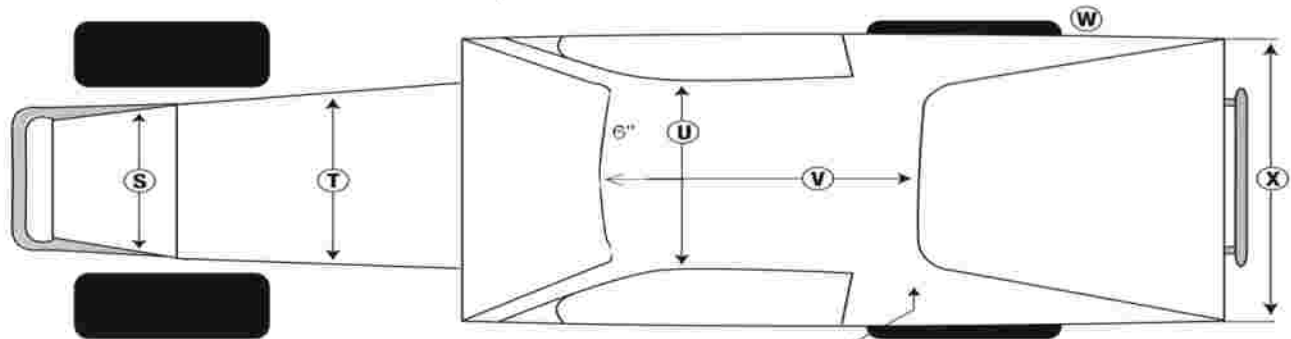
(O) 45" Max. – 34" Min.

(P) 3" Max. height at rear of sail panel, gradual slope from roof to this point. (4" x 66" Max or 4.75" x 56" Max. spoiler 45 degrees to the deck is allowed with supports to the rear only.)

- (Q) Interior slope is **6" Maximum**. Front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind the driver to the rear you only have 3" of slope. Top of interior must be flush with top of doors and quarter panels.
- (R) 38" Max. – 28" Min.
- (S) 38" Max. – 24" Min.
- (T) 66" Max. – 24" Min. No narrower than radiator
- (U) 52" Max. – 44" Min.
- (V) 56" Max. – 41" Min.
- (W) Tires must be the widest part of the car. Must be able to see side wall of tire from front, top, and rear.
- (X) 66" Max. – 53" Min.
- (Y) 8" Panel / 90 degrees to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened.
- (Z) Aluminum "I" beam or tubular steel rear bumpers allowed. **MUST** have rounded nerf bars that follow quarter panel and connect back to frame on both sides.



Shaded area reserved for Series and/or Track Sponsor Decals. MUST DISPLAY DECALS TO BE ELIGIBLE FOR FULL PURSE.



SAIL PANELS: Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. No fins or lips on sail panels, body, or nose.

