

## MODIFIEDS

### USA MODIFIED'S

- All Modified cars with a current USA membership license in good standing for the 2008 season will be legal to run in this class.
- Driver must show current USA license to the Auto City Speedway tech official prior to qualifying for an event.

### SAFETY

- A. Fully charged 5lb. Min. fire extinguisher must be mounted in reach of the driver.
- B. All drivers must wear a SFI approved fire-suit. Fireproof gloves, footwear, and neck collar is highly recommended.
- C. All fire and safety items must be in good repair at all times.
- D. Driver's side window net with quick release is mandatory.
- E. A 5-point safety harness with crotch strap is mandatory.
- F. An aluminum made for racing seat with headrest, mounted inside the frame rail and ahead of the rear tire is mandatory.
- G. Coils must be tethered & approved by tech. inspector. Coil-over shock setup exempt!

### BATTERY

- A. Must be securely mounted and shielded.

### BRAKES

- A. Brakes must be operating on all 4 wheels and must lock up all 4 wheels during inspection.
- B. No brake shut off devices allowed.
- C. Proportioning valve allowed, front to back only.

### CARBURETOR

- A. 1 two or four barrel carburetor only. Must be naturally aspirated.
- B. No fuel injection or electric fuel pumps allowed.

### DRIVE SHAFT

- A. Drive shaft loop is required and must be constructed of at least .25" x 2" steel and must be mounted no more than 6" back from front of drive shaft.
- B. Drive shaft must be painted white.
- C. Steel drive shafts only. NO ALUMINUM.

### ELECTRICAL

- A. All vehicles must have the capability of starting without being pushed.
- B. A kill switch is required within easy reach of the driver. The switch must be clearly marked ON and OFF.

C. No radios or listening devices allowed unless issued by Auto City Speedway.

D. No data collection devices allowed.

E. Ignition box must be easily accessible & visible by Auto City Speedway Tech. mounted on the right hand side of dash, out of driver reach.

### **ENGINE**

A. No aluminum blocks, aluminum heads will be allowed. See Spoiler Rule - Section B & Weight Rule - Section C.

B. Any American made engine may be used as long as the rear of the engine (bell housing flange) is mounted at least 72" forward from the centerline of the rear axle. engine offset must be kept within 2" of the centerline of the front cross member. Engine height will be a minimum of 11" (measured from the ground to the center of the crankshaft).

C. All engines used in competition must be able to be used in a conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine or front or rear of crank- shaft. NO MAGNETOS

D. No total dry sump systems allowed. No external oil pumps.

E. Cooling systems may be modified. Any over flow tubes must be directed to the ground, inside the frame rails and ahead of the firewall, into a catch can. NO ANTI FREEZES ALLOWED. Radiators and oil coolers must not protrude above the interior.

### **EXHAUST**

A. Exhaust must be mounted in such a way as to direct spent gasses away from the cock- pit of the vehicle and away from the areas of possible fuel spillage.

B. A 100dbl muffler is MANDATORY.

### **FUEL SAFETY**

A. Made for racing fuel cell only.

B. The fuel cell must be securely cross-strapped by 2 straps of a minimum of 2" wide.

C. Fuel cell must be a maximum of 4" ahead of the rear bumper, behind the rear axle and in the CENTER of the frame rails.

D. No part of the fuel cell shall be lower than the protective tubing. Protective tubing must cover the rear and extend over both sides of the fuel cell.

E. Fuel cells must have check valves and bladders. The pick up MUST be above the lowest protective tube.

F. 32 gallon maximum capacity.

**G.** Fuel may be either gasoline or alcohol only. No nitrous. No performance enhancing fuel additives allowed.

**H.** Race cars that use alcohol fuel will be marked on each side with the capital letter A in a conspicuous place and of a size sufficient to readily identify its usage.

### **REAR END**

**A.** Any automotive rear end may be used. No aluminum allowed except for lowering blocks, axle caps, and drive plates

**B.** Quick changes OK. Steel tubes only. No cambered rear ends. One-piece drive flange only. Must have steel tubes, hubs, and mountings.

### **SUSPENSION**

**A.** Aluminum wheels, hubs calipers, A-frames, spindles, or any other suspension parts are not allowed.

**B.** Plastic wheels are not allowed.

**C.** Calipers cannot be lightened and must be stock OEM.

**D.** Rotors may not be lightened or drilled. Rotors may be re-drilled for different bolt pattern or larger studs.

**E.** Shocks must be non adjustable with no external canisters and have a racer price of less than \$250.00 New, per shock. No air shocks. No shock covers.

### **SPOILER**

**A.** 300 square inches maximum, 5" high max., with 12" x 5" verticals. Lexan is the preferred material for construction.

**B.** Cars with aluminum head motor will run a 4 inch by 66 inch spoiler, 45 degrees to deck allowed.

### **TIRES**

**A.** Hoosier 970 only.

### **TRANSMISSION**

**A.** Must have at least 1 forward and 1 reverse gear, with a neutral position.

**B.** Any production type transmission will be allowed. Three speed, four speed, and automatic.

**C.** Brinn or like transmissions are allowed.

**D.** Functioning shifter must be in stock location.

**E.** All manual gear type transmissions must have a standard OEM case and must have a working clutch inside a scatter shield. Explosion proof steel bell housing is highly

Recommended.

F. Automatic transmission must remain in OEM stock appearing case. Original bell housing must remain. Must have scatter shield or blanket. Scatter shield may be constructed of .25" by 2" steel; 270 degrees around flex plate or flywheel.

### **WEIGHT**

A. Loose objects and or weight may not be in the driver's compartment or outside of hood or body area.

B. Any weight added to the car must be painted white, secured by at least 2 bolts, and have the number painted on it.

C. Cars MUST weigh 2400lbs, after each event. With driver and helmet in the vehicle.

D. All weights are with the driver buckled in the seat. A maximum of 60% left side weight is allowed.

E. A maximum of 58% left side weight with driver buckled in the seat or no less than 1000 lbs right side with aluminum head motor.

### **WHEELS**

A. 8" steel wheels only, with NO wheel weights. Maximum tread width of 78" NO TOLERANCE.

### **ROLLCAGE**

A. Must consist of a continuous loop not less than 1.66" outside .95" wall thickness tubing.

B. Must be frame mounted in at least six places. Roll bar padding required in the driver's compartment.

C. Must consist of a configuration of front and rear loops connected by tubing or side hoops. Driver's head MUST not protrude above the cage with helmet on and strapped in the seat. Must have a minimum of one cross bar in the top halo of roll cage. Roll cage must be securely supported and braced. Driver must be able to exit through the top of car.

D. Mild steel tubing is recommended. No brazing or soldering allowed.

E. Foot protection is MANDATORY. Bar across back of engine with vertical bars and rub rails or similar.

F. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.

G. Minimum of 3 drivers side door bars 1.5" OD x .95 wall with a minimum of 1/8" steel doorplate. Bars and plate MUST be welded front and rear.

## **BUMPERS**

- A.** Front bumper must be two bars mounted from frame rail to frame rail, parallel to the ground. Must be 1.25" OD and be able to support the car when lifted by it.
- B.** Rear bumper must be 1.25" OD tubing or .25" late stock. It **MUST** protect the fuel cell.
- C.** Rear bumper, nerf bars and bodies must not extend beyond rear tires. Height of 18" both front and rear bumpers + or -2". Rear bumper no more than 2" wider than body on each side. Bumpers should be rounded on each end to prevent any penetration into other vehicles.

## **FRAMES**

- A.** Factory production complete frame from 1960 or newer parallel American passenger car only. Frames may be cut in rear only at a point not further than 36" from center of rear end housing. No tube type or front clips allowed.
- B.** Frames may not be narrowed or widened and must be able to support a roll cage on **BOTH** sides. Must be full and complete on both sides. Front cross member may be notched for radiator and/or steering clearance only. Minimum frame and body height from ground to frame rail is 4".
- C.** Front suspension must be unaltered OEM and be in stock location, and must be replaceable by stock parts from same type suspension. Stock passenger car spindles  
Only, no fabricated spindles. Bottom A frame cannot be altered or moved. Front sway bar must be OEM. No aluminum or fiberglass suspension parts or rear end Parts allowed. Steering box must remain OEM, **NO RACKS** allowed. Must remain within original bolt pattern for type of frame used. In cockpit steering may be modified to suit driver's taste, but must be kept on the left side of car. No center steering allowed. Heim joint allowed to replace tie rod end.
- D.** Tube type upper A-frame is allowed, and may be moved.
- E.** 5" coil over shocks allowed (rear only) "No" Super late Model type coil over shocks allowed! No homemade coil overs may be used any place on the car.
- F.** No Jeep, Bronco, or 4 wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.
- G.** Rear of frame may be altered to accept leaf or coil springs. Coil springs must be at least 4.5" OD. Steel springs only. No torsion bars allowed in the rear.
- H.** No hydraulic, ratchet or electric weight jacks anywhere in the car. No air shocks or air bags allowed.
- I.** One shock per wheel only. Additional shocks in other locations are permissible, however, any shock is subject to claim for \$50. Same rules as motor claim apply.
- J.** Minimum wheelbase is 108" both sides.
- K.** Maximum tread width is 78" both front and rear.

## **BODIES**

**A.** 1970 or newer compact passenger car only. No panel vans or wagons. Stock appearing front windshield and rear window support unit. Painted roll bars are not a substitute. May utilize a half windshield, flat with no wings mounted on roll cage. Must have a minimum of three bars in front of driver for protection.

**B.** Firewall and floorboards are mandatory. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Parts should appear as factory. No plastic body parts allowed. Bodies should be neatly painted.

**C.** Original roofline of vehicle must be maintained. Roof may be fiberglass or aluminum. No wings or ground effects allowed outside or inside the car on weekly

Events. Sail panels must resemble examples shown on body diagram. Any reinforcing lips on rear sail panel must be 180-degree bends.

**D.** Cars must be numbered with an 18" high by 2" wide strokes on both sides and on top of car. 6" should appear rear of car on one nosepiece.

**E.** Engine compartment will remain open. NO side panels, hood sides may have a maximum 4" drop and must be enclosed at the rear of the hood. Maximum hood scope height is 6". Bodies must extend no further forward than the back of the block. Passenger side of body must be no further forward than the back of the block. Rear of bodies must be solid panel of at least 8" high. No panel in front of right door to engine compartment. No inner panels.

**F.** Driver and passenger side windows must be at least 12" openings. Left side window net is MANDATORY with a quick release mechanism on the top front of the net.

**G.** No car cover or any covers on any suspension parts.

**H. BODY AND BUMPER DIMENSIONS: SEE DIAGRAMS:**

a. 108"

b. Max 38" Min 28"

c. Max 45" Min 34"

d. Max 120" Min 106"

e. 72" or not past back of engine Right side only, left side may extend to cover foot box.

f. Max 27" Min 22"

g. Max 52" Min 42" using a level and/or straight edge you must have between 1/2 in. and 2 inches at the rear of the roof, 1/2 inch to 5 inches at the front NO FLAT

ROOFS ALLOWED

h. Max 18" Min 12" BOTH SIDES

i. Max 66" Min 53" SAME FRONT TO BACK

j. Max 50" Min 44"

k. Max 52" Min 41"

L. Left rear tire must be partially outside the body and visible front, rear and top.

m. Driver compartment must be totally sealed from engine and track, including hood scoop.

n. 8"minimum/90 degree angle to interior deck.

o. 16" to 20" from ground to center of bumper

p. Area reserved for track sponsor decals

q. 4" minimum ground clearance

r. No more than 19" window corners

s. Nose piece no wider than frame horns, minimum 24"

t. 66" maximum 24" minimum hood width

u. No further than 2" from fender to sail panel

x. Sail panel 2" max at rear of car must have gradual slope from roof to this point.

y. Interior 4" maximum slope.

z. Interior slope is 4" front to rear and flat across if you stay flat in the front half you have used up 50% of your 4" so then from behind driver to rear you may only use 2".

#### **ENGINE CLAIM**

**A.** The cost to claim a motor is \$750 plus exchange of claimers motor. Auto City Speedway reserves the right to claim any motor in the field for the sum of \$1000 cash.

**B.** Claimed motor must be in good condition or the claim is void.

**C.** Any on track retaliation due to a claim can result in suspension of up to one year.

**D.** A claim entitles you to receive the following: Short block, heads, valve covers, oiling system, oil pump, all internal parts of the motor, harmonic balancer, and flywheel,

Oil pan and intake.

**E.** A claim DOES NOT include: clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts, sending units and switches, carburetor adapter, fans, pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, coil, plug wires and spark plugs.

**F.** Driver making the claim must have finished on the lead lap of the feature event. Only the top 5 finishers in the feature event may be claimed.

**G.** No protest can be made after a claim has been initiated.

**H.** All claims must be made with tech official within 5 minutes of main event finish.

**I.** All claiming restricted to the main event only.

## **CLAIMING PROCEDURE**

- A.** Driver making the claim will be responsible for the \$25 fee for each motor pulled by tow truck.
- B.** Each driver is allowed only one claim per event, no matter what the outcome of the claim.
- C.** In the case of multiple claims on the same motor, the motor will go to the qualified driver finishing the furthest back in the event.
  
- D.** Only the driver may claim an engine, and only the driver may refuse to sell. First decision to sell or refuse is final.
- E.** Refusal to sell forfeits all monies and points for that event.
- F.** Any driver refusing to sell a motor when claimed within the rules loses to claim a motor for a period of 12 months from the date of refusal.
- G.** First refusal to sell will result in the car and driver being suspended for a period of 21 days or until a fine of \$1000 is paid to Auto City Speedway.
- H.** Second refusal to sell results in car and being suspended for a period of 120 days or until a fine of \$1500 is paid to Auto City Speedway
- I.** Third refusal to sell will result in 1-year suspension and a \$2000 fine.
- J.** All claimed motors must be removed at the speedway. Once the removal is started and the sale is final, removal should take NO LONGER than 1 hour.
- K.** Any attempt to sabotage any claimed engine will result in a 120 days suspension and \$1000 fine.
- L.** Any driver using any device to deceive others, including but not limited to devices which squirt oil or onto the motor to give the appearance of the motor being blown will be subject to loss of all monies and points for that event plus a 21 days suspension and \$300 fine.
- M.** No driver may claim more than 1 motor per season.
- N.** Driver must have run the 3 prior scheduled events at Auto City Speedway to be eligible to claim.
- O.** Any team claiming against their own car will be subject to loss of all monies and points for that event and a 14 day suspension along with a \$300 fine.
- P.** To claim any motor the following procedure must be followed:
  - 1. Obtain an envelope and card from the tech inspector.
  - 2. Fill out card with what car is being claimed along with \$750 in cash and seal envelope.
  - 3. Give envelope to tech inspector.
  - 4. Inspector will record time and number in which he received envelopes.
  - 5. After the 5-minute limit the envelopes will be opened in order of receipt.
- Q.** The top 5 cars will report to the tech area immediately after the race and will be impounded for 5 minutes. Driver, owner and a maximum of 1 mechanic will be Allowed in inspection area.