



2021 Modified/ E-Mod Rules

***Modifieds from other series or areas allowed with weight & Variance sheet filled out prior to inspection and race.**

***NO CARBON FIBER. TITANIUM, TUNGSTEN OR EXOTIC METALS ALLOWED ON CAR UNLESS OTHERWISE NOTED.**

*Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.

WEIGHT:

These weights may be adjusted at Techs discretion to equalize the competition, with verbal then written notice.

A. All motors must weigh 7lbs. per cubic inch and 2500 minimum. 56% left side maximum.

B. Tube clip must have 50 lbs in front of flywheel

CAR:

American made, factory production, 1970 or newer with parallel frame, rear wheel drive only. Minimum wheelbase 108" and must be within 1/2 side-to-side.

CHASSIS:

A. OEM stock full chassis clips or Fabricated/tubular frames (must be approved by Tech).

B. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only. NO widening or fabricating of cross member. Must maintain stock measurement from cross member to A frame bolts.

C. Ride height minimum 4" Body, Frame and Lead at all times. No pulling up on car in tech line.

D. MODIFIED TUBE CLIP: Must use stock lower A-Frames, steering box and idler arm. Must maintain 3 ¼" from lower control arm bolts to bottom of cross member at all times. Lower mounts must be solid and nonadjustable. Must measure 17" - ¼" tolerance from center bolt to center bolt on front side of lower control arm and 27" - ¼" tolerance and any tube clip that doesn't meet these specs will be deemed illegal.

E. Absolutely no bump-stops, coil binding, short shock shafts or chassis stops of any type and **will be checked by putting front tires on ½" blocks and cross-member/nose on the ground.**

BODY:

A. Width 66" maximum, Length 120" maximum measured from front of door/back of engine block to end of rear quarter at any point. 6" maximum body rake. Maximum 3" at door and 3" inch at quarter to get the 6" total. Body must be mounted straight on chassis. No wings or other ground effects anywhere inside or outside car.

B. Firewalls can be aluminum and floorboards are made of Steel only.

C. **Full roof is mandatory and must cover complete halo bar with either full windshield or none.**

D. Rear spoiler allowed 6" x 60" only and must be centered on body.

E. Engine compartment will remain open, no side panels; hood sides may have a maximum six (6) inch drop and be enclosed at rear of hood; bodies should extend no further than back of block. (NOTE: passenger side of body must be no further forward than rear of block.)

F. **Maximum front nose/bumper length is 42 inches from center of front wheels** and maximum width 43 ½ inches and all non-Five-star noses may have a maximum of 2 ½" lips on top of nose only, no splitters, ledges or fins.

G. **All sail panels must be straight from the roof to quarter panel and end at least 2 inches before spoiler.**

H. **Must have FULL windshield. A post to A post.**

I.

ROLL CAGE:

A. Must consist of continuous hoops, not less than 1-3/4" outside diameter and must have a wall thickness of at least .095 and must be frame mounted in at least six (6) places.

B. Must consist of configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

C. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails or similar protection.

D. No brace bars forward of cage may be higher than stock hood height.

E. Driver door bars must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver without undue difficulty in getting into or out of the vehicle. The side bars must be welded to the front and rear of the roll cage members. Door bars less than .095" thickness should have four (4) bars at least 1 1/2" diameter.

Bumpers:

- A. Must be used in both front and rear. Front bumpers should be mounted frame end to frame end with the bottom loop parallel to the ground. Should be made of minimum 1-1/4" steel tubing and must be welded to support car if lifted by wrecker.
- B. Rear bumpers, side bars, and bodies must not extend beyond width of rear tires and must not contain any sharp edges.
- C. Rear bumpers may be constructed of pipe or flat stock and must protect fuel cell. Center bumpers (FRONT AND REAR must be 18 inches (plus or minus 2") from ground.

FUEL CELL:

- A. Maximum of 22-gallon fuel cell in steel can and a minimum of 8" ground clearance.
- B. OBERG Fuel Valve # SV-0828 or SRI # FFF-FSV will be Mandatory.
- C. Must use track fuel only.

DRIVESHAFT:

- A. No aluminum drive shafts must be steel and must be painted white with two drive shaft loops.

SUSPENSION:

- A. Stock passenger car spindles only; Fabricated spindles add 25 pounds. Center of ball joint to center of tie rod must be stock.
- B. OEM Bottom A-frames cannot be altered or moved. Ford lowers are allowed as long as they mount in stock mounts.
- C. One-piece OEM or aftermarket sway bar only.
- D. No fiberglass springs allowed. No torsion bars allowed in rear.
- E. No hydraulic, ratchet or electric weight jacks anywhere in or on car.
- F Only one steel non-adjustable shock per wheel only but Aluminum knuckle o. k. Adjustable shafts and canisters are NOT permitted. No coil over's on front but rear coil over's may be used on the rear only with minimum spring diameter 5 ".
- G. OEM steering box only. Heim joints on tie rods are allowed. Aftermarket center link, idler arm and pitman arm allowed. No racks.
- H. Front rotors may be re-drilled for larger studs or different lug pattern, but may not be lightened.

E- MOD SHOCKS/SPRINGS:

- A. Only one steel non-adjustable/non-rebuildable shock with no shredder valves. Claim Rule will be \$100.00 per shock, competitor or track may claim one to all four shocks.
- B. Absolutely no bump-stops, coil binding, short shock shafts, chains or chassis stops of any type and will be checked by putting front tires on 1/2" blocks and cross-member/nose on the ground.
- C. No coil over's allowed, front or rear.
- D. No fiberglass springs allowed. No torsion bars allowed in rear.
- E. E-Mod must run Stock OEM Spindels. May Run Safety Hubs.

ENGINE:

- A. Any American made engine may be used as long as the rear of the engine (bell housing flange) is mounted at least 72 inches forward from the center line of the rear axle. Engine offset must be kept within the front stub. (Engine offset maximum two (2) inches of center- line of front cross member.) Crankshaft height minimum will be 11 inches from the ground to front center of crankshaft. SB2 engines are permitted. Must be wet sump engines only but a single stage, external drive oil pump will be permitted. No aluminum blocks permitted.
- B. NO TOTAL "dry" sump systems allowed. "Wet" system must be operative.
- C. One (1) two (2) barrel or one (1) four (4) barrel carburetor o. k. must be normal aspirated. Use of Holley #4412, 500 cfm carburetor must fit track gauges. Carburetor restriction must be done with a solid plate or cone type system only, and may NOT be externally adjustable in any way. No adjustments may be made to the carburetor/restrictor package following qualifying. *NO TRACTION CONTROL DEVICE(S) OF ANY KIND.
- D. Exhaust system must be mounted in such a way as to direct spent fumes away from cockpit of vehicle and must extend past frame rail, and away from all areas of possible fuel spillage.

E-MOD ENGINES: (ALL BUILT OPTIONS WILL BE REEVALUATED NEXT SEASON)

- A. The rear of the engine (bell housing flange) must be mounted at least 72 inches forward from the center line of the rear axle. Engine offset must be kept within the front stub. (Engine offset maximum two (2) inches of center- line of front cross member.) Crankshaft height minimum will be 12 inches from the ground to front center of crankshaft.
- B. All air must go through a maximum 4" X 14" air filter and only naturally forced air.
- C. Exhaust system must be mounted in such a way as to direct spent fumes away from cockpit of vehicle and must extend past frame rail, and away from all areas of possible fuel spillage.

CRATE OPTION #1: 2600/ 56.0

- A. Unaltered Sealed 602 crates with GM, S.E.A.L. or Track seals only. No modifications allowed. Absolutely no unsealed engines or alterations will be allowed. Must run a HEI distributor with an external rev limiter set at 6200 and can't be in the distributor.
- B. Unaltered Holly 650 HP 4150-80541 four-barrel with no spacer allowed with a minimum of two return springs is required. Body of carburetor -no polishing, grinding, or drilling of holes permitted. No paint, epoxy or any other type of coating other than from carburetor manufacturer allowed inside or outside of carburetor.

BUILT OPTION #2: 2750LBS/56.0 LS

A. V 8 only. GM 350, Ford 302 or 351, Chrysler 360

B. Maximum overbore and .060 plus .010 for clearance. Cast iron blocks only.

C. Any flat top pistons.

D. Connecting rods - any steel stock length.

E. Crankshaft-stock stroke and weight, no knife edging permitted (48pound minimum).

F. Camshaft-Any Hydraulic type or Flat Tappet cam allowed no rollers. Max. Lift .525 measured at valve and zero lash or cam lobe times rocker ratio.

G. Rocker arms optional, no shaft mount.

H. Crankshaft height minimum will be 12 inches from the ground to front center of crankshaft.

HEADS:

A. OEM GM, Ford, Mopar unmodified cast iron open chamber, GM no bowtie. All closed chamber or aftermarket heads must ADD 50 pounds. World Product S.R. #4360 or #4361, DART #10024360 or #10021070, & RHS #12400 or #12407 or ENQCH350C heads are the only approved aftermarket Heads.

B. Maximum valve size -GM 1.94" intake 1.50" exhaust, Ford Windsor 1.94" intake 1.6" exhaust -all other heads stock valve size for head used.

C. Stainless valves okay, no light weight. Valve springs optional with any steel retainer.

D. No porting, polishing or gasket matching of any kind allowed.

INTAKE MANIFOLD/ Oil PAN:

A. Any Intake manifold with a maximum depth of 4 5/8 for bottom of carb to bottom of plenum. (Updated 7/12/19)

B. No porting, polishing or gasket matching.

C. carburetor Holley 4412 500cfm 2 barrel must pass track gauges a maximum 3/4 inch straight hole spacer only, no tapered.

D. Must run HEI distributor must with an external rev limiter with a 6200-chip mounted out of driver's reach and cannot be in the distributor. No external Ignition boxes. (Updated 7/12/19)

E. Oil pan -any wet sump, no external oil pumps.

BUILT OPTION #3 (Super Stock Engine): 2500 LBS/56.0 LS

Stock cast iron production blocks only. Chevrolet 350; Dodge 360; Ford 351 maximum. Maximum .060 overbore.

Crankshaft:

Stock unmodified crank 50 pound minimum, stock stroke for block used.

Rods/ Pistons:

Stock or stock replacement cast I beam only. Size and length must be stock. 4 eyebrow only, 3 ring.

Camshaft/lifters:

Hydraulic .500 lift max

Heads:

Stock automotive open chamber heads only. Stock cast iron 72 cc minimum. Chevy may use World Product SR 1052.

Stock gaskets. No Bowtie or Vortec allowed.

Rocker Arms:

Stock, Chevy 1.5 Ford 1.6 Dodge 1.6 Long slot rocker arms. 3/8 Screw In studs with polylocks allowed. No stud girdles.

Valve/Valve springs:

Stock diameter with stock retainers. No double springs. Intake 1.94, exhaust 1.50. Stock replacement stainless steel with no undercut stems. Intake:

Stock automotive cast iron. 2 barrel or 4-barrel with stock gaskets. May use Edelbrock Performer 2101 intake. carburetor Holley 4412 500cfm 2 barrel must pass track gauges a maximum 1 inch straight hole spacer only, no tapered. Must run HEI distributor must with an external rev limiter with a 6200 chip mounted out of driver's reach and cannot be in the distributor. No external ignition boxes.

ALL MOTOR COMPETITOR PURCHASE PROGRAM AS FOLLOWS:

1. AS LONG AS YOU HAD A CAR THAT QUALIFIED AND STARTED THE RACE AND ON THE LEAD LAP YOU MAY PURCHASE A COMPETITORS MOTOR, YOU MUST HAVE A CLAIM SHEET FILLED OUT AND TURNED IN WITHIN 10 MINUTES OF THE FINISH AND CASH IN HAND OF THE STECH OFFICIAL IN THE AMOUNT OF\$ 4000.00AND YOU WILL RECEIVE ANY MOTOR YOU ARE CLAIMING EXACTLYHOW/1602 CRATE COMES FROM GENERAL MOTORS, NO ACCESSORIES, CARB ETC.

F. IF THE PERSON YOU ARE CLAIMING REFUSES SALE HE WILL BE DISQUALIFIED FOR THE NIGHT WITH ALL LOSS OF POINTS AND MONEYS AND WILL BE SUSPENDED FOR THE NEXT TWO RACES.

G. IF THROUGHOUT THE YEAR THE SAME PERSON IS CLAIMED AGAIN AND REFUSES SALE, HE WILL BE ON A 5 RACE SUSPENSION

H. IF THE PERSON GETTING CLAIMED IN TURN WANTS TO SELL HIS ENGINE BUT THEN WANTS TO PURCHASE THE CLAIMEE'S ENGINE HE CAN DO SO AND HIS COST TO DO SO IS\$ 3695.00 THEREFORE HE WOULD ONLY ACCEPT \$305.00 OF THE MONEY, HE DOESN'T HAVE TO HAVE\$ 3695.00 IN HIS HAND AS HE WASN'T EXPECTING TO HAVE TO DO THIS.

I. IF THE CLAIM EE REFUSES TO SELL HIS ENGINE FOR THE \$3695.00 ALL TRANSACTIONS ARE OFF AND NOW THE CLAIM EE IS DQED AND IS SUSPENDED FOR 1 RACE.

TRANSMISSION:

- A. OEM type production transmissions (Richmond case ok) or TIO will be allowed, three (3) speed, four (4) speed and automatic but must have two forward gears and reverse. **NO FIVE (S) SPEED TRANSMISSIONS. NO in/out boxes. NO buttons or couplers. Must all be clutch operated with motor running and car still in position. Clutch must be inside bell housing. No lightweight parts or straight cut gears.**
- B. Clutch type must be equipped with explosion proof bell housing. Clutch size minimum 5-1/2"
- C. TCI part#742010 automatic allowed.

DIFFERENTIAL:

- A. Must be 9" floater or quick change.
- B. NO Wide 5.
- C. NO rear sway bar.
- D. E-MOD must run locked rear end.

WHEELS & TIRES

- A. Track approved tires only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
- B. Wheels maximum width 811, steel only and must be racing wheel. Tires must not be outside side bars.
- C. 80" tread width maximum, will be measured outside to outside at hub height NO tolerance. No Bleeders.
- D. E_MOD max thread width 68". Center tire to center tire 66" using referee. No bleeders.

BRAKES

- A. Brakes must lock up all four (4) wheels during post inspection.
- B. Front and rear brakes/calipers must consist of stock appearing components Single piston only.
- C. May run steel or aluminum front safety hubs.

Safety: See Super Late Rules

Rule Enforcement

- A. The Chief Tech Inspector shall be authorized to make changes from any specification contained in these rules as a situation may dictate. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the Tech Inspector alter any safety rule to less than stipulated.
- B. ANY VARIANCE OF THESE RULES BY PARTICPANT THAT MAY ULTIMATELY LEAD TO A REDUCTION IN SAFETY, OR AN INCREASED RISK, TO ANY PARTICIPANT, SHALL BE EXCLUSIVE RESPONSIBILITY AND LIABILITY OF PARTY OR PARTIES RESPONSIBLE FOR THE VARIANCE. THE MANAGEMENT OF THE SPEEDWAY AND THE PROMOTERS SHALL NOT BE RESPONSIBLE OR LIABLE FOR RULES AS PROVIDED.
- C. OFFICIALS RESERVE THE RIGHT TO CONFISCATE THE PARTS.

Protests

- A. Only drivers may protest. Protesting drivers and protested cars must have finished in the top ten and be on the lead lap. All protests must receive an approval of the pit officials. Spite protests and unsportsmanlike-like protests will not be accepted.
- B. All protests must be submitted to pit officials in writing within 10 minutes of feature race completion, and be accompanied by \$250.00 CASH. The driver who wins the protest will receive \$225.00.
- C. Driver can only protest three times in one season and must wait three weeks before protesting again.
- D. Drivers or cars found illegal forfeits all points and moneys earned for the entire race meet.
- E. Refusal to comply with protest or to tear down when instructed by Speedway officials will result in a fine equal to protest amount, an automatic two race suspension and loss of points and moneys earned for the evening. Upon returning to competition driver must agree to tear down after racing events for free.