



2026 MODIFIEDS OF MAYHEM TOUR RULES

Revised : 12-24-25

*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

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

*Tour Officials reserve the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

*Cars, parts and or equipment will not be considered legal by having passed through inspection at any time or number of times unobserved or undetected.

*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Tour Officials is final.

*Unsportsmanlike-like conduct can carry a minimum **\$200.00** fine and/or suspension. All fines will be added to the point's fund at the end of the racing season.

*All Discussions with officials must be conducted in a professional manner.

CAR:

1. 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.

WEIGHT / ENGINES:

1. All cars 58% Left Side Maximum without refueling at all times. 1 (One) pound per scored lap burn off allowed after race.
2. 2550 Minimum for Built engine.
 - a. LS Motors, No Coil Packs, must have Distributor.
 - b. No Aluminum Blocks on Built Motors
3. **2475 Minimum for Chevrolet Performance CT525**
 - a. **CT525 allowed Coil Packs**
 - b. **Must Have Factory GM Seals**
4. 2475 Minimum for "Pro Late" Crate Engine.
 - a. GM # 88958604 with the following updates, GM Cam #24502586, 1.6 rocker arms, Comp Cam valve springs #941-16, Champ oil pan # CP106LTRB and Balancer.
 - b. Ford # M06007-D347-SR with 1.5 rockers. No Spacer
 - c. McGunegill Ford # 425LM with 1.5 rockers. No Spacer

Pro Late Model Crate engines may be refreshed but must retain all manufacturers specifications unless specified. No reground cams. Maximum compression of 10.0 on Pro Late Model Crate Engines. **Pro Late Model Re-built engines must have seals from a re-builder on the S.E.A.L. approved list to qualify for weight break.**
5. No Dry Sump Systems allowed. Single stage external pump allowed (No external tanks).

CARBURETOR:

1. Only one 2 barrel or one 4-barrel will be allowed. Right front carburetor stud must have a 1/8" hole for sealing purposes.
2. Must qualify and race with the same combination. No externally adjustable restrictor plates will be allowed.

IGNITION:

1. **One** MSD #6427 6ct Ignition or Crane/Fast Ignition part # 6000-6701 or JMS – Daytona Sensors' part # 6000-6701K only as produced and mounted on right side of car dials pointed out the passenger side on original plate. Not under the seat. Tech must approve any other Ignition box.
2. Built motors maximum 7600 rpms.
3. No MSD Ultra 6AL Series w Bluetooth Control.
4. **CT 525 must use MSD 6014ct w MoM Spec Timing map**
5. **CT525 7300 RPM**
6. Pro Late Model Crate Motor Option Mandatory 6300-RPM for all Ford options and 6500-RPM for both Chevy options. *RPM limits subject to change in future.
7. One battery permitted. Maximum 16-volt and mounted securely outside of driver's compartment.
8. All wiring must be sealed and no unplugged wiring.
9. NO Traction Control Devices of any kind – If any 'traction control' device is found, the driver and owner will be disqualified from the event and with possible suspension and fine.

FUEL:

1. Sunoco Racing Fuel only with no performance-enhancing fuel additives of any kind.
2. Fuel cell required and a 22-gallon maximum and mounted no lower than rear housing. Lines to fuel pressure gauge must be steel braided type.
3. Oberg # SV-0828 or SRI # FFF-FSV Fuel Valve mandatory.

ENGINE COMPARTMENT:

- A. Rear of engine must be mounted at least 72" forward from centerline of rear axle
- B. Engine offset must be kept within 2" of centerline of front cross member with engine level
- C. 11" crank height
- D. Radiator must be mounted in front of engine
- E. Cooling system may be modified as needed
- F. No antifreeze allowed

TRANSMISSIONS:

1. Must have at least two forward gears and one reverse, plus a neutral position
2. Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 1/2" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal.

CHASSIS:

1. OEM stock full chassis, clips, or fabricated / tubular frames (must be approved by Tech). Reproduction 68-72 Chevelle frame approved. 2002 Ford Crown Victoria or similar frames allowed.
2. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross members 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.
3. Ride height minimum 4" Body, Frame and Lead at all times. No pulling up on car in tech line.
4. Tube clip: Howe replacement clip recommended. Must use stock lower A-Frames, steering box, and idler arm. Must maintain 3 1/4" from lower control arm bolts to bottom of cross member at all times. **Lower mounts must be solid and nonadjustable.** Must measure 17" - 1/4" tolerance from center bolt to center bolt on front side of lower control arm and 27" - 1/4" tolerance on the front side of the rear of lower control arm and any tube clip that does not meet these specs will be deemed illegal. Must meet go / no-go gauge... Tube clips must have 50lbs. in front of fly wheel. (This is not an opportunity to be creative)
5. **Camaro clips Must add 25lbs.**
6. No titanium products, parts, components or gun-drilled, tubular, hollow bolts or studs allowed on chassis or suspension.

BODY:

1. A full roof is mandatory and must cover the complete halo bar. No drip rails allowed. Windshields are optional.
3. **Roof specs without full windshield and will be measured with level placed at middle (Front Rear) of roof.**
 - a. **Must be Minimum of 3" and Maximum of 5" at the Front.**
 - b. **Must be a Minimum of 1.5" and a Maximum of 2" at rear. Must have brace to support rear of roof and prevent flexing**
4. Body sides must mount straight on chassis and **continuous from A pillar to rear, No offset** (measured with six-foot straight edge on RR wheel and be equal) with a maximum length of 120" starting from back of engine, maximum width of 66" and maximum body rake of 6" must be straight front to rear and flat.
5. Interiors sheet metal must be level with top of Door. **Cars with any type of drop in the interior must run full windshield or carry extra weight with tech approval.**
6. **Sail panels may be no more than 5" maximum height where it ends. With a gradual slope from the roof to this point and end at least 2 inches from spoiler, must be symmetrical (Same on Both Sides)** May run a 3/4" in lip for strength.
7. 12"x18" window opening (Height and Width) measured at Center of Window (will be enforced). Between lowest points at top of window whether roof or roll cage, and the highest point at bottom of window whether interior or body.
8. Maximum front nose width 43 1/2 inches and all non-Five-star noses may have a maximum of Two 2 1/2" lips on top of nose only, no splitters, ledges, or fins. **Maximum front Nose / Bumper length is 36 inches from center of front wheel.**
9. Rear measurement from center of wheel to end of body maximum 48".
10. A 12" maximum length triangular enclosure at the 'A' pillar will be allowed. **No Bubble type Lexan Pillars** No interior or exterior wings, belly pans, double skinned roofs, fins, wings, vanes, vertical ledges, ramps, or any other air directing devices are not allowed.
11. Engine compartment must remain open. **Maximum 3" rake on Hood. Hood Vertical Side panels maximum 6" total drop.**
12. All cars must have steel side nerf bars mounted even with outside of tire.
13. 8" panel required in Rear / 90 degrees to the ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened **Must display car number in Contrasting color.**
14. No excessive Under panning, No Diffusers, **Under panning the driver area Permitted / Anything else must be approved by Tech**
15. All body rules are at the discretion of tech official and must be met or a minimum of 50 pounds per infraction may be accessed.

SPOILER:

Option 1: 5"x 60" rear spoiler centered on body with maximum of four straight forward braces no longer than 16" and no taller than spoiler or Rear Late Model Braces. Cars with sail panels Must use Rear "Late Model" Braces. Gurney flaps or curls are allowed but will be included in all measurements. Clear Poly Carbonate or "Lexan" Spoilers highly recommended.

Option 2: 4"x66" Rear spoiler 45 degree to the deck is allowed with all braces to the rear of spoiler.

BUMPERS:

1. Height 20" Max - 16" Min (From the ground to center of bumper front and rear.) Bottom loop must be parallel to the ground. The top bar must be directly above bottom bar.

SUSPENSION / STEERING:

1. Front steering must be unaltered and be in stock location unless noted. Aftermarket drag link allowed. Tie rods and adjustment sleeve may be replaced with 5/8" heim's and tube.
2. OEM and fabricated spindles must be steel. Bottom A-frames cannot be altered or moved. The steering box must be steel approved OEM and must remain within original bolt pattern for type of frame used. No rack & pinion allowed.
3. Minimum of 500 lb. front spring rate and absolutely no bump-stops, coil binding, short shock shafts 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.
4. Coil over kits with minimum of 4.5" springs on rear only. A maximum two spring rubbers allowed per spring.
5. No driver adjustments allowed from cockpit except Brake Bias knob.
6. Front sway bar must be stock appearing and maximum diameter of 1 3/8".
7. One (1) shock absorber per wheel, may be steel or Aluminum.
8. All shocks must be non-adjustable or single adjustable only.
9. Only single shaft bleed adjustment through a tapered needle into a jet in the hollow shaft allowed. No blow off shafts or high speed rebound shafts allowed. No external reservoirs of any kind.

BRAKES:

1. Front and rear brakes must consist of stock appearing components only, Single Piston and must lock up all four (4) wheels. **Dual Piston must add 25 lbs.**
2. Only one brake bias adjuster allowed inside cockpit.

TIRES / WHEELS:

1. Hoosier F-70 Tire. **Any tire used in competition must be purchased from the Host track. During the event.**
2. 8" steel wheels, lugs, and studs only.
3. Drivers soaking or altering tires in any way will forfeit all purse money and points for the event. Drivers must also pay a \$1,000 fine prior to being allowed to compete with the MoM Tour. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
4. Cars must qualify and race on the same tires. Scuffs may be used in case of flat.
5. Maximum overall track width 66-inches measured by the referee. **Maximum 80" outside of tire to outside of tire (Spindle Height)** Wide-five hubs will not be allowed.

RULE ENFORCEMENT:

1. The Chief Tech Inspector shall be authorized to amend any specifications contained within these rules as a situation may dictate. Any infraction not specified in these rules may incur a weight penalty. Furthermore, the Chief Tech Inspector may impose further restrictions to maintain fairness. Under no circumstances may the tech inspector alter any safety rule to less than stipulated.
2. Any variance of these rules by participants that may lead to reduction in safety, or an increased risk, to any participant, whether enforced by the chief tech inspector or otherwise, shall be the exclusive responsibility and liability of the party or parties responsible for the variance. The management of MoM and the Track promoters shall not be responsible or liable for any variance in these rules as provided.

[Refer to MOM General Rules](#)