



24 RACEWAY 2010 B-MOD RULES

January 8, 2010

- 1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA2000, SA2005 or SFI 31.1/2005 full coverage helmet required. NO "M" RATED HELMETS ALLOWED. Roll bar padding required in driver compartment (Fire retardant recommended). SFI-approved full fire suit required. Fire retardant neck brace (**or head and neck restraint**), gloves and shoes required. **Recommended Head, Neck, and Shoulder Restraint.** *Recommended: Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted **to roll cage** so latch is at top front of window. Minimum three inch wide SFI-approved five or six point safety belt assembly required (Y-type shoulder harness not allowed), must be mounted securely to roll cage, CAN NOT BE OLDER THAN 3 YEARS, recommended to be no more than one year old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. Must have fire extinguisher mounted within reach of driver.
- 2. FRAME:** 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box **and notched maximum one inch at bottom for tie rod clearance**; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches. Width shall be measured from the widest points on each side of the racecar. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness. No part of frame can be lower than four inches from ground except front crossmember.
- 3. ROLL CAGE:** Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on 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 one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood. **MUST HAVE PETTY BAR ON DRIVER'S SIDE.** Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- 4. DOOR BARS:** All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. **MUST HAVE PETTY BAR ON DRIVER'S SIDE.** Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and

cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

5. BODY: (See diagram) Must be same width, front to rear, and parallel to OEM frame. Nose panel must be flat with no fins or scoops allowed. Cooling holes allowed. Nose panel may be no wider, or lower than two inches outside of front frame horns. Nose panel must remain within confines of front bumper. Engine compartment must remain open (no side panels). Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front windshield and rear window support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body. May use full windshield. Roof must be fiberglass or aluminum, full size and rounded down in all directions (see diagram). No dished roofs allowed. Driver roof hatch allowed. Rear deck lid to bumper enclosure mandatory and it should be a solid panel at least eight inches tall and full width of body and include car number. Window side panels must resemble all aspects of drawing. May use lexan in window side panels. No fins, lips, wings, deflectors or standing seams allowed. No reflective doors or quarter panels. All racecars must be numbered with large, legible numbers on both sides, top, nose and rear panel. Numbers must be of extreme contrasting colors. Holographic or reflective lettering is highly discouraged. Numbers on the sides of the racecar should be at least 4 inches thick and at least 18 inches high, top numbers should be at least 4 inches thick and at least 24 inches high.

6. DRIVER COMPARTMENT: Loose objects and/or weights are not allowed. Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Factory-manufactured aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Homemade aluminum, plastic or fiberglass seats are not allowed. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, cannisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

7. FRONT SUSPENSION: All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with steel cross shaft, and mounts can be moved; OEM replacement stamped steel lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame; OEM or OEM replacement ball joints allowed. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in OEM location. OEM ball joints only.

8. STEERING: No rack and pinion. All components must be steel, unaltered OEM, in OEM location, exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles; bolt on spindle savers allowed; steel steering shafts and knuckles only driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release metal coupling on steering wheel is mandatory - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

9. SHOCKS: One steel, nonadjustable, unaltered shock per wheel only. All shock mounts must be welded. **No shocks allowed on screw jacks.** No external or internal bumpers or stops. No coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. Front half of any shock may be shielded. One or all shocks may be claimed per event for \$50 each. Driver claiming shock or shocks may not claim engine or carburetor on same night.

10. SPRINGS: One steel coil or multi-leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only. No torsion bars, air bags or inner liners.

11. REAR SUSPENSION: All components must be steel. All mounts and brackets must be welded or bolted solid. Coil springs must remain vertical and over center line of rear-end housing. No coil-over eliminators allowed. Rear shocks cannot be mounted on control arms. Must utilize one of the following designs:

(A) Aftermarket three link design requirements: Must use 16 inch minimum, 24 inch maximum lower control arms. Must use one upper control arm, solid tube only, located at top center of rear end housing and remain centered (1-inch tolerance) on housing over drive shaft. Must use minimum 23 inch panhard bar

located behind rear end housing. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack. No floating **or bearing** rear spring perches/cups allowed.

(B) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.

(C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

12. REAR END: Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed, must be centered in chassis. All components must be steel, except lowering blocks, axle cap, and drive flange. Safety hubs (floater) allowed. No quick change devices. Inspection hole in housing required. Mini-spools only. Ring gear, center section and yoke cannot be lightened. Solid steel axles and one piece drive flanges only. No ratchet type rear ends.

13. BUMPERS: (See diagram) Steel bumpers must be on front and rear at all times and welded, or mounted with minimum .375 inch bolts.

Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, and – similar to diagram - no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.

Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Bumpers must be able to support car when lifted by wrecker.

14. TIRES/WHEELS: Must use unaltered American Racer G60-15 KK704 or Hoosier G60-15 IMCA stamped. No chemical softening, conditioning of tires. Tires may be re-grooved, ground or siped within confines of tread (not past factory straight line). No re-caps. Wheels must be 15 inches in diameter and 8 inches in width. No wheel adapters, spacers or bleeder valves. May use bead lock wheels on right and left side. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or plastic mud caps allowed on right side wheels only. Inner mud cover allowed on left rear only. Must use minimum one inch O.D. lug nuts.

15. BRAKES: Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket 0.81 inch thickness (new). Vented rotors only, no scalloped or ceramic coated rotors. One proportioning device allowed (one-to-one ratio), front to rear only. Brake lines must be visible. Rear caliper brackets must be welded or bolted solid to rear-end housing.

16. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Turn down allowed.

17. FUEL SYSTEM: Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 20 gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Pick-up must be on top or right side of cell. Limit of one fuel filter. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings. Mechanical OEM type push rod fuel pumps only. **CLAIM ENGINE:** Unaltered 500 c.f.m. Holley - part no. 0-4412. Float bowl must face forward. **Must be Holley manufactured and have Holley casting numbers.** Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers.

GM CRATE ENGINE: **Any unaltered Holley 650-cfm four barrel carburetor,** all components (float bowls and main body) **must be Holley manufactured and have Holley casting numbers.** No aerosol-style carburetors allowed. May use one inch thick carburetor spacer. Maximum 0.100 inch thick carburetor gaskets only. All carburetors can be claimed, \$100 exchanged, style for style only. Driver claiming

carburetor may not claim engine or shocks on same night.

18. FUEL: Gasoline only. Racing fuel allowed. No E85. Pump grade recommended. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time.

19. WEIGHT: Minimum weight limit of 2,500 pounds, no tolerance, after race with driver in car. Weights must not be used in driver compartment or outside body. All weights must be securely mounted with at least two 0.5 inch bolts, painted white with car number on it. No titanium, magnesium, stainless steel or carbon fiber components. Solid steel fasteners only.

20. BATTERY/STARTER: One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Starter must bolt on block in OEM location and directly engage flexplate/flywheel. Car must have capability of starting without being pushed or pulled.

21. GAUGES/ELECTRONICS: No unapproved transmitting or listening devices or cameras. 12 volt ignition system only. OEM HEI distributor only. **Ford and Chrysler may use HEI distributor.** No Billet housings **or crank triggers.** Ignition rotor, cap, coil and module must remain OEM appearing. Crate engine must use original HEI distributor with MSD #8728 rev-control and 6,200 rpm chip (must be out of reach of driver, but accessible for inspection). No ignition boxes, remote coil or accessories. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and analog tachometer (memory recall allowed). No electronic traction control devices. If traction control devices are found the driver and car will be DQ'ed and suspended for 4 events plus lose all points for previous 4 events, parts will be confiscated and driver and/or car owner will be fined \$1000.00. Must be paid before driver or car is allowed to race again.

22. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No 'in and out' boxes or quick change devices allowed. No bert, Brinn, Falcon or Jerrico transmissions allowed. Functioning shift levers must be in OEM location. Steel OEM style/size flywheel or steel OEM style/size flexplate allowed, must be bolted directly to end of crankshaft.

Automatic: Must be unaltered, two or three speed, OEM production case with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Only external lines allowed are for transmission cooler. Must have operational torque converter (10 inch minimum). No buttons or couplers.

Manual: Must be unaltered, three or four speed, OEM production case and have a working steel, single or multi-disc clutch and pressure plate bolted directly to flywheel/flexplate. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flexplate area. Hydraulic clutch pedal allowed with manual transmission only.

Drive Shaft: Minimum two inch diameter, white, steel drive shaft. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

23. ENGINE COMPARTMENT: Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. V-belt aluminum or steel pulleys only. Copper/brass or aluminum radiator only and must be mounted in front of engine.

24. ENGINE OPTIONS AND SPECIFICATIONS: All cars must clearly display on driver side front roof post which engine they are competing with. Must be contrasting in color from body, minimum 2-inches tall and display CLAIM or CRATE. Markers not acceptable.

(A) CRATE ENGINE: Must use unaltered sealed GM crate engine #88958602 **or #19258602.** Maximum compression ratio is 9.1 to 1, no tolerance. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of all points for the season, \$500 fine and a 4 event suspension. \$200 fine and 2 event suspension for any crate engine not using required distributor, rev limiter, pushrods, valve springs or rocker arms. Fines must be paid before driver or car will be allowed to race. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim

an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

(B) CLAIM ENGINE: with following specs: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered.

BLOCK: Must use OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 360 cubic inches (GM); 360 (Ford); 370 (Chrysler). Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc. Flat top or dished pistons only, no gas-ported pistons. OEM or OEM replacement steel crankshaft and rods only - cannot be lightened. **Cap screws allowed.** Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed. May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Must have one inch inspection hole on either side of oil pan above oil level with screw in type plug in all oil pans – no obstructions to crank and rods. Accumulator allowed. If you do not have a plug in oil pan you will have to remove it.

CYLINDER HEADS: Steel only OEM heads. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust. May use Stock Replacement (SR) cylinder heads, head must remain as produced, valve sizes can not be changed. No porting, polishing or unapproved alterations allowed to ANY cylinder head. Guide plates, screw-in shouldered studs (0.375-inch max), polylocks and stud girdles allowed. Stamped steel roller tip rocker arms allowed. No beehive valve springs allowed. No canted valves.

INTAKE: Unaltered, approved OEM cast iron low rise, two- or four-barrel, or unaltered (no porting, polishing, or cooling lines) aftermarket aluminum intakes allowed are: Weiland GM #7547-1; Ford #7515, #8023 or #7516; Chrysler #7545; Edelbrock GM #2701, #2101; Ford #7181, #7183; Chrysler #2915.

Cooling lines allowed on aluminum intakes. Disqualification, loss of points, purse and \$200 fine if any alterations are found to heads/intake. OEM type unaltered harmonic balancer only. OEM type steel or aluminum water pumps only.

25. ENGINE CLAIMING RULES: (A) \$450 cash and exchange claim on engine, \$25 goes to wrecker for pulling engine. Driver claiming engine may not claim carburetor or shocks on same night.

(B) Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers.

NOTE: During engine claim, inspect heads and intake, and one spark plug must be removed to check flat top or dish pistons prior to transfer of engines between drivers. If, at this time, a engine is found illegal, driver is disqualified.

26. EIRI: (Except in rare instances) Decisions of officials are final and binding without exception.

**Any questions or concerns contact Johnny Sessler at
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