



24 Raceway 2010 A Modifieds Rules

January 8, 2010

1. **ROLL CAGE** - Roll cage must consist of continuous hoop, acceptable tubing is, 1 3/4" with .090" wall thickness or 1 1/2" with .095 wall thickness for mild steel and DOM tubing. 1 3/4" chrome-moly tubing. Aluminum and other soft metals not permitted. Roll bar connections must be welded. Cage must be frame mounted in at least six places. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. **Must have a Petty Bar on driver side.** 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. Low carbon, mild steel tubing is recommended. No brazing or soldering allowed.

Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than stock hood height. Driver door bars must be parallel with the ground and located perpendicular to the driver so as to provide maximum protection for driver without causing undue difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. Four door bars required. Must be 1.5" diameter with .083 wall thickness. Roll bar padding required in driver's compartment. No brazing or soldering allowed.

2. **SAFETY** - Helmets are required and must be at least approved Snell SA2000 or SA2005 full coverage and must be worn at all times car is on the track. All helmets must meet Snell standards. Helmet must accompany vehicle at time of inspection. Racing seat mandatory. Must be attached to frame and cage. No fiberglass seats allowed. Fire suits of a flame retardant nature must be worn by all competitors. Two-piece fire suits allowed. **NO KART SUITS AND NO FLAME RETARDANT COVERALLS.** Flame retardant gloves mandatory and shoes recommended. Left side window net mandatory. A minimum of three safety bars must be installed in window opening in front of driver. Screen may be attached. Flame retardant neck braces are mandatory. Additional safety equipment is optional. Fire extinguisher is required and must be mounted within driver reach.

Competition 3" shoulder harness, 3" lap belt and sub-strap are required. No factory-type shoulder belts or straps. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be mounted even with, or slightly above, driver's shoulders. Belts should be anchored to frame and cage. Seat belts and shoulder harness recommended not to be more than 1 year old. Kill switch required and must be clearly marked "on" and "off" and within driver reach.

Loose objects and/or weights must not be used in driver's compartment or outside the body or hood area. Any weights added to other areas of the vehicle must be securely mounted and should be painted white and have the car number on it. Weights must be attached with at least two 1/2" bolts under the car body.

3. **BRAKES** - Brakes must be operated on all 4 wheels and must lock up all 4 wheels during inspection. No shut-off valves allowed in braking system. Steel or aluminum single-piston OEM-type calipers are allowed.
4. **EXHAUST** - Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage.
5. **FUEL** - Racing fuel cells are required and must be mounted by at least two steel straps, two inches wide, around cell. Fuel cells must be enclosed in steel container and be mounted behind rear axle and securely mounted to roll cage. No part of fuel cell should be lower than protective tubing. Protective tubing should be no wider than 6" on both sides of fuel cell. Fuel cells must have check valves. Bladders are highly recommended. Fuel cells are limited to 32 gallon capacity. Fuel must be pump gas, racing fuel or alcohol only. No nitrous oxide or nitro. No performance-enhancing additives. No pressurized fuel systems.
6. **BATTERY** – One twelve volt battery only. Battery must be securely mounted and shielded. Battery mounted inside vehicle must be in marine-type cases.
7. **TIRES AND WHEELS** - Wheelbase must be 108" - no tolerance. American Racer G60 or KK704, or Hoosier IMCA stamped tires mounted on a conventional one-piece steel wheel with a maximum width of 8 inches. Bead locking devices allowed on right front and right rear only. Tires may be grooved or siped. Maximum overall width (front or rear) can not exceed 78" from outside of tread to outside of tread. Maximum 1" steel or aluminum spacer allowed between front hub and wheel as long as overall width does not exceed 78" limit.

Aluminum wheels, A-frames, spindles, or any other aluminum suspension parts are not allowed. Aluminum cross shafts and wedge tubes are allowed. No fabricated spindles allowed. No plastic wheels allowed.

8. **ENGINES AND CARBURETORS** - Any American made engine may be used as long as rear of engine (bell housing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within the front stub. (Optional engine offset kept within 2" of center line of front cross member. Engine height minimum is 11" from ground to front center of crankshaft.)

All engine blocks used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be altered. No aluminum engine blocks allowed. No machine work allowed on outside engine or on front or rear of camshaft. Aluminum heads allowed. No dry sump oiling systems allowed.

Mufflers optional. (If you lose muffler in competition, you will be disqualified.) Cooling systems may be modified.

One two-barrel or one four-barrel carburetor allowed. No fuel injection or electric fuel pumps. Must be naturally aspirated.

9. **FRAMES** - Factory production 1960 or newer American passenger car frames only. Frames may be cut in rear only at point no further than 36" from center of rear end housing. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height and body height from ground is 4".

Front suspension must be O.E.M. and be in stock location and must be replaceable by stock part from same type suspension. Stock passenger car spindles only, no fabricated spindles. Bottom A-frames cannot be altered or moved. UMP approved and licensed lower control arms copies may be used. UMP approved lower control arm manufactures are, Pierce racecars, lightening chasis, Bob Acord, PSI Manufacturing, UB Machines, INC., and Sherman Racing, lower control arms must be manufactured by one of these manufacturers and have a UMP approved sticker on the control arm. Tube-type upper A-frames allowed and can be moved. Heim joints allowed. No coil-over shocks allowed on front. On rear only steel/aluminum coil-over kits allowed, consisting of one steel, non-adjustable, unaltered shock and coil spring with a minimum 4.5 inches O.D. No homemade coil covers used anywhere on race car. No Jeep, Bronco, etc. or 4-wheel drive frames allowed. No sports car frames allowed. No front-wheel drive allowed. Rear of frame may be altered to accept leaf or coil springs. Any coil springs must be at least 4.5 inches outside diameter. No fiberglass springs allowed. No torsion bars allowed in rear. No hydraulic, ratchet or electric weight jacks allowed anywhere on car.

10. **BODIES** –2009 USRA or USMTS Modified Body Specifications to be used unless noted below. 1970 or newer American passenger car only (no panel vans or station wagons). Must be full sized aluminum or fiberglass roof. Should be stock appearing. Stock appearing front windshield and rear window support unit (painted roll bars not acceptable substitute). Firewall and floorboards are mandatory. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates are permitted. Handmade body parts may be constructed of steel, aluminum or fiberglass but should be recognizable as factory production vehicle. No "slab" bodies.

All cars in competition must have a complete paint job. All cars should be numbered with large legible numbers on both sides and top and on rear spoiler. Numbers on sides of car should be in contrasting color from body and be at least 4 inches thick and at least 20 inches high. Top numbers should be at least 4 inches thick and 30 inches high. Sponsors' names must not interfere with car numbers and must be neatly lettered.

Original roof line of vehicle should be maintained with a maximum of 5 inches drop rear to front. Maximum 6" rear spoiler allowed. No other wings or ground effects are allowed anywhere outside of car or inside the car. Engine compartment will remain open, no side panels. Hood sides may have a maximum 4" inch drop and must be enclosed at rear of hood. Bodies should extend no further forward than back of block. Driver and passenger side windows of car must have at least 12" vertical opening.

Bumpers must be used both front and rear. Front bumpers should be mounted frame-end to frame-end with the bottom loop parallel to the ground. Bumpers should be a minimum of 1.25 inch pipe and must be able to support car if lifted by wrecker. Rear bumpers, nerf bars and bodies must not extend beyond width of rear tires and must not contain any sharp edges. Rear bumpers may be

constructed of pipe or flat stock and must protect the fuel cell. Center of front and rear bumpers must be between 16" and 20" from ground.

11. **DRIVE TRAIN** - O.E.M. production type transmissions allowed - 3 speed, 4 speed and automatic. Bert and Brinn optional. No "in and out" boxes. Must be clutch operated. (With motor running and car in a still position, driver must be able to engage car in gear and move forward and backward at all times.) Transmission must have at least on forward gear and one reverse gear plus a neutral position and must be able to be shifted by driver. All race cars must join line up on demand, unaided, or go to rear of that race.

Clutch type transmissions must be equipped with an explosion proof bell housing. If an explosion proof bell housing is not available for your engine, you may construct a shield of at least 1/4 inch by 6 inch steel covering the clutch area 360 degrees and be securely fastened. Drive shaft loop is required and must be constructed of at least 1/4 inch by 2 inch steel and should be mounted no more than 6 inches back from front of drive shaft. Drive shaft must be painted white and have car number on it.

Any passenger car type or truck rear end may be used. No aluminum allowed except lowering block, axle cap and drive plate. Grand National rear end allowed. Quick change rear end is optional. If using a quick change rear-end, must use steel tubes and must utilize pinion taper bearings, aluminum spools are allowed. Steering box must be O.E.M. No rack and pinion 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 left side of cockpit. No center steering. No ratcheting rearends or any other traction control devices.

No transmitting or listening devices in car. No traction-control devices. If found, driver and car are suspended for next four events plus loss of points for previous 4 weeks.

12. **CAR WEIGHT RULE** - All cars must weigh 2400 pounds with driver after race.
13. **ENGINE CLAIM** - \$650 cash engine claim with exchange. \$25 of this goes to wrecker for pulling engines. If engine claim is refused, driver loses money and points for that night plus two weeks suspension. Claim does not include (1) flywheel, (2) clutch, (3) pressure plate, (4) bell housing, (5) headers, (6) carburetor, (7) starter, (8) motor mounts, (9) sending units and switches for oil pressure and water temperature, (10) carburetor adapter, (11) fan and pulleys, (12) clutch ball, (13) clutch arm, (14) throw-out bearing, (15) dip stick, (16) water pump, (17) fuel pump, (18) distributor and (19) plug wires.

First four position finishers (whether running or not) are subject to engine claim by any other driver finishing fifth on back in feature and on the same lap as the fourth place car. Driver is allowed to make one claim per event, regardless of outcome of that claim. In case of multiple claims, engine will go to qualified claiming driver finishing farthest back. Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to the claiming area. Only drivers and officials allowed in claiming area. Claims must be made within 5 minutes of end of feature race and claim must be accepted or denied within 5 minutes of offer. Claimed engine must be completely removed within one hour from the time claim is accepted.

All claims must be made to track official. Only drivers may claim. Refusal to sell forfeits all points and cash and contingency winnings for that night and car and driver are suspended from the A

Modified class for the next two weeks. No driver may claim more than one engine per regular season, plus number of times you have been claimed. Must participate in two consecutive events to claim.

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