

OHIO VALLEY / TYLER COUNTY SPEEDWAY SPORT MODIFIED

2021 OPEN WHEEL SPORT MODIFIED RULES & REGULATIONS



(1) DISCLAIMER AND WAIVER OF LIABILITY

The following rules are for the Open Wheel Sport Modified division. Interpretation of, or amendment to, these rules may be made at any time in the interest of fair competition. The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants and / or others involved. These rules and regulations do not warrant or guarantee, in any way, the safety or fitness of any race car. This is a dangerous sport. You are risking your life by participating in any fashion. No racing facility, promoters, officials, track representatives, or sponsors will be held responsible or liable for injury or death.

1. General Rules

1. All race rules and regulations shall apply at all racing events.
2. Track officials and the track tech shall have full authority over race cars at any racing events. At the discretion of the officials in charge, any competitor may be disqualified for rules violation, or hazardous equipment, or hazardous actions.
3. All vehicles are subject to inspection by an official at any time.
 - A. The driver is required to bring the car to the official area in order to be allowed to participate.
 - B. The driver and track officials are the only ones permitted in the pre-tech / post tech area. Anyone causing trouble in or around the tech areas is subject to ejection from the event.
 - C. Only under extreme conditions will an official inspect cars in their own pit.
 - D. Approval of a participant's race vehicle; or other equipment by an official inspector shall mean only that the vehicle is approved for participation in a competitive event; and shall not be construed in any way to mean, or imply that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that the racing facility and its officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.
4. Any unsportsmanlike conduct by a driver, car owner, pit crew, agent, etc., shall be grounds for disqualification and / or punitive action; including, but not limited to any and / or all or a combination thereof: probation, suspension, fines, loss, of any and / or all points, loss of any and / or all purse / prize money; which shall be determined by the officials. Drivers are responsible for the conduct and actions of their car owners, crew members, agents, etc.
5. Event officials are in charge of inspection for the event. The event official shall have the final ruling at the event. In the event of a problem with an official call it shall be taken up with track personnel or the track promoter.
6. If you are driving in the Sport Modified class, you are not permitted to drive in another class for the same racing event.
7. Failure to furnish all information regarding and required for I.R.S. purposes to the racing facility or any false information will result in the same penalties provided above.
8. Absolutely no alcoholic beverages will be consumed by drivers or their pit crews prior to / or during a racing event. The use, distribution, or sale of illegal drugs at any time can be cause for immediate, indefinite suspension.

9. Drivers under 18 years of age must have a signed and notarized parental consent form signed by a parent or legal guardian. Said document shall be in the possession of the racing facility before participation of said individual will be allowed. Track insurance regulations hold precedence in regards to minimum competition age. Racing facilities may require participants to undergo a physical examination before an individual is allowed to compete in a sanctioned event.
10. All drivers must be registered with the racing facility.
11. Any driver that exits their car for any reason except for a fire or instructed by a track official to do so while on the track will be at the mercy of whatever penalty the track wants to enforce.

2. Conduct of Driver And Crew

1. Officials will not tolerate any unsportsmanlike conduct. If a track determines any competitor to be driving rough and / or you have been determined to have crashed another car intentionally you may be disqualified and lose all points for that event.

3. Inspection And Rule Infractions

1. If an official and / or inspector tells a driver that an infraction needs to be fixed on the car, that infraction needs to be fixed.
 - A. Every track inspector / official will get a list of these drivers and the list could be posted on the official page.
2. Officials will have the right to conduct a more detailed inspection on any part of the car including the motor at any given time. (Example: (But not limited too) compression, cubic inch, etc.)

4. Infraction Penalties

1. The driver will be asked to correct the infraction.
2. If the infraction can not be fixed for that racing event then the driver will be given a simple warning. Given one (1) week to fix the said infractions.
3. The driver may be disqualified when found and / or noticed with an infraction.
4. You may choose to leave.

5. Buy out Claims

1. All (cash only) buy out or trade claims must go as follows:
 - A. The driver placing the claim must be on the lead lap.
 - B. Driver must stop on the front stretch and shut the engine off to make a claim then proceed to the tech area.
 - C. Anyone refusing the buy out or trade will lose all money and points accumulated for that racing event. 1.Buy-outs are as followed: Carburetor - \$450.00, Shocks - \$90.00 Per Shock, Cubic Inch Test - \$150.00

6. Weight and Weigh – Procedures

1. Loose weights must not be used in the driver's compartment, or outside the body or hood area.
 - A. All added weight must be mounted below all windows and the interior sheet metal.
2. Any added weights must be securely mounted to the frame or roll cage with at least two (2) ½ inch steel bolts, nuts, and washers. A. Weights must be painted white and have the car number on it.
3. Cars must weigh 2,500 lbs with the driver after every race.
4. The top five finishing cars, minimum, in each and every race MUST be weighed after each race.
5. Cars which are disqualified from heat races for weight violations of any kind will be put on the tail of a "C" Main or "B" main. If the car count dictates that all cars are in the feature then disqualified cars will start on the tail.
6. CARS MUST GO DIRECTLY TO THE SCALES AFTER A RACE AND GET IN LINE TO BE WEIGHED. A. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. B. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES. C. !!! GO DIRECTLY TO THE SCALE!!! D. NO ONE OTHER THAN THE TRACK OFFICIALS ARE ALLOWED AT THE SCALE.
TRACK SCALES ARE THE OFFICIAL SCALES
7. Cars which are disqualified from the feature for weight violations of any kind will forfeit their points and prize money for that race.

8. Should a car not make weight:
 - A. The car will be removed from the scales and will circle back around to the scale line for reweighing to verify the weight of the car.
 - B. Should the car still not make the required weight, then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position.
 - C. In the case the following should happen then the sixth (6) place car may be asked to return to the scales for post tech.
9. DRIVER ONLY WITH THE CAR AT THE SCALES AND / OR INSPECTION SITE.
 - A. ANY ONE CAUSING TROUBLE AT THE SCALES WILL BE EJECTED.
 - B. ANY DRIVER AND / OR PIT CREW MEMBER THAT CAUSES TROUBLE (using foul language, fighting etc.) WILL CAUSE THEIR CAR TO BE DISQUALIFIED FROM THE ENTIRE RACE EVENT.
 - C. FURTHER ACTION (points from 10 to 100) MAY ALSO BE TAKEN (ejection).
10. Drivers crossing the scales may be asked to remove their helmets before recording the cars official weight.

7. Traction Control

1. Use of any type of “traction control” is absolutely forbidden in any racing event.
 - A. For purposes clarity, “traction control” shall refer to any device, controlled by mechanical, electric, and / or computer, either in the car attached to the car, or by a remote means. No data gathering or recording devices. No cockpit or driver controlled ignition timing or fuel delivery devices.
2. Officials may inspect any car they suspect could be benefiting from the use of “traction control” devices at anytime.
3. Driver / crew of car called to be inspected are expected to cooperate (in a sportsman-like manner) with inspector; and may be required to jack up the car, remove wheels, panels/covers, and install jack stands to make safe the inspection process. Failure to cooperate with the inspection will be considered an indictment of guilt on the competitor’s part, and competition will be found in violation of this rule. No Exceptions. No follow up inspection for this violation.
4. Officials maintain the right to confiscate any part/s they suspect as “traction control” from any car, at any time, for as long as it would be necessary to determine if said part/s is or is not classified as an illegal “traction control” device. If device is found to be legal, device will be returned as soon as practical to owner. If part/s are found to be “illegal”, part/s are sacrificed to the officials.

8. Radio communication

1. No type of radio communications are permitted except for Raceivers. 1.4

9. Car Number

1. Car number must appear on both sides of the car and the roof A. A minimum of eighteen (18) inches tall and nine (9) inches wide, per number
2. The number must also appear on the nose and fuel cell of the car a minimum of six (6) inches tall.
 - A. Number must be a contrasting color to the car.

(2) SAFETY EQUIPMENT

1. Helmets

1. Helmets are required and must meet a minimum standard rating of Snell SA2015 or SA2010. If no sticker is present track officials must and will assume the helmet does not meet the required standards and the helmet will not be allowed. Helmet must accompany the race vehicle at time of inspection.

2. Fire Suits

1. SFI 3.2A/5 minimum rating approved full fire suits of a flame retardant material must be worn by all competitors at all times. Two (2) piece fire suits are allowed.
2. Fire suit must be in good operable condition.

3. Fire suits with holes in the suit, liquid oil/grease stains and / or do not fit properly are unsafe and Tech officials may determine the suit is not suitable for race competition.
4. Fire retardant gloves and shoes are highly recommended.

3. Fire Suppression

1. Fire suppressant system is highly recommended.
We Recommend
 - A. Cylinders mounted forward of the fuel cell.
 - B. Cylinders securely mounted to the frame/roll cage assembly.
 - C. The certification label unobstructed and easily accessible for inspection when the mounting is complete.
 - D. The cylinder connected to the nozzles with steel or steel reinforced lines.
 - E. One (1) nozzle located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
 - F. You may have a 5lb. or 10lb. system.
 - G. Must be DOT / SFI approved. NO TOLERANCE. Fire systems are good till manufacture specs.
2. If no fire suppressant system then a Fire Extinguisher will be mandatory.
3. Fire Extinguishers must be securely mounted and accessible.

4. Belts

1. Competition type seat belts are required. Lap Belts, Shoulder Belts, and Submarine Belts are required. *No factory type seat belts may be used.
2. Metal to metal buckles required on shoulder and seat belts.
3. All belts must be dated no more than three (3) years old.
 - A. If not dated, officials must and will assume the date has expired and they will not be allowed.
 - B. The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag.
 - C. No sales receipt will be recognized. Example: If a car is inspected in May of 2020, the seat belts can be dated no earlier than May 2017.
 - D. Driver will be given one (1) warning to get belts replaced before the next racing event. The second warning-the belts MUST be replaced before the car will be allowed to participate in any further competition activities.
 - E. Damaged belts will be required to be replaced regardless of the date tag on the belts.

5. Window Nets

1. Window nets are highly recommended.

6. Neck Restraint Devices

1. Neck Braces are mandatory unless a Hans Style restraint system is being used.

7. Rock Guards

1. Rock guards shall end at the point perpendicular to the steering wheel.

(3) CHASSIS

1. Frames

1. Factory production complete, full, 1950 or newer parallel American passenger car frames only.
 - A. No tube type-front clips allowed.

Frames may not be widened or narrowed and must be able to support roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. The right side frame rail may not be altered and / or raised and / or moved from the stock OEM location in any manner, and must measure a maximum of six (6) inches from the ground to the bottom or lowest edge of the frame rail. Minimum frame height, and body height, must be four (4) inches from the ground.

2. No Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.
3. Minimum wheelbase is 108", both sides. NO TOLERANCE!
4. Maximum overall track width, front or rear, shall not exceed 78" at the widest point: measured outside tread of the front tires at the top.
5. Stock frame rail is required to extend back to the engine mid plate at a minimum. No modification to the stock frame behind the front tires.

2. Roll Cages

1. Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095inches.
2. Must be frame mounted in at least six (6) places.
3. Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops.
 - A. Drivers head must not protrude above the cage with helmet on and strapped in driver's seat. B. Roll cage must be securely supported and braced.
4. Low carbon, mild steel D. O. M. tubing is recommended. No brazing or soldering allowed.
5. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
6. No brace bars forward of cage may be higher than stock hood height.
7. Chassis must have a drive shaft hoop.
8. Drivers doors must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the race vehicle.
9. Door bars must be .095 inch thickness; must have a minimum of three (3) bars at least 1 ½inches in diameter. Driver door must be plated on the outside, with a minimum 1/8inch steel or aluminum plate.
 - A. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post.
 - B. Steel is to be welded, aluminum is to be bolted with a minimum of 3/8inch diameter steel bolts.
 - C. Plate must be visible for inspection.
10. The door bars must be welded to the front and rear of the roll cage.
11. No brazing or soldering allowed on any of the chassis / frame components.
12. Floor pans with a minimum of 20 gauge steel or minimum 1/8inch thick aluminum plate may be used.

3. Suspension / Steering

1. Front suspension and steering components must be O.E.M. as specified and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles or (3) three piece spindle allowed. No fabricated spindles. Aftermarket tube type lower control arms may be used. O.E.M. stock lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). Steel bushings in lower control arms are acceptable. All front suspensions must comply with the 7/8" maximum track width.
2. All cars are required to have a collapsible steering shaft unless you have a steering shaft with knuckles or joints that will break off.
3. Tube type upper control arms are allowed and can be moved. Cross bar upper control arm may be aluminum.
4. No center steering. In cockpit steering may be modified to drivers taste, but must remain on the left side of the car.
5. No rack and pinion steering. Steering box must be O.E.M. Steering box must remain within original bolt pattern of frame used.
6. O.E.M. Tie rod ends and adjustment sleeves may be replaced by a minimum .625inch (5/8") rod end (heim joint) and steel or aluminum tube. Stock OEM drag links only. *All cars must have a stock OEM drag link with no alterations.
7. No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed, except where noted in these rules.
8. No aluminum hubs allowed.

9. Front hub and Rotor assembly must be one piece steel O.E.M.

4. Coil / Leaf Springs

1. Any coil spring on a car must be at least 4 ½ inches outside diameter. Coil springs must be steel. Leaf springs may be steel or composite type.
 - A. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only.
 - B. No torsion bars allowed in the rear.
2. No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.
3. One stock per wheel only ("Dummy" shock absorbers are still considered to be a shock). Lay down shocks less than 12" (twelve inches) away from the brake rotor are not permitted. * Additional shocks in other locations is permissible.
4. One (and only one) coil or leaf spring per wheel must be used. Coil springs must be manufactured from magnetic steel. Rear leaf springs (if used) may be either magnetic steel or an approved composite material. All coil springs must be a minimum of 5 (five) inches in diameter.
 - A. Coil springs must be wound with all coils being the same outside diameter, inside diameter from the top to the bottom of the spring.
 - B. The coil spring wire diameter must be the same from the top to the bottom of the spring.
 - C. Coil spacing must be equal.
 - D. Round coil spring wire must be used.
 - E. Coil springs with linear spring rates are the only coil springs permitted.
 - F. Air springs are not permitted.

4-A Front Coil Springs:

1. The top of the front coil spring must be closed end and ground flat.
2. The upper front coil spring mount must be flat and support the top of the spring 360 degrees.
3. The lower end of the front coil spring must be an open end with a maximum gap of ¼ inch between the "tail" of the spring and the next coil.
4. The lower front coil spring mount may have a single step to prevent spring rotation and accommodate the open end of the spring.
 - A. The step of the lower front coil spring mount must not exceed one (1) inch in height.
 - B. The lower coil spring mount must be a welded integral component of the lower control arm.
 - C. When installed the lower end of the front coil spring must be supported 360 degrees.

4-B Rear Coil Springs:

5. The top and bottom of the rear coil spring must be closed end and ground flat.
6. The upper and lower rear coil spring mounts must support the spring for 360 degrees.
5. One (1) (and only one (1)) coil or leaf spring per wheel is permitted.
 - A. Actual spring has to stay in contact in lower control arm insert or perch at 360 degrees.
 - B. Spring must fit flat on the lower control arm at all times at 360 degrees.
 - C. No ramp and or spring locator welded in lower control arm, and should not exceed one (1) inch.
 - D. No adjustable Helix.

5. Shocks

1. Steel Crimped/Spun tube top and bottom, non-adjustable, non-rebuildable, with a \$90.00 buyout. Must have a fixed bearing and can have a removable heim joint. No Schrader valves or remote reservoir shocks of any kind. No gas shocks of any kind. Oil filled only. No Bump Stops.

Some approved shocks include: * If you do have other shocks they must be approved by track tech.

AFCO-1400 series, 1200 series

Integra-4200 series P/N 310-421XX

Pro Shocks- WB Series P/N WBXX

**** NO ALTERING OF SHOCKS**

6. Brakes

1. Must have a working caliper and rotor on each wheel and must lock up all four (4) wheels.
2. O.E.M. style calipers or stock replacement calipers only (D154).
3. Calipers must remain stock, GM slide pin mounting in original position but may be constructed of either cast iron or aluminum.
 - A. Tech will measure @ 5.64" (5 5/8 inch) on center for mount bolts.
 - B. Cast iron vented brake rotors only. *May not be modified; I.e....scalloped, etc.
 - C. Front rotors may be re drilled for different bolt pattern and / or larger studs.
4. Only stock O.E.M. and / or approved aftermarket calipers will be permitted. The following have been approved for competition.
 - A. Wilwood P/N # 120-7197, 120-13900, 120-13899
 - B. AFCO P/N # 6630311 and 6630310*Any other caliper will need approved from an official.

7. Rear Ends

1. Any passenger car type or truck type rear ends are allowed.
2. Steel-tube quick change rear ends are allowed. Quick changes are optional, but not mandatory. * Steel axle tubes ONLY.
3. No aluminum birdcages
4. NO split Birdcages.
5. Birdcages may consist of multiple barrels but must bolt or weld together to work as one (1) single barrel cage. * Limit to one (1) birdcage per side.
6. Shock(s) and radius rods must mount to the birdcage.
7. Floating pivoting and / or rotating mounts and / or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
8. No wide five hubs.
9. Two (2) bars per side of rear end.
 - A. Total of two (2) bars per side unless using a floater bar on the brake caliper.
 - B. No springs on / or in bars.
10. No aluminum components allowed except: axle caps, drive plates, pinion plate, and wheel spacers.
11. one (1) piece steel J-Bar. Must be a steel J-Bar. No springs on J-Bar.

8. Engine Location

1. The rear of the engine, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.
2. Engine offset must be kept within two (2) inches of the center line of the front cross member.
3. Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.

9. Fuel Cells

1. Racing fuel cells are required and must be mounted by at least two (2) steel straps, no less than two (2) inches wide X 1/8 inch thick, and all the way around the cell. Using a minimum of two (2) bars around the top, bottom, and sides of the fuel cell.
2. All fuel cells must be mounted securely to the frame.
3. Fuel cells must be enclosed completely in a steel container, mounted behind the rear axle only, and must be protected in the rear by the roll cage tubing mounted securely to the frame or rear bumper.
4. No part of the fuel cell should be lower than the protective tubing.
5. Protective tubing should extend no wider than six (6) on both sides of the fuel cell.
6. Fuel cells must have check valves, and bladders are highly recommended.
7. Fuel cells are limited to 22 gallon maximum capacity.
8. Fuel cells with the fuel pickup located in the top of cell are mandatory. * Bottom feed pickups are not permitted.

9. Retrofitting a bottom feed cell will be permissible, but the bottom feed opening must be plugged. * A cap on the exposed bottom fitting will not be acceptable for plugging.

10. Bumpers / Nerf Bars

1. Bumpers must be used on both, the front and rear of car. Bumpers and nerf bars must be steel.
 - A. Front bumper must be mounted to both frame horns.
 - B. Front bumper may be no wider than the frame horns, with two (2) inch tolerance only, to accommodate bumper mounting bracket per side.
2. Rear bumpers and side nerf bars may not extend beyond the width of the rear tires, and must not contain any sharp edges.
3. There shall be no rough edges on any bar or bumper on the car.
4. No straight rear bumpers allowed.
 - A. The ends of the rear bumper must be bent to form 180 degree bend, or be bent forward in a 90 degree bend.
 - B. Rear bumper must mount to rear of chassis.
 - C. Rear bumper may be constructed of round or square tubing, and must protect the fuel cell.
5. Both front and rear bumpers shall be eighteen (18) inches plus or minus two (2) inches from the ground. This measurement is to the "center" of the bumper. This means if your bumper is constructed with its two (2) bars, upper and lower, twelve (12) inches apart, then the center of your bumper is six (6) inches from either the top or bottom. This is where the measurement is taken, at the "center" not the top or the bottom.
6. A bumper which is badly damaged may be required to be repaired or replaced before the car is allowed to compete.

(4) TIRES AND WHEEL

1. Tires

1. The only tires approved for competition are the Hoosier: M-30S and M-60 compounds in the DIRTcar plated tire 26.5/8.0/15 or 27.5/8.0/15. The maximum width of the tire will be 9" inches.
 2. No Grooving allowed
 3. Siping will be allowed.
 4. Must run the same rear tires during the entire racing event. * They will be checked and marked during inspection.
 5. If the car has a flat, the track tech must approve the replacement tire and mark it accordingly. * The replacement tire must be the same make and compound of the tire being replaced.
 6. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or nonhazardous compounds or chemicals which alter the factory set baseline settings of a given tire.
 7. If a protest is requested on a tire: Tire protest fee is \$175 (CASH ONLY) per tire to cover any lab fees.
 - A. The samples will then be sent to the lab. If the lab determines that the tire has been altered from its original composition, the racer forfeits the event purse and points, Should the tire be determined to be legal and within original factory composition the driver in question will be awarded his purse and points from event in question. Lab results are final.
 - B. If the driver refuses a protest on a tire then he will automatically forfeit all points and purse money for that racing event.
- **If caught chemically altering ANY tires the following will apply****
- * 1st offense: Any driver with ANY treated tires will be disqualified for the night and lose all points. You will also be on a 6 month probation.

2. Wheels

1. Eight (8) inch steel wheels only.
 - A. one (1) inch tolerance for bead locks.
2. Bead locking devices allowed on the right side wheels only.
3. Mud plugs allowed on all wheels. Any mud plug other than foam must be securely mounted to the wheel. Track officials will determine if the mud plug is securely mounted. If using a cover we recommend using plastic covers.

(5) DRIVETRAIN

1. Drive Shaft

1. Drive shaft can be made of steel or carbon fiber. A. Steel drive shafts must be painted white.
2. Drive shaft loop is required. Loops must be constructed of 1/4" X 2" steel. A. Tubular loop may be used but must be made of minimum 1" diameter tubing.
3. Loops must be mounted no less than two (2) inches and no more than six (6) inches from the rear of the front universal joint of the drive shaft.

2. Transmission / Bell Housing / Clutch

1. A 3 speed, 4 speed manual, and automatic types are allowed. Aftermarket racing transmissions are allowed as recognized by track officials. A. Bert, Brinn, Falcon, etc. are permitted.
2. No "IN and OUT" boxes will be allowed.
3. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards.
 - A. Must have forward and reverse working
4. No type of quick change transmissions permitted.
5. Only OEM or Aftermarket steel bell-housings are permitted.

3. Kill Switch / Battery

1. A kill switch is required.
2. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach the switch when standing outside the car.
3. All cars must have a battery and be self-starting.
4. Battery must be securely mounted.
5. Battery cannot be mounted inside the drivers' compartment.
6. Only one (1) American passenger car battery with a maximum of 12 volts. (NO 16 volt battery)

4. Exhaust

1. Dual exhaust only.
 - A. No "Y" pipes or 180 headers.
 - B. Try "Y" headers are not acceptable.
2. Aftermarket headers are permitted.
3. No Oxygen sensors allowed.
4. Exhaust systems must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, and away from areas of possible fuel spillage.
5. The exhaust system(s) must remain completely below the interior deck of the car.
6. The entire exhaust system (including the exhaust pipe and /or header exits) must be inside all parts of the body and outlets are to be no higher than the mid line of the body sides.. The only breach of any interior or exterior body panel that will be permitted is for the routing the left side header or exhaust pipe on the left side of the car.
7. When routing the left side header or exhaust pipe through the left side firewall a maximum of 1/2 inch clearance around the header or exhaust pipe will be permitted.
8. Track officials may require turn downs on the collectors.
9. Mufflers are recommended, and may be required at some tracks.

5. Engine

1. Blocks:

- A. Chevy 350, Ford 302, or 351W, Mopar 340 or 360. * OEM steel block only.
- B. Maximum cubic inch shall not exceed 390 cubic inch.
- C. 602 Crate Engines will be allowed with cast iron heads. * No aluminum heads.
- D. No machine work may be done on the outside of engine, or on the front or rear of the camshaft. Blocks may not be shaved.
- E. All engines used in competition must be able to be used in a conventional passenger car without alterations.
- F. Engine "cast – in" motor mount locations cannot be removed or altered. Castings and fittings must not be altered.

2. Harmonic Balancers:

- A. Must be SFI approved

3. Compression:

- A. 175 lbs. Maximum compression (Hot) NO TOLERANCE.
- B. Must be dish or flat top pistons.
- C. No gas ported pistons.
- D. 602 Crate Engines must have 175 lbs. Of compression (Hot) or less per cylinder.

4. Carburetor:

- A. One (1) stock (4412) 2 barrel Holley no modification except removal of the choke plate.
- B. A straight open hole spacer allowed. * NO Super Sucker type spacers allowed.
- C. You may change jets, power valve and accelerator pump only.
- D. Must use stock metering blocks.
- E. Must be running a #23 squirt er.
- F. Must have stock vacuum ports (No Plugs Allowed.)
- G. No altering of the holes in the butterflies.
- H. There is a \$450 (Cash only) buy out on any carburetor or trade claimer for his.
- * Driver must stop on front stretch to make claim then proceed to tech. Anyone refusing buy out will lose all money and points accumulated for that night. The driver placing a claim must be on the lead lap.
- F. Two (2) carburetor throttle return springs are required.
- G. Engine must be normally aspirated. No type of fuel injection allowed.

5. Air Cleaner:

- A. Only one single round air cleaner. (NO AIR BOXES)

6. Fuel Pumps:

- A. OEM style diaphragm pumps only.
- B. Must be mounted in Stock location.
- C. No electric or belt driven pumps etc.

7. Heads:

- A. Heads must be steel only with stock diameter valve spring. (Example: Chevy 1.260 not 1.625).
- B. No beehive or barrel springs.
- C. No stud girdles.
- D. Must have OEM style stamped steel rockers and may use roller tip and /or full roller rocker stud mount.
- E. 3/8" diameter rocker studs maximum.
- F. OEM type if factory is 23 degrees valve angle, your heads must be likewise.
- G. No porting of any kind. (This is to include gasket matching and bowl blending.)
- H. No Canted Valve Heads (Cleveland Type)
- I. No spacers between heads and intake.
- J. Machining or planing to the internal part of the head casting for deck surface cleaning, angle mill or chamber volume reduction as well as surface work on the intake is acceptable.

8. Cams:
- A. Hydraulic or flat tappet. (solid)
 - B. No roller of any type.
 - C. Must fire OEM (Example: Chevy 18436572) * No 4 – 7 swap cams.
9. Intake Manifold, Adapters and Spacers:
- A. Any 4 BBL open plenum.
 - B. No porting or machine matching of any kind. (This dimension includes gaskets.)
 - C. No velocity tubes on adapters or built into the intake of any kind.
 - D. NO PORTING of any kind (this includes gasket matching or anything to increase air flow) to be as taken out of the box.
10. Ignition:
- A. No trigger type and / or crank trigger type: MSD or HEI (OEM) is permitted.
11. Oil Pump:
- A. Must be wet sump only (in the pan).
 - * No External oil pump of any kind.
12. Oil Pan:
- A. Must be steel only. (NO Exceptions).
 - B. (2021) Will require a one (1) inch Inspection Plug so can inspect crankshaft and connecting rod.
13. Evacuation Pump or System:
- A. NO evacuation pump of any kind on the engine.
14. Cooling System:
- A. Cooling system may be modified.
 - B. Radiator and oil cooler must not protrude above interior.
 - C. No electric water pumps or cooling fans allowed.
 - D. No Sprinkler systems.
 - E. Any overflow tubes are to be directed to the ground, between the frame rails.
15. Starter:
- A. All vehicles must have the capability of starting without being pushed or pulled.
 - B. Starter must bolt to engine in factory location and working.
 - C. The stock starter must start the car and be the only one on the car.
16. Fuel:
- A. Gasoline only. * NO ALCOHOL
 - B. Race fuel is allowed.
 - C. No Nitrous Oxide
 - D. No additives of any kind.
 - E. Please mark the type of fuel you are running on the bottom right side of the fuel cell. Gas will have a Florescent Green decal. This information will be of assistance to the fire department in the case of an emergency.

(6) BODIES

Full UMP Body Rules Apply

<https://dirtcar.com/rules/dirtcar-modifieds/>