



2011 B-Modified Rules

CAR & BODY:

1. American only.
2. May use steel, fiberglass or aluminum full size roof.
3. Stock appearing front windshield and rear window support unit (painted roll bars not acceptable substitute).
4. Full firewall and floorboards are mandatory.
5. Fiberglass or metal duplicates of body parts are permitted.
6. Handmade body parts may be constructed of steel, aluminum or fiberglass
7. Original roofline of vehicle must be maintained with a maximum of 1" drop rear to front.
8. NO wings or any other ground effects are allowed anywhere outside or inside the car. A rear deck lid spoiler will be allowed maximum height of 5". Total height from ground to top of spoiler not to exceed 40". Rear filler panel not required.
9. Engine compartment will remain open. NO side panels, hood sides may have maximum 4" drop; bodies should extend no further forward than back of block.
10. Rear body panel to be a solid panel at least 8" high and include car number. Driver and passenger door window must have at least a 12" vertical opening.
11. Factory production complete 1950 or newer parallel American passenger car frames only. Frames may be cut in rear at a point not further than 36" from center or 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. Cross members may be notched for radiator clearance only. Minimum frame height and body height from ground is 4".
12. Roll cage must consist of continuous hoops not less than 1.666" diameter and must have a wall thickness of at least .095. Must be frame mounted in at least 6 places. Body mounted roll cages are not acceptable. Must consist of a configuration of front and rear hoops connected by tubing on the side or hoops in a manner deemed acceptable by the Tech Inspector.
13. Driver's head must not protrude above cage with helmet on and strapped in the driver's seat.
14. Roll cage must be securely supported and braced.
15. Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. NO iron pipe or square tubing allowed. No brazing or soldering allowed. No brace bars forward of cage may be higher than stock hood height. Protection of feet mandatory. Bar across back of engine with vertical bars and rub rails or similar protection to meet requirement of the Tech Inspector.
16. Minimum 3" width 5-point harness system, military speck-quick-release seat belt and over the shoulder harness required. Must be fastened to frame rails or roll bar members. Shoulder harness should be fastened at a level NO higher than seat back.
17. 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 causing undue difficulty in getting into or out of vehicle. The sidebars must be welded to the front and the rear of the roll cage members. Must have at least 3 bars at least .095 thickness by 1 1/2" diameter.
18. Paint all cars neatly and brightly. Bright or light colors are recommended. Numbers must be painted NEATLY on both sides and top of car. Numbering must be done using minimum 20" height with 3" width. Cars must have a 6x6 number plate in the upper front passenger windshield and rear filler panel. Must be

white with a contrasting colored number. All cars in competition must have a complete paint job.

19. Unpainted aluminum bodies are not acceptable. Cars must have number plate in upper passenger windshield area (6x6).

No duplicate or 4 digit letter/numbers.

20. Sponsors' names must not interfere with car numbers and must be neatly lettered.

21. 2500 lbs. with driver after race. 2700 lbs with driver after race with motors over 364 cubic inch.

22. No mirrors allowed.

23. Bumpers must be used both front and rear. Front bumpers must be frame end-to-frame end with the bottom loop parallel to the ground. Must be made of minimum 1 1/4" 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. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges and must protect fuel cell. Center of bumper front or rear 18" from ground, +or- 2".

24. Must have working fire extinguisher mounted securely

25. Safety, general & miscellaneous rules apply to all classes.

SUSPENSION & REAR END

1. Front suspension must be replaceable by stock part from same type suspension.

2. Stock passenger car spindles only; NO fabricated spindles. No aluminum. Must be cast iron brake calipers.

3. Bottom A-frame cannot be altered moved. Tube type upper "A" frames allowed and can be moved.

4. NO coil over shocks allowed on front.

5. NO Jeep, Bronco, etc. or 4 wheel drive frames allowed. NO sports car frames allowed.

6. Rear of frame may be altered to accept leaf or coil springs; any coil springs must be at least 4 1/2" outside diameter. NO fiberglass leaf springs allowed. NO torsion bars allowed in rear.

7. One shock per wheel only. Additional shocks in other locations permissible.

8. Minimum wheelbase, 108" both sides, NO TOLERANCE.

9. NO front clips or tube type allowed. NO aluminum or fiberglass suspension or rear end parts allowed. NO aluminum or carbon fiber drive shafts.

10. Any type truck or passenger car rear end allowed. No aluminum allowed. Aluminum lowering blocks, axle caps and drive plate allowed. NO quick-change devices allowed. Solid drive flanges only.

11. Steering box must be OEM NO rack and pinion steering allowed. Must remain within original bolt pattern for type of frame used. In cockpit steering may be modified to suit driver, but must be kept on left side of cockpit. NO CENTER STEERING

12. Aluminum lowering blocks, axle caps, & drive plate allowed.

WHEELS & TIRES

1. IMCA Hoosier G60 or American Racer G60 tire mounted on a steel rim with a maximum width of 8". Must durometer at a minimum of 50.

2. Bead locking device allowed on right rear only.

3. Bolt-in cap or foam only. NO snap-in or steel caps allowed.

4. Grooving and siping is allowed. No softening of tires. "A" Hardness allowed on all four corners.

ENGINE

Iron block & heads only. No aluminum heads or block.

1. Rear of engine must be mounted at least 72" forward from the centerline of the rear axle. No dry sump.

2. Any 23 degree steel heads allowed.

3. Any intake allowed, with a maximum of 2" allowed between top of intake and bottom of carb.

4. Air cleaner is required to have a complete top & bottom.

5. No carburetor air dams or devices to increase air flow to the carburetor, either inside or outside the air cleaner.

6. Any flat tappet cam, no roller cams .
7. Roller rockers allowed.

CARBURETOR

1. One 2 barrel carburetor permitted; Holley 4412 (500 CFM) must be naturally aspirated. Must pass track gauges. NO FUEL INJECTION, NO ELECTRIC FUELPUMPS; NO MAGNETOS.

Carburetor claim: For \$75 cash, the carburetor from the top 4 feature finish cars may be claimed for exchange. To make a claim for exchange you must finish the feature in the top 10 and on the lead lap. The car making the claim and the car being claimed will remain in the infield following the feature until the exchange is complete. To make the claim you must inform the official in staging prior to the feature race of the intended claim. You must give the \$75 cash in a sealed envelope with the claimed car number on it to the official in staging when making the claim. If more than one car makes a claim the car finishing furthest back in the feature (10th or better and on the lead lap) will get to make the claim, all other claims will be denied. If the car you are claiming does not finish in the top 4 the claim is void and your money will be returned. Refusal of the claim will result in loss of points and payout for that night. Second refusal will result in the same penalty as the first plus a \$150 fine. Third refusal will result in the loss of points and payout for that night, loss of season points and the revocation of racing privileges for the remainder of the year. A driver cannot make more than 2 claims in a season. No claims allowed on the opening night or non-point events. A driver must compete in at least 50% of all regular points racing events to make a claim.

TRANSMISSION

1. NO 5-speed transmissions.
2. NO "in and out" boxes.
3. NO buttons or couplers.
4. Transmission must have at least one gear forward and one gear reverse, plus a neutral position and must be able to be shifted by driver with motor running.
5. Clutch type transmissions must be equipped with an explosive proof steel bell housing.
6. Bert, Brinn & Guss are allowed.

FUEL & FUEL CELL

1. Must be gasoline or E-85 only. No alcohol allowed.
2. NO NITROUS OXIDE. No additives of any kind.
3. Racing fuel cells are mandatory and must be mounted by at least 2 steel straps 2"x1/8" wide around cell.
4. Fuel cells must be protected in rear by roll cage tubing mounted securely.
5. NO part of the fuel cell may be lower than the bottom of the rear end tubes.
6. All cars must have a fuel cell guard that is separate from the fuel cell and made out of at least 1 1/2" tubing. Guard must come to the bottom of the fuel cell.
7. Fuel cells must have a rollover check valve.
8. Fuel cell must be encased in an approved container of NO less than 18-gauge metal

The track reserves the right to confiscate any parts found to be illegal.