

SECTION 15 – 2010 KINROSS SPEEDPARK MODIFIED DIVISION RULES

Please read the general rules in addition to these division specific rules. Some duplication and/or discrepancies may arise and if so you are asked to contact track officials for an official ruling.

Please note – any driver not meeting the specifications listed below **WILL NOT** be permitted to compete in this division. There may be a one-week grace period, or penalties assessed for some specifications not met. These decisions are at the discretion of the tech officials and/or track officials and are not up for discussion.

*** TRACK RESERVES THE RIGHT TO CONFISCATE ANY PART, OFF ANY CAR, AT ANYTIME FOR ANY REASON. IF IT'S ILLEGAL, DON'T BRING IT TO THE TRACK.**

**** JUST BECAUSE IT IS NOT WRITTEN, DOES NOT MEAN YOU CAN DO IT.**

SPECIAL NOTE / ELIGIBILITY

Laird International Raceway cars are legal as per their home track rules (carburetor exception listed below). These cars may be referred to as "Type B" cars.

TRACTION CONTROL

- a. Not allowed.
- b. Cars equipped to receive traction control device(s) or found to be traction control-capable in any way, even if traction control module is not in use, will be disqualified. Cars found to be in use of traction control will be indefinitely suspended.

BATTERY

- a. Must be securely mounted & shielded.

BODY

- a. No verticals (except for rear spoiler).
- b. All bumpers must be capped, if nerf cars are not used. Left side must be inside tire tread. (A) No more than 4" outside frame rail.
- c. All bumpers must be as close to 90 degrees as possible, and be between the wheels.
- d. (D) Asphalt, bumpers and nerf bars must be only 2" as measured from left side must be inside tire tread. Nerf ends must terminate at frame.
- e. Fuel cell guard shall be supported by frame.
- f. All bumpers must be as close to 90 degrees as possible, and be between the wheels.
- g. 1970 or newer American compact passenger car only, no panel vans or station wagons. Stock appearing front windshield and rear window support unit. Painted roll bars not acceptable substitute. May utilize a half-windshield, flat with no wings, mounted to the roll cage. Must have a min. of three (3) windshield bars in front of driver.
- h. **No full front windshields permitted. No enclosed, side or rear window openings – must remain open**
- i. Firewall and floorboards are mandatory. It is recommended that a .090 plate be installed next to the driver's right leg for added protection from the driveshaft All complete floor boards and drivers side firewall shall be constructed of no less than .125-inch aluminum or 16 gauge or .060 inch steel. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. All cars must have a complete paint job. Plastic Nose, Lexan rub rails and spoiler are allowed
- j. All cars must be numbered with large, legible numbers on doors, roof and back panel. Letters on doors of car must be in contrasting color from body. They must be at least 4" thick and at least 20" high. Roof number must be at least 20" height and 4" thick. All numbers must be legible from scoring tower.
- k. Sponsor's names must not interfere with car number and must be neatly lettered. Offensive material will not be permitted on the track.
- l. Engine compartment will remain open, no side panels, hood sides may have a max. 4" drop and must be enclosed at rear of hood. Maximum hood scoop height is 6". Bodies must extend no further forward than back of block. Passenger side of body must be no further forward than rear of block. Back panel to be solid and at least 8" high. No panel in front of right door to engine compartment. No inner panels.

- m. Interior deck surface will be flush with doors and 1/4 panels. Driver and passenger side windows on both sides of car must have at least 12" vertical opening. Left side window net is required. Window net to be mounted so latch is at top front of driver side window.
- n. No car covers or covers on suspension parts, partial or complete.
- o. Original roof line of vehicle must be maintained. Must be full size room. NO FLAT ROOFS. No Verticals of any sort. No wings or any other ground effects are allowed anywhere outside or inside car. Sail panels must closely resemble examples shown on body diagram. Any reinforcing lips on rear of sail panels must be 180 degree bends and must be equal distance front and rear to the outside of the body and be no more than 2" in from outside of rear fenders. Spoilers allowed.

BODY DIMENSIONS (see diagram on "rulebook" page of website)

- a. 108" **Max – 115"** **Min. 108" (Technical Bulletin 2010-4)**
- b. Max – 38" Min – 28"
- c. Max – 45" Min – 34"
- d. Max – 120" Min – 106"
- e. 72" (or not past back of engine)
- f. Max – 27" Min – 22"
- g. Max – 52" Min – 42"
- h. Max – 18" Min – 12" (both sides)
- i. Max – 66" Min – 53"
- j. Max – 50" Min – 44"
- k. Max – 52" Min – 41"
- l. Left rear tire must be partially outside the body & visible from the front, rear & top.
- m. Driver compartment must be totally sealed from engine and track, including hood scoop.
- n. 8" minimum / 90 degree angle to interior deck.
- o. 16" to 20" from ground to center of bumper
- p. Shades area's for sponsor's decals
- q. 4" minimum ground clearance.
- r. No more than 19" window corners.
- s. Nose piece may not extend beyond bumper and may be no wider than frame horns, min. 24"
- t. 66" max, 24" min. hood width.
- u. NO farther in than 2" from fender to sail panel.
- v. Sail panel 2" max. at rear of car, must have gradual slope from roof to this point.
- w. Interior, 4" max. slope
Interior slope is 6 max, front to rear, and flat across. If you stay flat in the front half, you hav used 50% of your 6 inches. Thus, from behind driver to the rear of body, you may only use 2 inches. Body rake angle must be in a continuous straight line. Body rake may be 6" max, provided that, for every inch (or portion of an inch) of body rake over 4", spoiler height will be reduced by 1".
* Right side, left side may be extended to cover foot box ** Using a level and/or straight edge must have between ½ inch and 2 inches at rear of roof, ½ inch to 5 inches at front.

BRAKES

- a. Must be operated on all four wheels and must lock up all four wheels during inspection.
- b. No brake shut-off devices allowed.
- c. Proportioning valve allowed, front to rear only.
- d. Cast Iron OEM Calipers only. Rotors may not be lightened or drilled, except for hub bolt pattern or larger studs.
- e. 1 piece front hub and rotor. No billet components. Stock type rotor.

BUMPERS

- a. Bumpers must be used both front and rear. Two-bar front bumpers must be mounted frame end to frame end with the bars equal length off frame rail. Both must be made of minimum 1.25 inch round tubing and max 1.75 inch tubing and must be able to support car if lifted by wrecker.
- b. Rear Bumpers must be bent forward as close to 90 degrees as possible and be no more than 2" outside of body including nerf bar and resemble example on body diagram page. Must contain no sharp edges.
- c. Rear bumper ~~must be constructed of round tubing only; per illustration,~~ and **(Technical Bulletin 2010-5)** must protect fuel cell. STRAIGHT ENDS NO MORE THAN 4" OUTSIDE OF FRAME. Center of bumper, front and rear, must be 18" +-2" from ground.

CARBURETOR

- a. One two or one four barrel carburetor okay. Must be natural aspirated.
- b. NO fuel injection. NO electric fuel pumps.

DRIVE SHAFT

- a. Drive shaft hoop is required and must be constructed of at least .25-inch by 2" steel and must be mounted no more than 6" back from front of drive shaft.
- b. Drive shaft must be painted white.
- c. Steel drive shafts ONLY

ELECTRICAL

- a. All vehicles must have the capability of starting without being pushed or pulled. All cars must join line-up on demand, unaided, or go to the rear. Battery disconnect switch must be located on deck on right hand side, and must be able to be reached by driver and safety crew easily.
- b. Engine Kill switch required within easy reach of driver. This switch MUST be clearly marked -off and -on.
- c. NO transmitting or listening devices in car. NO electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on cars. No traction control devices of any kind. Penalty is suspension. No lap timing devices allowed during racing. Must be visibly disabled before entering the track for competition style event.

ENGINE

- a. No aluminum blocks.
- b. Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the center line of rear axle. Engine offset must be kept within 2" of centerline of front cross member. Engine height minimum will be 11" from ground to front center of crankshaft.
- c. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mount castings cannot be removed or altered. Block castings and fittings must not be changed. NO magnetos.
- d. No total -dry sump systems allowed. No external oil pumps.
- e. Cooling system may be modified. Must be vented into catch can ahead of transmission tail shaft. NO ANTIFREEZE ALLOWED. Radiators and oil coolers must not protrude above interior.

EXHAUST

- a. 100 DECIBELS MAX at 100 feet- NO TOLERANCE.
- b. In the interest of driver safety, exhaust tailpipe location is left to driver discretion. Cars exceeding decibel limit will not compete. No part of the exhaust system may pass through driver's compartment.

FRAME HEIGHT

- a. 4" min.

FRAMES

- a. Factory production complete frame 1970 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36" from center of rear end housing. Driver's seat and all driver controls must remain within the confines of the factory car frame. No front clips or tube type allowed.
- b. Left frame rail, if altered, must be reinforced with minimum of 2" x 2", .095 stock only and must be able to support roll cage on both sides. Must be full & complete both sides. Front cross member may be notched for radiator and/or steering clearance only. Minimum frame & body height from ground is 4" WITH DRIVER & EQUIPMENT IN CAR. (Exception is front cross member).
- c. Front suspension must be unaltered 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. Front sway bar must be O.E.M. No aluminum or fiberglass suspension or rear end parts allowed. Bottom A Frames cannot be moved. Front swaybar and suspension must be Oem style. No aluminum spindles are allowed.
- d. Steering box must be O.E.M. and must remain within original bolt pattern for type of frame used. Heim joint allowed replacing tie rod ends. Steel non-O.E.M. draglink and pitman arm is allowed. No rack & pinion allowed.
- e. Aftermarket Tubular replacement A-frames allowed. Must meet OEM specs exactly. Loweres must be in stock location. Uppers may be relocated. Non-OEM ball joints allowed. Mono ball bushings/steel allowed in place of rubber.

- f. No Jeep, Bronco, etc., or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive allowed.
- g. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. Coilovers allowed rear only. No torsion bars allowed in rear.
- h. No hydraulic, ratchet or electric weight jacks allowed. NO air shocks or air bags allowed.
- i. Shocks may not exceed \$250 racer net. No externally, rate-adjustable shocks. coil-over shocks allowed rear 4 - or larger.
- j. Minimum wheel base 108", both sides. Maximum track width, 78 inch rim flange to rim flange

FUEL SYSTEM

- a. Racing fuel cells required and must remain within the confines of the original frame and within the inside of rear frame. Fuel cell must be mounted by at least two steel straps, two inches wide around cell. Fuel cells must be enclosed in steel container and must also be mounted securely in rear of axle, protected by roll cage tubing. Fuel cell must be a min. of 4 inches ahead of rear bumper, between frame rail, and no part of fuel cell shall be lower than protective tubing. Protective tubing must cover the rear and extend past both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity. Pick-up must not be underneath fuel cell. All fuel caps to be secured with a safety devise. **MUST HAVE SUPPORT BARS FROM FUEL CELL HOOP TO FRAME RAIL.** Fuel may be either gasoline or alcohol. No nitrous oxide. NO performance enhancing fuel additives of any kind. Cars using alcohol must have letter -A displayed on sail panel and back panel, 6" tall min, in contrasting color.

HEADS

- a. Aluminum Heads allowed.

MUFFLERS

- a. Mandatory - 100 DECIBELS MAX- NO TOLERANCE. Cars exceeding decibel limit will not compete. No part of the exhaust system may pass through driver's compartment.

REAR END

- a. Any passenger car type or truck type rear end may be used; no aluminum allowed, except lowering blocks,hubs, axle cap, drive plate, and spool.
- b. Quick-Change rear end allowed. Steel axles and tubes only.
- c. No cambered rear ends, one piece drive flange only.

ROLL CAGE

- a. Must consist of continuous hoops not less than 1.666 inch outside diameter and must have a wall thickness of at least .095 inch.
- b. Must be frame-mounted in at least six places. Roll bar padding required in driver compartment.
- c. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Drivers head must not protrude above cage with helmet on and strapped in drivers seat. Must have minimum of one cross bar in top halo of roll cage. Roll cage must be securely supported and braced. Driver must be able to exit through the top of the car.
- d. Low carbon, mild steel tubing is recommended. No bracing or soldering allowed.
- e. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
- f. Brace bars forward of cage, may be no higher than stock hood height. Main cage no further forward than engine plate.
- g. A minimum of three driver side door bars; at least 1.5 inch O.D., must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but 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. No brazing or soldering allowed. **DOOR BARS MUST BE FILLED COMPLETELY. UPRIGHT TO UPRIGHT, FRAME RAIL TO TOP DOOR BAR (STEEL ONLY) .095**

SPOILER RULE

- a. 5" max. height. Width x Height not to exceed 300 square inches. Must be centered and not extend beyond bumper or quarter panels. Triangular verticals - 5"x 12" max. Tubular bracing allowed- 3/4 max. Cars

exceeding 4" body rake must reduce spoiler height by 1" for every additional inch (or portion of inch) of body rake.

SUSPENSION:

- a. Aluminum wheels, calipers, A-frames, spindles or any other aluminum suspensions parts--not allowed. Calipers cannot be lightened and must be OEM. Rotors cannot be lightened or drilled. Rotors may be re-drilled for different bolt pattern or larger studs only. 4" minimum spring diameter.

TIRES

- a. Hoosier 970
- b. No soaking allowed. Tires found to be soaked will result in immediate disqualification and suspension.

WHEELS

- a. Any 8" steel wheel.
- b. Maximum tread width not to exceed 78". NO TOLERANCE.

TRANSMISSIONS

- a. Must have at least one forward and one reverse gear, plus a neutral position. With motor running & car in a still position, driver must be able to engage car in gear and move forward, then backward. No five speed transmissions, -in and out boxes or quick-change transmissions allowed. Functioning shifter must be in stock location on transmission manufactured after 1995.
- b. All manual gear-type transmissions are allowed. Externally mounted clutches must be inside a scatter shield. Explosion-proof steel bellhousing is highly recommended.
- c. Automatic transmissions must remain in OEM stock appearing automatic case. Original bell housing must remain and must have an approved scatter shield or blanket. Scatter shield may be constructed of .25" x 2" steel, 270 degrees around flex plate or flywheel.

WEIGHT

- a. 2400 lbs minimum after event with driver and helmet in racing position.
- b. Maximum left side 60.0% for cast iron head cars. Aluminum Head Cars are 58% left side weight. NO TOLERANCE.
- c. Lead only may be used for ballast. All weights must be painted white with car number painted in contrasting color. Any weight found not painted white, with car number, will be disqualified. Weights will be anchored with (2) 1/2 "dia bolts minimum.