



# Pro-Modified Rules 2020

\*The rules and/or regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant.

\* Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications.

\*Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be appropriate.

\*Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.

\*Any interpretation or deviation of these rules is left to the officials. Any decision of and by Speedway Officials is final.

\*Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension. Any and all fines will be added to the point's fund at the end of the racing season.

\*All Discussions with officials must be conducted in a professional manor.

**CAR:** American made, factory production, 1970 or newer with parallel frame, rear wheel drive only. Minimum wheelbase 108" and must be within 1/2 side-to-side.

## **WEIGHT/ENGINES:**

**2550 Minimum for Built "Steel Head" engine.**

**2600 Minimum for Built "Aluminum" Engine.**

**2500 Minimum for "Pro Late" Crate Engine.**

1. GM # 88958604 with the following updates, GM Cam #24502586, 1.6 rocker arms, Comp Cam valve springs #941-16, Champ oil pan # CP106LTRB and Balancer.

2. Ford # M06007-D347-SR with 1.5 rockers. No Spacer

3. McGunegill Ford # 425LM with 1.5 rockers. No Spacer

Crate engines may be refreshed, but must retain all manufacturers specifications unless specified. No reground cams. Maximum compression all Pro Late Model Crate Engines 10.0. Recommended rocker arms will be Crane Cams. Re-built engines must have seals from a re-builder on the S.E.A.L. approved list or carry a **75 lb.** penalty.

**2550 Minimum for CT525.**

1. GM Part Number: 19331563 Must mount 50 lbs. at motor mounts.

2. CT 525 Maximum Compression 10.7:1.

Seals on all engines must remain in place and be unaltered.

1. All car 58.0% Left side maximum without refueling at all times

2. All lead (No Tungsten) must be mounted above frame/inside frame rail with a minimum of two (2) ½ inch bolts. All weights must be painted white or florescent with the car # painted on each piece. Any driver that loses any lead from their car will be fined \$ 10.00 per pound payable prior to any further competition. This rule is in effect during race day or practice days.



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- 3.No titanium products, parts, components or gun-drilled, tubular, hollow bolts or studs allowed on chassis or suspension.
- 4.1(One) Pound per scored lap Burn off allowed after Race.
- 5.No aluminum blocks for Built Motors.
- 6.No Dry Sump Systems allowed. Single stage external pump allowed (No external tanks).

## **CARBURETOR:**

- 1.Only one 2 barrel or one 4 barrel will be allowed. Right Front carburetor stud must have a 1/8" hole for sealing purposes.
2. Must qualify and race with the same combination. No externally adjustable restrictor plates will be allowed. **Minimal amounts of retainer epoxy allowed, excessive epoxy is at the discretion of the Technical Director.**

## **IGNITION:**

- 1.MSD or Crane/Fast Ignition part # 6000-6701 only as produced and mounted on right side of car dials pointed out the passenger side on original plate. Not under seat. **\*\*\*MSD 6ALN with correct chip ALLOWED FOR REMAINING 2020 except for CT525 engines\*\*\***
- 2.7600 rev limiter required for built motors.
- 3.6700 rev limiter required for CT525. MSD Part # 6014CT. Must have a straight-line timing curve.
- 4.One battery permitted. Maximum 16 volt and mounted securely outside of driver's compartment.
- 5.All wiring must be sealed. No unplugged wiring.  
owner will be disqualified from the event and possible Suspension and Fine.

## **CHASSIS: Also **See Item 2 in Addendum Penalty Section****

- 1.OEM stock full chassis, clips or Fabricated/tubular frames (must be approved by Tech).  
**Reproduction 68-72 Chevelle frame approved. 2002 Ford Crown Victoria or similar frames allowed.**
- 2.Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only. **NO widening or fabricating of cross member. Must maintain stock measurement from cross member to A frame bolts.**
- 3.Ride height minimum 4" **Body, Frame and Lead at all times. No pulling up on car in tech line.**
- 4.MODIFIED TUBE CLIP: Howe replacement clip recommended. Must use stock lower A-Frames, steering box and idler arm. Must maintain 3 ¼ "from lower control arm bolts to bottom of cross member at all times. Lower mounts must be solid and nonadjustable. Must measure 17" - ¼" tolerance from center bolt to center bolt on front side of lower control arm and 27" - ¼" tolerance on the front side of the rear of lower control arm and any tube clip that doesn't meet these specs will be deemed illegal. Must meet go / no-go gauge... Tube clips must have 50lbs. in front of fly wheel. (This is not an opportunity to be creative)

## **SUSPENSION AND STEERING:**



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1. Front steering must be unaltered and be in stock location unless noted. Aftermarket drag link allowed. Tie rods and adjustment sleeve may be replaced with 5/8" heim and tube.
2. **OEM and fabricated spindles** must be steel. Bottom A-frames cannot be altered or moved. **See Item 1 in Addendum Penalty Section.** Steering box must be steel approved OEM and must remain within original bolt pattern for type of frame used. No rack & pinion allowed.
3. Minimum of 500 lb. front spring rate and Absolutely no bump-stops, coil binding, short shock shafts or chassis stops of any type and will be checked by putting front tires on 1/2" blocks and cross-member/nose on the ground.
4. Coil over kits with minimum of 4.5" springs on rear only. A maximum 2 spring rubbers allowed per spring. No driver adjustments will be allowed from cockpit except Brake Bias knob. Front sway bar must be stock appearing and maximum diameter of 1 3/8".
5. **One (1) shock absorber per wheel, may be steel or Aluminum.**
6. **All shocks must be non-adjustable or single adjustable only. See Item 3 in Addendum Penalty Section**
7. **Only single shaft bleed adjustment through a tapered needle into a jet in the hollow shaft allowed. No blow off shafts or high speed rebound shafts allowed. No internal stops or bumps in the shocks. Shock shafts must compress fully to shock eye jam-nut when removed from the car.**
8. No external reservoirs of any kind. **See Item 3 in Addendum Penalty Section**

## BRAKES:

1. Front and rear brakes must consist of stock appearing components only, (GM D52 or Metric standard design only) Single or Dual Piston is allowed and must lock up all four (4) wheels.
2. Only one brake bias adjuster allowed inside cockpit.

## BODY:

1. Full roof is mandatory and must cover complete halo bar. No drip rails allowed.
2. Body sides must mount straight on chassis (measured with 6' foot straight edge on RR wheel and be equal) with a maximum length of 120" starting from back of engine, maximum width of 66" and maximum body rake of 6" must be straight front to rear and flat.
3. **Sail panels must be straight from roof to Quarter Panel and end at least 2 inches from spoiler.**
4. **12"x18" window opening (Height and Width) measured at Center of Window. Between lowest points at top of window whether roof or roll cage and the highest point at bottom of window whether interior or body.**
5. Maximum front nose width 43 1/2 inches and all non-Five-star noses may have a maximum of Two 2 1/2" lips on top of nose only, no splitters, ledges or fins. **Maximum front Nose / Bumper length is 42 inches from center of front wheel.**
6. **Rear measurement from center of wheel to end of body maximum 48".**
7. A 12" maximum length triangular enclosure at the 'A' pillar will be allowed. No interior or exterior wings, belly pans, double skinned roofs, fins, wings, vanes, vertical ledges, ramps or any other air directing devices are not allowed.
8. Engine compartment must remain open. All cars must have steel side nerf bars mounted even with outside of tire. Must maintain 4" ground clearance at all times.



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9.8" panel required in Rear / 90 degrees to the ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened .... Must display car number. All body rules are at the discretion of tech official and must be met or a minimum of 50 pounds per infraction may be accessed.

## **SPOILER:**

**Option 1:** 5" x 60" rear spoiler centered on body with maximum of 4 straight forward braces no longer than 16" and no taller than spoiler. May use Rear "Late Model" Braces. Gurney flaps or curls are allowed but will be included in all measurements. Clear Poly Carbonate or "Lexan" Spoilers highly recommended.

**Option 2:** 4" x 66" Rear spoiler 45 degree to the deck is allowed with all braces to the rear of spoiler.

**BUMPERS:** Height 20" Max – 16" Min (Ground to center of Bumper front and Rear)

## **TIRES/WHEELS:**

1. Hoosier R-750 Tire on 8" steel wheels only.
2. Drivers soaking or altering tires in any way will forfeit all purse and points for the event. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.
3. Maximum overall track width shall not exceed 80" from outside of tire to outside of tire and will be measured at hub height. No wide-five hubs allowed.
4. Cars must qualify and race on the same tires. Scuff may be used in case of flat.

## **FUEL/FUEL SYSTEM:**

1. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, or other additives are not permitted.
2. No electric fuel pumps or pressurized systems allowed.
3. Fuel cell required and a 22-gallon maximum and mounted no lower than rear housing.
4. Lines to fuel pressure gauge must be steel braided type.
5. Oberg # SV-0828 or SRI # FFF-FSV Fuel Valve mandatory.

## **SAFETY:**

1. Fire suits, Gloves, Shoes, Approved Helmet and Head and Neck restraint required.
2. 5-point harness and window net required no older than 5 years and must mount to chassis.
3. Roll Bar padding required within all areas of drivers reach.
4. Aluminum Racing seat only and must mount securely. Full Containment seat highly recommended.
5. Steel or Aluminum drive shaft only and must be painted white with two (2) drive shaft loops.
6. **No Accusump systems mounted in Drivers compartment.**
7. **Foot Protection bar/bars required.**
8. All cars must have minimum of a 2-pound fire extinguisher with a gauge and a quick release mounted securely in car within reach of driver while belted in car.
9. All MOM Teams must have a Minimum 10 Lb. Fire extinguisher in pit area.
10. TRACK OFFICIALS must approve all safety equipment.



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## **RULE ENFORCEMENT:**

1. The Chief Tech Inspector shall be authorized to make changes from any specifications contained within these rules as a situation may dictate. Any infraction not specified in these rules may incur a weight penalty. Furthermore, the Chief Tech Inspector may impose further restrictions in an attempt to maintain fairness. Under no circumstances may the tech inspector alter any safety rule to less than stipulated.

2. ANY VARIANCE OF THESE RULES BY PARTICIPANTS THAT MAY ULTIMATELY LEAD TO REDUCTION IN SAFETY, OR AN INCREASED RISK, TO ANY PARTICIPANT, WHETHER ENFORCED BY THE CHIEF TECH INSPECTOR OR OTHERWISE, SHALL BE THE EXCLUSIVE RESPONSIBILITY AND LIABILITY OF THE PARTY OR PARTIES RESPONSIBLE FOR THE VARIANCE. THE MANAGEMENT OF THE TOUR, SPEEDWAY AND THE PROMOTERS SHALL NOT BE RESPONSIBLE OR LIABLE FOR ANY VARIANCE FROM THESE RULES AS PROVIDED.

**PROTESTS:** Only drivers may protest. Protesting drivers and protested cars must have finished in the top 5 and be on the lead lap. All protests must be specific and submitted to pit officials in writing within 10 minutes of feature race completion and be accompanied by \$300 per item (Cash). Spite protests and unsportsmanlike-like protests will not be accepted. The driver who wins the protest will receive \$225.00. Both protested and protesting cars will be checked. Driver can only protest 2 times in one season and must wait five weeks before protesting again. Drivers or cars found illegal forfeit all points and moneys earned for the entire race meet. Refusal to comply with a protest or to tear down when instructed by Speedway Officials will result in a fine equal to protest amount, an automatic two race suspension for driver and loss of points and moneys earned for the evening. Upon returning to competition driver must agree to tear

down after racing events at their own expense

## **Addendum Penalties Section:**

- 1. Any car with Tubular lower control arms must add additional 50 lbs weight penalty**
- 2. Any raised cross member must add an additional 50 lbs weight penalty**
- 3. Double adjustable shocks OR any shocks with external canisters must add additional 50 lbs weight penalty.**
- 4. No part of the nose/splitter may not stick past leading edge of the bumper. No support braces of any kind from nose/splitter to any part of the bumper.**

**Tech director and race director reserve the right to adjust rules at any time in fairness of competition.**