

# MODIFIED DIVISION RULES

## REGISTRATION:

Every driver must complete and sign a Driver's Registration Form. There is an annual \$20.00 fee to register.

Each driver that competes in more than 75% of the completed events will receive the following at the Driver's Awards Banquet

- \$5.00 rebate on each tire purchased from Spartan Speedway during the current season
- 5% rebate on fuel purchases from Spartan Speedway during the current season
- \$100 for "Perfect Attendance" if you competed in **ALL** of the completed events.  
**(You must be present to receive the \$100)**

Each driver that competes in more than 50% of the completed events is eligible for a trophy and awards at the Driver's Awards Banquet.

- A. GENERAL
- B. BODIES
- C. ENGINES
- D. WEIGHT
- E. TRANSMISSIONS
- F. REAR AXLE AND DRIVE SHAFT
- G. BRAKES
- H. EXHAUST
- I. FUEL AND FUEL CELL
- J. FRAME
- K. WHEELS AND TIRES
- L. ROLL CAGES AND BUMPERS
- M. STEERING AND SUSPENSION
- N. SAFETY
- O. POINTS STRUCTURE

## SLAB REQUIREMENTS:

NOTICE: Reserved slabs will be made available for use until **6:00** (Fridays) and **3:30** (Sundays). Any reserved slab not occupied for two (2) consecutive scheduled races will be made available for use until the office is notified that the driver will be returning.

All race cars must be parked on a slab. In order to reserve the same slab season to season you must do so by March 1. You may not loan, rent, or otherwise reassign your slab.

Slab Fees:

- A. Reserved (includes Sundays) - \$125
- B. Season (first come first serve) - \$60
- C: Per Night (deducted from pay) - \$10

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## GENERAL:

- a) Battery (one) must be securely mounted and shielded. Must be located between the front cross member of the frame and the rear axle.
- b) All vehicles must have the capability of starting without being pushed or pulled. 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.
- c) Engine kill switch required within easy reach of driver. This switch must be clearly marked "off" and "on".
- d) No radios or mirrors allowed.
- e) No traction control devices of any type allowed.

## B. BODIES:

- a) 1970 or newer American passenger car only (no panel van or station wagons). Stock appearing front windshield supports (A pillars) and rear window support units (B pillars) (painted roll bars not acceptable substitute). May utilize a half windshield. All cars will be required to run full nose and lower nose!
- b) Firewall and floorboards are mandatory. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Original roofline shall be maintained and must be full size fiberglass roof (No carbon-fiber etc). Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. All cars must have complete paint job. Nose section shall remain within 4" ground clearance rule. The top of the interior must be flush with the top of the door and quarter panels. Quarter panels and B/C pillars must be two distinct pieces. Sail panels can not be attached to spoiler. An optional escape hatch right side may be used, by bringing the metal from top of right door to drivers compartment no higher than 12" from the floor pan.
- c) All numbers shall be in contrasting color from body, affixed to both side doors and top, be at least 4" thick and 20" high, and be readable from the passenger side of car. Letters added in conjunction with numbers, shall meet above criteria, and be at least 5" thick and 10" minimum height. A 6" number shall be placed on nose and tail to help line cars up!
- d) Body must be same width, front to rear and parallel to frame.

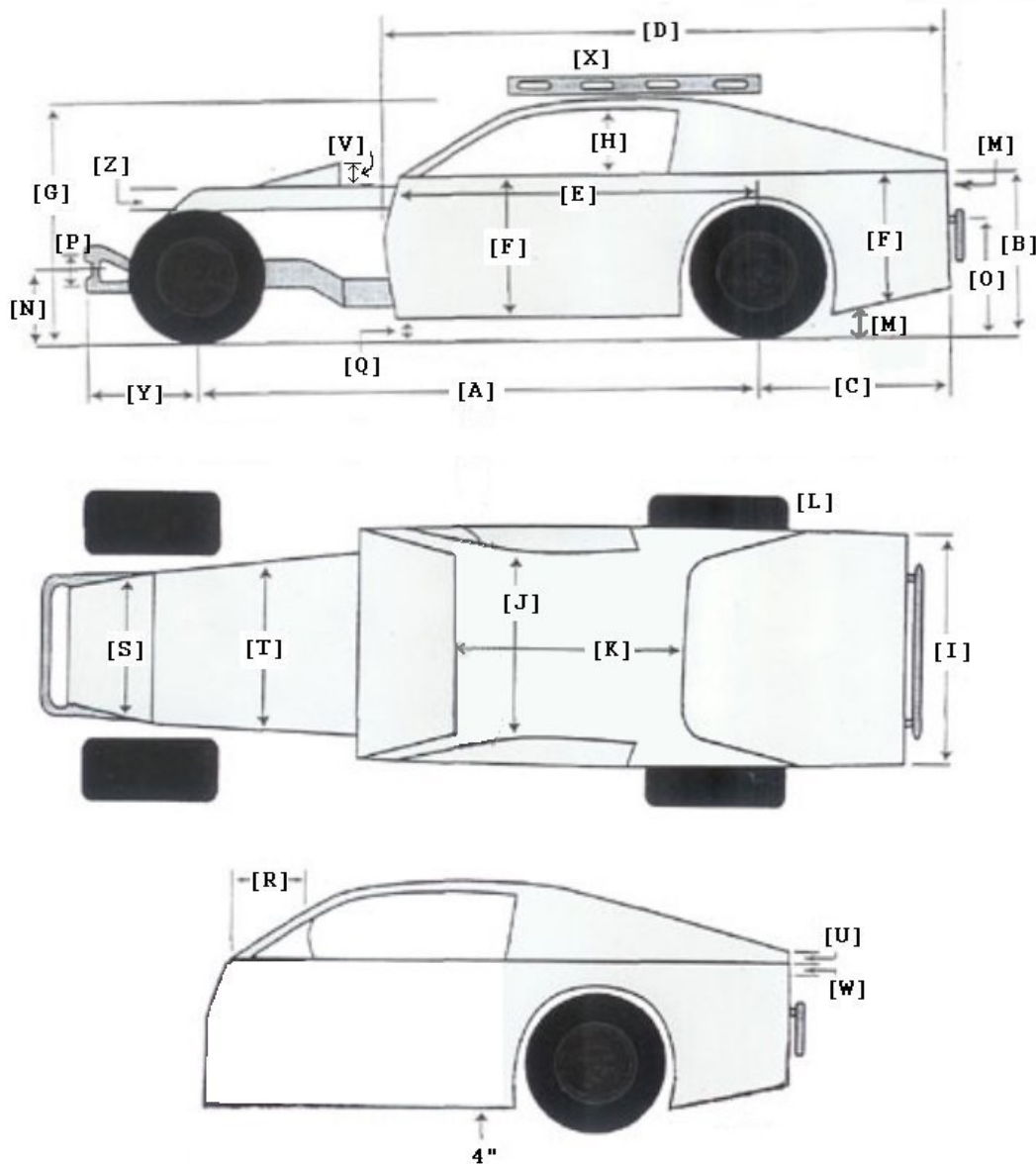
e) No wings, vanes, spoilers or any other type of ground effects allowed anywhere outside, inside or under car. No vanes on noses, roofs, quarters, and doors. Rear deck spoiler is permitted a maximum of 4" (face) high. Supports for the spoiler may be from the front or rear. A strengthening top bend that shall not exceed 1/2" in width, shall always face to the rear. A spoiler shall be no wider than the rear of the body and be 66" maximum width and 53" minimum.

f) Engine compartment shall remain open, no side panels; sides may have maximum 6" drop and must be enclosed at rear of hood; maximum hood scoop height 6", bodies shall extend no farther forward than rear of block. Rear of Bodies to be solid panel at least 8" high and 90 degrees to the ground and flush with rear quarters. No panel in front of right door to engine compartment, and no inner panels.

g) Driver and passenger side windows must have at least a 12" x 18" in race trim opening to enhance drivers exit from vehicle. Driver window safety net is mandatory. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than driver.

h) Three vertical safety bars constructed of 1/4" (minimum) steel stock located not more than 3" apart, shall be centered in windshield area in front of driver, and welded to roll cage.

i) BODY RAKE CLARIFICATION: From the front edge of the door, back to the back edge of the quarter panel, there will be a maximum of a 4" rake, while still being within the minimum & maximum dimensions. If you choose to run your doors level, from the back edge of the door to the back edge of the quarter panel will have a maximum rake of 2". All interior panels will be flush with the top of the door & quarter panels.



[A] 115" max, 108" min  
 [B] 38" max, 28" min  
 [C] 45" max, 34" min  
 [D] 120" max, 106" min  
 [E] 72" max  
 [F] 27" max, 22" min

[L] 8" max, 6" min  
 [M] 4" min  
 [N] 20" max, 16" min  
 [O] 20" max, 16" min  
 [P] 6" min  
 [Q] 4" min "post-race"

[W] Interior slope is 4" max front to rear and flat across. If you stay flat at front half of interior you have used up 50% of your 4"!  
 [X] With level, rear of roof must not drop more than 2", front of roof must not drop more than 5".  
 [Y] 42" max

[G] 54" max, 42" min  
[H] 18" max, 12" min  
[I] 66" max, 53" min  
[J] 50" max, 44" min  
[K] 56" max, 41" min

[R] 19" max  
[S] 36" max, 24" min  
[T] 66" max, 24" min  
[U] 4" max  
[V] 6" max

[Z] Hood sides 4" min, 6" max, 3" max rake.

NOTE: All height measurements from the ground are "post-race".

### C. ENGINES:

- a) All engines used in competition must be able to be used in conventional passenger car without alterations. No machine work on outside engine. No aluminum engine blocks. Aluminum heads OK.
- b) No total or partial dry sump systems allowed.
- c) Cooling system may be modified; glycol antifreeze shall not be used. Radiators and oil coolers shall not protrude above interior, outside body.
- d) One 2 or 4 barrel carburetor may be used, and must be naturally aspirated. No fuel injection, electric fuel pumps, or magnetos. One (1) MSD box or equivalent per car only.
- e) Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the centerline of rear axle. Engine offset must be kept within 2" of center-line of front cross member.
- f) No adjusters of engine inside race car, or in reach of driver at any time.

### D. WEIGHT:

- a) Cars must weigh no less than 2,400 lbs (pre-race) with driver in car sitting in a normal racing position. Officials retain the right to weigh any car before, during, or after race event. Spartan Speedway scales are deemed official and will be used at all events.
- b) Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Weights must be securely mounted and must be painted white with car number and attached with at least 1/2" bolts. No weight will be permitted outside body or frame, i.e. weight is not to be visible to spectators and be seen as a contrast to body or frame.

### E. TRANSMISSIONS:

- a) OEM production type transmission shall be allowed; 3 speed, 4 speed, automatic. No 5 speed transmission or "in-out" boxes. All units must be clutch operated with clutch inside of bell housing (quick change transmissions optional). Bert, Brinn, Falcon type transmissions are optional. In the case of Bert, Brinn, Falcon type transmissions it is understood that the clutch is inside the transmission housing.
- b) Transmissions must have at least one gear forward and one gear reverse, plus a neutral position and be able to be shifted by driver.
- c) Clutch type transmissions must be equipped with steel or aluminum blow-proof bell housing. Automatic transmissions must have an approved scatter shield or blanket. May be constructed of 3/4" x 4" steel 270 degrees around flex plate or flywheel. Automatic transmissions must remain in OEM stock appearing automatic case, with original bell housing.

### F. REAR AXLE AND DRIVE SHAFT:

- a) Any passenger car type or truck rear end may be used; no aluminum allowed; except lowering blocks; axle cap; and one piece drive flange only. Must be full floating type with double spline axles.
- b) Conventional aluminum center section type quick changes, with closed steel tubes, no inboard brakes or cambered rear ends, one piece drive flange only, are allowed.
- c) Drive shaft loop is required and shall be constructed of at least 1/4" x 2" steel material (or material of equivalent strength). Loop shall be mounted no more than 6" back from front of drive shaft. Drive shaft shall be constructed of steel & painted white (no aluminum shafts allowed). No drive shafts smaller than 2.5" diameter.

### G. BRAKES:

- a) Brakes must operate on all four wheels and must lock-up during inspection. No brake shut-off devices allowed. No scalloped rotors, vented rotors only. Calipers cannot be lightened and must be OEM. Rotors cannot be lightened or drilled. Rotors may be re-drilled for different bolt patterns or larger studs.
- b) Proportioning valve allowed, front to rear only.

### H. EXHAUST:

- a) All cars must have working mufflers passing 100 decibel noise test. If in violation, repairs must be made before car may return to the race track.
- b) Exhaust system must direct gasses away from cockpit and away from possible fuel spillage areas.

### I. FUEL AND FUEL CELL:

- a) Racing fuel cells required and must be securely mounted; protected by roll cage tubing, have at least two solid straps 2" wide around cell. Fuel cells must be square or rectangle in shape and enclosed in metal containers, and located between rear tires (cells may not be mounted to the extreme left rear of cars). No part of fuel cell should be lower than protective tubing on both sides of fuel cell. Fuel cells must have check valves, and pick-up must come out top of cell. Fuel cells are limited to 22 gallons maximum

capacity. No tear drop, wedge, or exotic F-1 type cells. Steel fuel cell can only! Minimum thickness 22 Gauge

b) Fuel may be either gasoline or alcohol. No nitrous oxide.

#### **J. FRAME:**

-a) 1964 or newer OEM perimeter American made rear wheel drive passenger car frame only. ( Reproduction 68 - 72 Chevelle frames are approved ). No sports car frames. 2002 & up Ford Crown Vic or similar frames are allowed. Strut front suspension of any kind allowed must add 50 lbs . No tube clips allowed. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides.

**Fabricated replacement front clips are allowed. A minimum of 30 lbs. of lead must be mounted to holes provided by producer and equal on each side of clip.**

Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width, front and rear, shall not exceed 78 inches from outside of tire, to outside of tire.

Exceptions: Weight jack in original center line of spring tower; frame may be cut a maximum 36 inches forward from center of rear housing; horns may be removed in front of steering box; front cross member may be notched and boxed for radiator and/or steering clearance; maximum 7 inch wide opening in side of spring tower for spring removal. OEM upper A mounts may be replaced with aftermarket mounts. Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance . Right side frame must have top and bottom of frame no holes in rail.

b) Rear frame may be altered to accept leaf or coil springs; any coil spring must be at least 4.5" outside diameter. No fiberglass carbon fiber springs allowed. No torsion bars allowed in rear.

#### **K. WHEELS AND TIRES:**

a) All wheels must be 8" steel racing wheels. No aluminum or plastic allowed. No tire bleeders allowed.

b) Tire: Hoosier D800. Tires are available at the track.

c) No tire soaking or softening of any kind is allowed.

All tires will be checked and marked before qualifying. Tires that are qualified on must be raced on in the feature. Tires will be checked before the feature for proper markings and durometer readings. If a marking or durometer reading is questionable in the opinion of track officials, the car will be allowed to change the tire and return to the tech area.

#### **L. ROLL CAGES AND BUMPERS:**

a) Must consist of continuous hoops not less than 1.666" outside diameter and must have a wall thickness of at least .095.

b) Must be frame mounted in at least six (6) places. Roll bar padding required in driver compartment (fire retardant roll bar padding highly recommended)

c) Must consist of configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head shall not protrude above the roll cage with helmet on and strapped in seat. Roll cage shall be securely supported and braced, and have a minimum of one cross bar in top halo or roll cage.

d) Low carbon mild steel tubing in recommended. No brazing or soldering allowed.

e) Protection of feet is mandatory, with bar across back of engine with vertical bars and rub rails or similar protection.

f) No brace bars forward of cage may be higher than stock hood height.

g) A minimum of 4 driver side door bars shall 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 entering and exiting racecar. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed. Door plate 18" x 24" inside driver's side door is mandatory. Must be at least .095-.125 thickness. Door bars may be filled in to equal 18" x 24". Door plate must be visible for inspection.

h) Bumpers shall be used both front and rear. Front bumper shall be mounted frame-end to frame-end with bottom loop parallel to ground. Bumpers should be made of minimum 1.25" tubing and shall be able to support car if lifted by a wrecker. The front edge of the front bumper shall not be located more than 2.5" to the rear of the front face of the lower hoop. The front bumper and nose shall not extend forward of a line 42" from center of tire and a maximum width of 38".

i) Rear bumpers, nerf bars and bodies shall not extend beyond width of rear tires, and must not contain any sharp edges. Left rear tire must be visible from front, top, and rear.

j) Rear bumpers may be constructed of tubing or flat stock and must protect fuel cell. Center of bumper (front & rear) must be 18" +/- 2" from ground. Rear bumpers not more than 2" wider than body on each side. Aluminum "I" beam type bumpers are legal on rear only, and must have no sharp edges. Rear quarter panels shall not extend farther back than 45" center of rear axle to quarter and maintain a minimum of 8" ground clearance.

#### **M. STEERING AND SUSPENSION:**

a) No rack and pinion steering allowed. Steering box must be OEM and remain within original bolt pattern for type of frame used. Cockpit steering may be modified to suit driver, but must remain located on left side.

b) Aluminum hubs, calipers, "A" frames or spindles, or any other aluminum suspension parts are not allowed. Aluminum pan hard bar adjusters are legal.

- c) Front suspension and steering must be steel, unaltered, approved OEM, and be in stock location. Drag link may be OEM, or OEM after-market type. Parts must be replaceable by stock part from same type suspension. Heim joints and steel tube sleeves allowed. Stock passenger car spindles only, no fabricated spindles, No made for racing spindles. Bottom A-frame cannot be altered or moved. Front sway bar must be OEM, or OEM type. No offset Lower A-Bushings, aluminum knuckles, or steering shaft.
- d) No hydraulic, ratchet, or electric weight jacks any where in or on car.
- e) NO EXTERNAL CANISTERS (SHRADER VALVES PERMITTED) 1 SHOCK PER WHEEL, 1 ADDITIONAL SHOCK ALLOWED IN THE LIFT/PULL BAR AREA . ALL SHOCKS MUST BE EASILY REMOVED ( NO COVERS ALLOWED) \*\*NO Coil Overs Allowed on Front\*\*. SHOCKS must have a manufacturer's suggested retail price of less than \$375.00 per shock.
- f) If tubular lower A-arms are used, they must meet original dimensions exactly. If using stock lower A-arms, mono-ball bushings may be used to replace original rubber bushings.
- g) Tube type upper A-frame allowed and can be moved. Cross shaft may be aluminum. All ball joints OEM Type.
- h) Any coil spring must be at least 4.5" outside diameter. No fiberglass carbon fiber springs allowed. No torsion bars allowed in rear.
- i) A bird cage type rear end must have a 1/16" steel plate or 1/8" alum plate behind the seat from the top bar to bottom and 3" beyond left and right sides of seat.
- j) 5" steel or aluminum coil-over shock kits allowed on rear only. Must use 5" diameter spring.
- k) No adjusters of chassis inside race car, or in reach of driver at any time.

**N. SAFETY:**

- a) The driver shall accompany racecar at time of technical inspection and be equipped with all personal safety equipment. He/she must be fully capable of safely operating racecar for the duration of all events.
- b) Fire suppression systems are mandatory. Minimum 5 lb fire extinguisher. Fire extinguisher gauge must be visible upon inspection.
- c) Racecars that use alcohol fuel will be marked on each side with the capital letter "A" in a conspicuous place and of a size sufficient to readily identify its usage.
- d) Snell SA95 or SA2000 helmets are required and must be worn by all competitors. Fire retardant gloves are mandatory. Fire retardant shoes and underwear are highly recommended. Head, shoulder and leg containment devices are highly recommended. It is mandatory that all drivers use an unaltered safety neck brace (horse collar); a head/neck restraint system is highly recommended.
- e) SFI approved full fire suits of a flame retarding nature shall be worn by all competitors.
- f) Five (5) point safety harness system is required. Metal to metal buckles are required on shoulder and seat belts. The shoulder and seat belts shall be mounted securely. Seat belts and shoulder harness shall be inspected before use, and must be clearly dated no older than 5 years depending on condition.
- g) A full size window net on driver side is required (minimum 16 x 20). No string-type nets allowed. Window net hardware to be mounted so latch is at the top of front window.
- h) Kill switch required within easy reach of driver. This switch shall be clearly marked "ON" & "Off" with a minimum of 3/8 high letters.
- i) Roll bar padding is required in the driver compartment.
- j) All other required safety equipment and specifications are addressed in Section 3 of Track Rules & Procedures.

**O. POINTS STRUCTURE:**

**Points for qualifying:**

1st: 20 points	9th: 8 points
2nd: 15 points	10th: 7 points
3rd: 14 points	11th: 6 points
4th: 13 points	12th: 5 points
5th: 12 points	13th: 4 points
6th: 11 points	14th: 3 points
7th: 10 points	15th: 2 points
8th: 9 points	

Balance of field will receive 1 point.

**Points for dashes and heats:**

1st: 10 points
2nd: 8 points
3rd: 6 points
4th: 4 points

**Feature Event Points:**

The number of cars locked into each feature will be determined each race, relevant to the number of cars competing.

1st: 200 points	9th: 155 points	17th: 115 points
2nd: 190 points	10th: 150 points	18th: 110 points

3rd:	185 points	11th:	145 points	19th:	105 points
4th:	180 points	12th:	140 points	20th:	100 points
5th:	175 points	13th:	135 points	21st:	95 points
6th:	170 points	14th:	130 points	22nd:	90 points
7th:	165 points	15th:	125 points	23rd:	90 points
8th:	160 points	16th:	120 points	24th:	90 points

Each non transferring car will receive points as follows

**Consi Points: (Non-transferring)**

1st:	80 points	7th:	50 points
2nd:	75 points	8th:	45 points
3rd:	70 points	9th:	40 points
4th:	65 points	10th:	35 points
5th:	60 points	11th:	30 points
6th:	55 points	12th:	25 points

Balance of field will receive 20 points