

**Limited Modified**  
**2012 Rules, Regulations, & Car Specifications**

**CAR & BODY:**

1. 108 wheel base minimum. 2350 pounds minimum. All car bodies must look like a normal modified; must be track approved before racing.
2. Roof rear sail panels are allowed one 90 degree bend along the top edge of the sail panel, but must be less than 1" wide. Gremlin style roofs not allowed.
3. No more than 6" of total rake allowed on the body deck. A maximum of 3" of rake (of the 6" total) is allowed in the door section and a maximum of 3" of rake is allowed in the quarter panel section.
4. Minimum ride height is 5" from ground to side frame rails.
5. Plastic body panels and plastic filler are not allowed.
6. No convertibles.
7. Car must have full deck interior from one side of the body to the other. Decks must be aluminum or sheet metal.
8. Minimum of three (3) windshield bars 5/16" in diameter is required. Must be mounted in front of driver.
9. One single nerf bar between the front and rear wheels, on each side of the car is allowed. Maximum size = 1 2@ x .095. They are to be attached to the cage at the front and rear sections of the nerf bar. No

center supports are allowed on the nerf bar. Nerf bars may not be outside of tires. All bumper and nerf bars must be capped.

10. Oil and transmission fluid coolers are not allowed in driver=s compartment.
11. No upholstery allowed, other than driver=s seat cover.
12. No plastic in drive=s compartment.
13. Hood scoops optional.

#### **FENDERS:**

Quarter panels must be 90 degrees to the ground, with a maximum of a 45 degree bend 4" from the bottom of the doors and quarters and 2" on top.

#### **FIREWALL:**

Must be metal or aluminum with minimum sized holes for throttle, etc.  
Firewall must be sealed from engine compartment.

#### **FLOOR:**

Must be metal or aluminum. Must cover entire driver cockpit to front edge of seat.

#### **HOOD:**

1. Must cover completely the top of engine and radiator.
2. Must extend from the nose piece to the deck.
3. Hood must be made of metal, aluminum, or fiberglass.
4. Hood must provide a seal to the top of the engine compartment.
5. Cannot cover side of engine more than 5".
6. Hood scoops okay.

### **SPOILER:**

Rear spoiler optional. Rear spoiler may be 8" x 60", spoiler side boards - 8" to taper to 1" point length 12" base.

### **FRAME:**

1. Frame cannot be cut, bent, or altered to change suspension brackets, except upper control arm brackets on front end.
2. Front frame horns can be cut off in front of the steering box and idler arm.
3. May use a normal modified frame. No pull or push bars.
4. Replacement may be made with round, square, or rectangular tubing.
5. Front frame may be cut for radiator clearance.
6. Frame may be cut for seat clearance.
7. You cannot cut holes in frame to lighten it. Rust may be removed in front of lower rear trailing arms and cleaned up on body mount holes.
8. Cross member mounts on frame for transmission may be removed, but cannot be farther forward than welds on frame.

9. If weights are used for ballast, weights must be painted white and number of car must be on weight. No mercury ballast or any similar type of ballast may be used. All weight must be securely fastened. Loss of weight will be cause for disqualification.

#### **BUMPERS:**

1. Two (2) bar front bumpers is mandatory. Maximum size is = 1 2" x .095".
2. One single bar rear bumper is required. Maximum size is 1 3/4". The required fuel cell protection bar (maximum size = 1 2" x .95") may be attached to the rear bumper.

#### **SUSPENSION:**

1. No traction control of any type.
2. Upper control arm brackets may be moved for caster and camber adjustments. Cannot move lower A-frame.
3. May use stock upper and lower control arms and brackets. Upper mounts may be modified. Tube type okay. May use any type upper control arms.
4. Upper and lower control arm bushings may be after market.
5. Sway bars (may be removed) and brackets must remain stock. Bushings may be after market.
6. Racing springs are allowed. Steel only. No coil-overs. Weight jacks okay.
7. Spring buckets are allowed. May drop rear spring buckets as long as they are in stock location.

8. Spindles and rotors must remain stock for the make of the car. Ball joints must remain stock appearing (may be welded in). No grinding or lighted parts. Bolt on spindle is legal.
9. No welding on spindles. Reaming spindles for ball joints is okay.
10. No drilling cooling holes in rotor. 5/8" studs are allowed in any bolt pattern.
11. No suspension parts may be altered or lightened.
12. May run any type suspension. J bar or panhard bar may have rubber biscuit.
13. Each trailing arm must have bushings installed and in good working order.
14. Lower A-frame mounts may be notched for clearance.
15. May run three link or four link suspension.
16. May be heim ends, rear training arms or brackets.

#### **SHOCKS:**

1. Shocks must be steel.
2. Shock mounting may be in any position.
3. One shock per wheel. May use spacers when mounting shocks.
4. Air shocks not allowed.

#### **STEERING:**

1. Quick release steering wheel is mandatory.
2. Quick steer is optional. No chains or sprockets allowed in the steering system except D&M quick steer.

3. Steering left of drive train only. This means drive shaft.
4. Bump steer cannot be adjusted. Center link, inner tie rods, outer tie rods, or sleeves cannot be altered.
5. Power steering is allowed.
6. No rack and pinion steering. Stock OEM steering gear box must be used. May not be moved.
7. Idler arms must remain in stock location.

### **TIRES AND WHEELS:**

Bead lock optional (right side only.) Eight@ (8") width maximum steel wheels. Tires may be grooved or sipped. Also, Hoosier 500 stamped or non-stamped tires only. Must be 7 groove tire. Tire sizes 8.00 x 26 2 x 15; 8.00 x 27 x 15

### **SAFETY:**

#### **SEAT:**

Aluminum racing seats with right side rib protection is required. A seat that provides both left and right side rib protection is recommended. Seat must be securely mounted. The racing seat must be bolted to a reinforced cross member and bracket(s). This cross member must be supported and bolted to a flange that is connected to the cage.

#### **SEAT BELTS:**

Racing type 5 point seatbelts are mandatory. Must be approved 3" wide shoulder straps, lap belts and a minimum of one 2" sub strap. All belt systems must be securely attached to the roll cage, or seat cross member and not to the floorboard. Seat belts must be in good condition.

#### WINDOW NETS:

Window nets are mandatory. It may be mesh or web style. Sprint car cage net is allowed. A quick release window net system must be used.

#### HELMET:

Must be an approved racing helmet in good condition. At track discretion.

#### PROTECTIVE CLOTHING:

Driver suit (fire suit) mandatory, may be one (1) or two (2) piece, must be complete and be of fire resistant material and in good safe condition.

Fire resistant driving gloves and shoes mandatory.

#### ROLL CAGE:

1. Main roll cage must consist of continuous hoops not less than 1 2" x .095". All welds must be complete. No brazing or soldering. No part of main cage may extend forward past rear motor plate. The main roll bar must not attach to the frame rearward of front edge of the rear tire.
2. Main roll bar and halo must be a minimum of 1" above the drivers helmet.

3. A minimum of three (3) drivers door bars, and two (2) passenger size door bars is required.
4. Four (4) bars, two per side, may extend from the main roll cage to the points on the main frame in front of the upper control arms. These bars may have two additional braces per side to the main frame.
5. Six (6) bars may extend from the main cage to the rear, X-bracing is allowed.
6. Door plates will be mandatory in 2004. At least 4" x 12".
7. Cages must be steel or chrome-moly.

#### **FUEL:**

Gasoline only. No oxygenated or other performance enhancing additives. No alcohol or nitrous.

#### **FUEL SYSTEM:**

1. Maximum 22 gallon fuel cell.
2. Fuel cell with a roll over valve is required. Must be securely mounted inside trunk area only, must be between frame rails, and must be totally enclosed from the driver compartment. A minimum of two (2) fuel cell straps required to secure fuel cell.
3. Fuel cell protection bar required. Must be a minimum of 1 2@ x .095". It must protect the fuel cell from the rear. It must be as low as the fuel cell, and extend from side to side as wide as the fuel cell. It is recommended that this bar be attached to the frame, not the bumper. If

the fuel cell protection bar is not present, the car will not be allowed to continue running.

## **FUEL PUMP:**

No electric fuel pumps. Only stock mount push rod activated Holley or Carter style allowed. Bypass fuel systems ok.

## **CARBURETOR:**

One (1) two (2) barrel Holley carburetor not to exceed 500 cfm. No solenoid. Carburetor will be checked using a GO-NO-GO gauge. Carburetor venturibore, throttle plate bore, throttle shaft diameter, and booster size will be checked using GO-NO-GO gauges. Measurements are as follows; Venturibore max 1.390", throttle plate bore max. 1.700", throttle shaft diameter min. .180, booster height size min. .435", booster size interior max of .385", exterior booster max. .6600". The use of fuel injection, supercharger, turbo charger, nitrous oxide or water injection will not be allowed.

(CLAIM RULE: The track will be the only one that can claim - \$250.00)

## **RADIATOR:**

Only one radiator is allowed. It may be aluminum. Radiator must be mounted in front of engine. Maximum size: 27x19". Racing radiator cap

is allowed. Electric cooling fans are okay. May not have water outlets to spray on radiator. Catch cans required.

## TRANSMISSION:

1. Any OEM automatic transmission is allowed. Must have a working torque converter, minimum of 10". No direct drives, couplers, valved pumps, or bleeder style valve bodies. Automatics must have at least one forward gear, and reverse gear must be in working order. Ford may use GM or Ford automatic. Mopar may use GM or Mopar automatic. Chevrolet must use GM automatic. Stall converters okay.
2. Standard transmissions must be stock with all gears in working order, with minimum of 10.5 inch clutch, pressure plate and steel flywheel. No mini-clutches. May use aluminum flywheel. Ford clutch is 9 inch minimum.
3. All standards must have bell housing made of ¼ inch thick steel or cast iron and cover 180 degrees over the sides and tip of the clutch assembly. Slave cylinders or hydraulic throw out bearings okay.
4. 3, 4, or 5 speed manual transmissions only, OEM only. No Bert or Brinn type transmissions allowed.
5. No ram couplers.
6. Quick change transmissions or transmission adapters for gear change are not allowed.
7. Car must be self-starting and have working neutral, reverse, and forward.
8. Transmission fluid coolers are allowed.

9. No aluminum converters. Flywheels and converters can be checked with magnet. Converters can be checked by moving car forward and backwards to check stall.
10. Cars MUST idle in all gears.

#### **DRIVE SHAFT:**

Drive shafts must be steel, and must be painted white or silver or fluorescent orange. Must have steel drive shaft loop (360 degree) connected to the frame located within 6 inches of the front drive shaft u-joint. Minimum size is 2" x 1/8".

#### **REAR END:**

Any steel approved OEM passenger car or truck rear end allowed. Safety hubs (floater) allowed. All components must be steel lowering blocks, cap and drive flange. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. Quick changes are legal. One piece drive flange only. No torque dividing differentials. No scalloped ring gears. Quick change rear ends are legal for the year 2011 only. USRA rules will be enforced in 2012 for quick change rear ends and also to be legal at other area tracks.

## **AGE REQUIREMENTS:**

At his sole discretion, the Race Track Promoter has the authority to permit/or not permit a driver 16 years or younger to participate in any class.

## **NUMBERS:**

All cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be contrasting color from body, be at least four inches thick and at least 20 inches high.

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

## **BRAKES:**

1. Single or dual master cylinder after market brake pedal is allowed, or dual pedal with adjuster okay within drivers reach.
2. Rear brakes must be drum or disc up to 12" disc brakes. Steel only. Hats and steel rotors are legal on rear ends ONLY. Hats must be steel.
3. A proportioning valve may be used, but must be installed out of the drivers reach. No fluid controlled valve of any type within reach of driver.
4. Minimum of three working brakes is required.

5. No aluminum brake components allowed.

#### **BATTERY:**

Only one battery is allowed. Must be securely mounted. Subject to tech inspection. Battery may be charged by an alternator.

#### **IGNITION:**

1. All cars must have ignition switch clearly labeled.
2. Ignition switch must be located within reach when standing outside the car (easily accessible to emergency personnel.)
3. Stock or stock style ignition only. Ford may use Motorcraft or FoMoCo, including box. Mopar may use Mopar, including box. HEI legal on Ford or Mopar.
4. HEI must remain in one unit, no external coils allowed, unless you are using dual or single point distributor.
5. MSD or any module may be used as long as it fits inside the distributor with no alteration. Vacuum advance may be removed and the pick-up coil locked.
6. MSD, any brand, or GM electronic boxes are not allowed. No magnetos.

#### **EXHAUST SYSTEM:**

Round tube headers only. All primary header tubes must enter directly

into one collector at same point at end of header and point rearward.

#### **INTAKE MANIFOLD:**

1. Any dual plain intake. Cast iron or aluminum.
2. Any IMCA or NCRA approved intake dual plain or open plenum legal.
3. No porting or polishing of any kind.

#### **ENGINE LOCATION:**

1. Back of entire flange must be mounted at a minimum of 70" forward of the centerline of the rear axle. This will be measured on the passenger side of the car.
2. Minimum engine height is 11" from the ground to the center of the crankshaft. This will be measured on the front of the crank shaft/pulley.

#### **ENGINE:**

1. Only 283, 302, 305, 327 and 350 blocks can be used for Chevrolet. No big blocks. OEM only.
2. Only 260, 289, 302, and 351 blocks can be used for Ford. No big blocks. OEM only.
3. Only 273, 318, 340 and 360 blocks can be used for Mopar. No big blocks. OEM only. No hemis.
4. All casting numbers must remain on blocks. No side bolt main blocks allowed.

5. No 400 small block or big block crankshafts allowed. This goes for Ford, Chevy or Mopar.
6. No 4-cylinders allowed. No V-6's allowed. No in-lines. V-8's only.
7. Again: only Ford, Chevy or Mopar engines are allowed.
8. Mopar - Chrysler, Plymouth and Dodge. 370 cubic inch maximum.
9. Ford - Ford and Mercury. 368 cubic inch maximum.
10. Chevy - Pontiac, Buick, Oldsmobile as long as they are Chevrolet engines. 368 cubic inch maximum.
11. No tolerance on cubic inch.
12. Cylinder head: May use Engine Quest (EQ) stock replacement (SR) cylinder head. Part #CH350I. Head must remain as produced. Valve sizes cannot be changed. 194 intake and 150 exhaust. No porting or polishing.
13. If after market cylinder heads are used you must run stock diameter springs.

#### CHEVROLET \* FORD \* MOPAR:

1. Any flat top pistons is legal.
2. OEM blocks only. No Dart or after market blocks. No aluminum. Cylinder sleeves okay. Polishing lifter galley, okay.
3. Any steel stock rod length. Balancing okay. May run floating pins.
4. Crankshaft must be steel or cast. Stock weight only.
5. After market rod, main and head bolts or studs allowed. Push rods may be any length.
6. Stock or circle track pans allowed. No dry sumps. No gas ported

pistons.

7. Fluid dampener harmonic balancer is allowed. No roller rod, main, or cam bearings.
8. Chevy, Ford and Mopar water pumps may be aluminum. OEM type only. Mechanically belt driven only.
9. After market starters okay. Must mount in front of bellhousing.
10. Steel side engine mounts may be of the 45 degree style or stock style.
11. Engine mid-plate is allowed and may be aluminum.
12. Any brand of air cleaner allowed.
13. 3.48 stroke maximum for Chevy. Balancing okay.
14. Engine displacement can be checked by pump even on protest.
15. Oil filters must attach at factory specs.

#### CAMS:

1. Hydraulic lift cams only. Must have 12" of vacuum at 1200 rpms. Timing or carburetor may not be altered at time of tech, if vacuum used. It is the tracks discretion as to which way they want to check cam, even on the protest. Must have vacuum fitting in intakes. If track opts to use vacuum for tech, tech by vacuum will be final.
  1. A. If you choose to run a solid lift cam (no vacuum rule) you must run a 50 lb. weight in front of motor plate.
2. No hydraulic roller cam or lifters. No bronze bushings in the lifter bore or similar pieces. Up to four bronze bushings will be allowed in lifter bore for repair. Hydraulic lifters only. No solid cams or solid lifters allowed.

3. Anti-pump up lifters okay. No gear drives.
4. No reverse rotation cams or motors. OEM rotation only.
5. No vacuum cams of any type allowed.

#### HEADS:

1. No porting, acid dipping, or polishing allowed. Screw-in studs and guides plates are legal.
2. Stock diameter springs only for heads used. Springs up to 1.440 are allowed due to Ford and Chrysler having the same size spring.
3. Milling allowed.
4. Full roller rocker arms or roller tips are allowed.
5. No aluminum or titanium components allowed. No carbon fiber parts anywhere.
6. Poly-locks are allowed. Heads may be cut 360 degrees under valves in bowl area only.
7. 1, 2, 3, 4, or 5 angle valve jobs are legal.
8. No O-ringing block or heads.
9. Any breather/valve cover configuration/composition is allowed.
10. Due to Fords and Mopars having no cc rule, neither will Chevy.
11. If after market cylinder heads are used you must run stock diameter springs and valve sizes. 194-150
12. Engine Quest stock replacement head only. Part # CH350I

#### CHEVROLET: HEADS - GM

1. Only these casting numbers can be used: 997, 445, 882, 624, 441, 487, 993, 185. These are the last three digits and they are the only ones legal.
2. No valves larger than 202 intake or 1.60 exhaust.

#### FORD: HEADS

1. Any cast iron head. OEM Ford heads only.
2. No Boss or after market heads of any kind.
3. No valves larger than 204 intake or 1.70 exhaust.

#### MOPAR: HEADS - PLYMOUTH, DODGE, CHRYSLER

1. Any cast iron head. OEM Mopar only.
2. No after market heads of any kind.
3. Mopar can use the roller rocker arm bars.
4. No valves larger than 2.04 intake or 1.70 exhaust.

If you have any questions call Mark Brill at (405)769-6927. DON=T

**GUESS!!!**

If it doesn=t say you can in the rules ... then you can=t!!!