

# 2008 Modified Rules and Specifications

IF IT DOESN'T SAY YOU CAN DO IT,  
THEN YOU CAN'T.

- 1. Safety Equipment:** Rules apply at all times car is on track. Snell-rated SA95 or SA 2000 helmet required. Roll bar padding required in compartment. SFI-approved full fire suit, fire retardant neck brace, gloves and shoes required. Head and neck restraints; collapsible steering shaft. Driver-side window net required minimum 16" x 20" ribbon or mesh style and must be mounted so latch is at top front of window, or arm restraints. Minimum three-inch wide five point safety belt assembly required, must be mounted securely to roll cage, recommended to be no more than one year old. Kill switch required within easy reach of driver and must be clearly marked "off" and "on".
- 2. Frame:** OEM complete, 1964 or newer, American rear wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, except: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end 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 seven-inch wide opening in side of spring tower for spring removal. Maximum two-inch wide four-inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108 inches, maximum 112 inches, both sides. No part of frame can be lower than four inches from ground except front cross member.
- 3. Roll Cage:** Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with a minimum wall thickness of .095-inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Drivers head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.
- 4. Door Bars:** All driver side door bars and uprights must be 1.5 inch O.D. and .083-inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. and .083-inch wall thickness, and one top door bar, minimum 1.5 inch O.D. and .083-inch wall thickness. Steel door plate, 18 gauge or .049-inch minimum thickness, must be securely welded to outside of door bars and cover area from top door bar to bottom door bar and from rear hoop down-post 5-inches in front of seat. Must be visible for inspection.
- 5. Body:** Body may extend no more than 2" beyond outside of rear tire. Must be same width, front to rear, and parallel to OEM frame. Engine compartment must remain open (no side panels). Hood must be enclosed at rear. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front windshield and rear window support posts. Driver and passenger side windows must have at least 12-inch opening, measured at center of window, between lowest point at top of window, whether interior or body. May use Lexan in sail panels. May use full windshield. Must be fiberglass or metal full size roof, rounded in all directions. Maximum 4-inch plastic skirting allowed on bottom of doors and quarters. No reflective doors or quarter panels. Outside of tires must be widest part of car. Spoilers max 8" tall.
- 6. Driver Compartment:** Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no further back than steering wheel. Minimum .125-inch aluminum, or .060-inch steel, complete floor pan required. Aluminum high-back seat

only and must be bolted in next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No devices that would enable driver adjustment to alter wheelbase or for weight, jacking while car is in competition. No mirrors or reflective sun visors.

**7. Front Suspensions:** All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, except: Tube-type upper A-frames with aluminum/steel cross shaft, and mounts can be moved; OEM replacement lower A-frames. Rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame. Lower A-frame mounts and bolt holes on frame must be in OEM location. OEM ball joints only. Sway bar must be unaltered OEM.

**8. Steering:** All components must be steel, unaltered OEM, in OEM location, except: outer tie rod end and adjustment sleeve may be required by a minimum .625-inch steel rod end and steel tube: spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles must be right and left, and of same design; bolt on spindle savers allowed; steel steering shafts and knuckles only; steering quickner, steering wheel and quick release may be aluminum: cockpit steering may be modified, must be kept on left side. No rack and pinion.

**9. Shocks:** One steel, non-adjustable, unaltered shock per wheel. One additional shock allowed on rear suspension. No bumpers or stops. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader valves. Front half may be shielded.

**10. Springs:** One coil and/or leaf spring per wheel only. One additional spring allowed on pull bar or lift bar, may be progressive. Any coil spring. No torsion bars or air bags.

**11. Rear Suspension:** All components must be steel. No covers allowed. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel/ maximum coil-over kits allowed -- must conform to shock and spring rules. One mechanical traction bar (pull or lift, not both) spring size optional. Rubber bumpers allowed only on pan hard bar and mechanical traction bar. No sway bar. Chains may be used on rear suspension.

**12. Rear End:** Any steel approved O.E.M. passenger car or truck rear end allowed. May run Quick Change rear end. Safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle cap and drive flange. Inspection hole in housing is required. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. No quick change devices or cambered rear ends. One piece drive flange only. No torque dividing differentials. No scalloped ring gears.

**13. Bumpers/Rub Rails:** Steel only. Bumpers must be used both front and rear at all times and welded, or mounted with minimum 1.25 inch O.D. tubing. 065 wall thickness on front - .095 wall thickness on rear. Two bar front bumpers must be mounted frame-end to frame end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Rear bumper and nerf bars can be no wider than tires.

**14. Tires/Wheels:** Asphalt pull offs OK must stay on 8" rim. Must tech 45 min duro. 8 inch wheels only. IMCA type tire American Racer or Hoosier (asphalt) or 8" Southwest speed racing tire. 60 compound. Must be no softer than 45 degrees durometer after a feature with no cool down period. Grooving and siping ok. Alum. Or steel spacers only. (right rear bead lock only) Rim mounted bleeder valves ok.

**15. Brakes:** Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, min. 0.810-inch thickness. Vented rotors only, no

scalloped rotors. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible.

16. **Exhaust:** Round tube headers only. All primary header tubes must enter directly into one collector, at same point at end of header. Must be no louder than 95 d.b. Mufflers mandatory. All exhaust must go thru mufflers. Two per car, one per header. No exhaust sensors.

17. **Fuel System:** Mechanical or belt driven fuel pump only and must be mounted at front of engine (optional). Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 18-gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of ten inches above ground. Must mount with minimum two .125-inch thick solid steel straps, two inches wide around entire cell. All cell mounts must be steel, securely welded to frame cage. Protective tubing must cover must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. Pick-up must be on top or right side of cell. Limit of one fuel filter. No cool cans. No top flow air cleaner housings. One naturally aspirated 2- or 4- barrel carburetor only. No adjustable carb spacers.

18. **Fuel:** Gasoline or alcohol. NO performance-enhancing additives. Upper cylinder tube allowed. Fuel sample may be taken from any car at any time.

19. **Weight:** No weights and/or loose objects in driver compartment. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two .5-inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

20. **Battery/Starter.** One 12-volt battery only, must be shielded and securely mounted between frame rails. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race. Reverse-mount starters with OEM case transmissions only, see transmission rules for specifics.

21. **Gauges/Electronics:** No transmitting or listening devices, timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one 12-volt ignition box allowed, must be out of driver's reach. No additional ignition accessories allowed. Only change allowed to ignition box is one high-end rev-limiter setting. This setting can be changed through one chip only, or an internal setting inside box. No electronic traction control devices

22. **Transmission/Driveshaft:** Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type approved after-market transmissions allowed -- two-speed, three-speed, four-speed and automatic. No five speed (or more) transmissions. No in and out boxes or quick change devices allowed. Functioning shaft levers must be in OEM location on all OEM production type transmissions. Berts and Brinns OK. Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flex plate must bolt to engine between clutch assembly and crankshaft and all driveline components within bell housing must rotate while car is any gear. Transmission must be one of the following designs: Manual: Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel bell housing. One flywheel only, minimum 8.5-inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bell housing can have only a hole for throw out bearing lever of hose, must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel. Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Must have approved scatter shield. Scatter shield must be constructed of minimum of .125-inch by three-inch steel, 270 degrees around flex plate. Aftermarket: Must be approved, aluminum case, with internal clutch. Must bolt to explosion-proof steel

bell housing, and use full, steel, unaltered OEM or OEM replacement flex plate with starter mounted in OEM location. Drive Shaft: Minimum two-inch diameter steel drive shaft and must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25-inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.

**23. Engine Compartment:** Rear of engine (bell housing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2-inches of centerline of front cross member with engine level. Minimum 11-inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Overflow tubes must be directed to ground between frame rails.

**24. Engine Specifications:** Any American make engine allowed. Steel heads, blocks and oil pan only. OEM block only, except no GM Bowtie, Ford SVO or Chrysler W-2 blocks. No mushroom lifters, cannot alter lifter bores. All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine. "Wet" oiling system only. Aluminum heads okay but must bolt 40 lbs. In front of motor plate.