



Eagle River Speedway Modified Rules

This class is intended to be a catch all for Midwest Mods, B-Mods & Sport Mods. Email the track with your questions trackoffice@eagleriverspeedway.com.

Rules Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of race officials. THEIR DECISION IS FINAL.

BASIC LEGAL CARS, BASE WEIGHTS

A. Midwest Mod Style Car

1. 2600lb minimum base weight
2700lb with Direct Drive Transmission
50lb Weight break with American Racer Tires
2. 3 Link, Top link solid, Solid Bird Cage, Arm length 15 inch minimum with two inch maximum. No Exotic Stuff
3. Torque converter must be a steel case functional torque converter with all elements with a minimum of 10-3/16" outside diameter. Converter must have a 1/8" drain plug on outside of converter.
4. OEM transmission or Add 100lbs to minimum base weight for Bert, Falcon, Brinn Style Direct Drive Transmission.
5. 355 Engine Style, Hydraulic Lifters Only
6. Wheel Base minimum 107 inches

B. Sport Mod Style Car

1. 2500lb minimum base weight
- 2.3 Link Rear Suspension, Solid. No Moving Bird Cage.
3. Torque Converter; 3,4,5 Speed Transmission or Bert Style Transmission.
4. 355 Engine Style, Solid Lifters.
5. Crate Engine must be sealed unaltered GM #88958602 or #19258602 styles.
Must use rev limiter not exceeding 6200 RPM.
6. Bars must be same distance down from axel tube. Coils must be 4.5 inch minimum outside diameter.

Leaf spring rule:

Steel multi leaf springs allowed, welded mounts to housing, same amount of leafs side to side. One shock per wheel, No other shocks. No other suspension parts allowed including coil springs, floating leafs, half leafs, mono leafs, or top springs. Aluminum lowering blocks and adjustable rear shackles allowed.

C. Base Weight

1. Minimum base weight is with driver in cockpit at conclusion of the event. No mounting of lead on bumpers or inside cockpit. Disqualification for any lead that falls off.
2. Working mufflers are optional.

****Please note: call or e-mail the track ahead of time for crate engines or other motor combinations. Have your home track rules available. We will set a different minimum weight if applicable. We will do almost anything to let you compete.**

RULES COMMON TO ALL STYLE CARS

A. Tires

1. Specified tires are Hoosier E-Mod H40, Wissota 35 or G-60 IMCA; Goodyear 60, 65; American Racer G-60, KK704 or **Comparable Race Tire may be used.** (50lb weight break for American Racer Tires).
2. No softening of tires is allowed. \$200 fine, disqualification, loss of points.
3. 15" steel wheels only; maximum 8-inch wheels; bead locks will be allowed on the right rear wheels only; $\frac{3}{4}$ inch tolerance will be allowed for bead lock.

B. Frame

1. Factory production 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than thirty six (36) inches from center of rear end housing.
2. Minimum height from ground is four (4) inches.
3. Aluminum, hydraulic, ratchet or electric weight jacks are not allowed anywhere.
4. Minimum wheelbase of one hundred eight (107) inches.
5. Tubular front clips are not allowed.

C. Suspension

1. Any upper A-Arm in any location. Lower A-Arm must remain in stock location but may use tubular design.
2. Stock passenger car spindles only.
3. Front sway bars may be used.
4. Rear panhard bars may be used. Any style pull bar permitted.
5. One shock per tire or corner (dampener may be used on center pullbar mount).
6. No canister or air shocks.
7. All coil springs must be at least four and one half ($4\frac{1}{2}$) inches outside diameter. Steel springs only. Torsion bars are not allowed in rear. Slider and coil over replacers are permitted.

D. Drive Train, Starters, Brakes, and Exhaust

1. Starters

- a. All vehicles must have the capability of starting without being pushed or pulled.
- b. Starter must remain in stock location.

2. Rarends

- a. No cambered rear ends allowed.
- b. No limited slip devices allowed. Must be a steel solid locking spool only.
- c. 9" Ford permitted.

E. Engine – 361 cubic inch max displacement

1. No Pontiac, Buick, Oldsmobile, AMC or other engines allowed. No aftermarket blocks allowed. No Bowtie, SVO or any special production blocks or heads allowed.
2. No “dry sump” systems allowed.
3. Single radiator only.
4. Crankshaft and connecting rods must be OEM stock steel production only. Maximum of 6 inch rods.
5. Cylinder Heads must be stock cast iron production only. Chevrolet “Swirl port” heads allowed. Ford “302” GTP heads may be used on both the 302 & 351W. Must be a minimum of 75CC. Max intake valve is 2.02 max exhaust is 1.6.
 - a. The following heads will NOT be allowed. No angle plug, bowtie, SVO, W-2, Magnum, Vortex or any other aftermarket heads allowed at any time. Some of the Chevrolet casting numbers NOT allowed include: 186,187, 291, 414, 492, 461 ,461X, 462, 432, 040, 370, 10239906, 14011083, 14096217, 1012532, 10208890, or 12554290. No Gen II heads allowed. No vortec heads.
 - b. Stock type stamped steel rocker arms only; No roller fulcrum or roller tip rocker arms.
 - c. No stud girdles allowed.
6. Intake Manifold: Chevrolet 305 307 cid Weiland #7547, 7546, 7547-1 aluminum intake only; Chrysler 318 cid: Weiland #7545 aluminum intake only. Chevrolet 327, 350; Chrysler 340, 360; Ford 351 Cleveland and Windsor; only stock OEM two or four barrel cast iron unaltered manifolds only. No vortec SVO or W-2 intakes permitted.
7. Flat top or dished pistons only; no domed pistons.
8. Stock appearing HEI distributors only, NO IGNITION BOXES. Ford and Dodge may use HEI aftermarket, bushing type only.
9. Tri-y, zoomies, & any crossover/ 180 degree header ADD 20#.
10. Engine Setback, Offset and Height: The rear of the engine must be mounted at least 72” forward from the centerline of rear axle. Engine offset must be kept within 2”. Engine height minimum will be 11”
11. Battery – (1) single 12 volt battery only. No 16 volt system of any kind.

F. Aspiration & Fuel

1. Carburetion will be limited to 1 stock Holley 500 CFM 2 Barrel, (Crate Engine 4 Barrel Holley) part #4412 with a 1-11/16” maximum throttle bore. No grinding or polishing of any kind allowed. Must have mechanical type fuel pump mounted in OEM stock location.
2. Adaptor Plate – Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and one half (1-1/2) inches.
3. Must utilize automotive type gasoline, racing gas or E85. No other “E” fuels. No additives of any kind permitted.

G. Bodies

1. May use up to a 5 inch spoiler on the rear deck; a maximum of 3 spoiler supporters are allowed. Have some fun with this rule.
2. Overall width of race car must not exceed 78". Measured at the widest point.