



2009 MODIFIED DIVISION RULES

Section # 1

1. 2009 IMCA or UMP body rules are required
2. Spoiler is to be a maximum of 6 inches high and must not exceed the width of the body
3. No mirrors unless you wear a Hans or Hutchins Device then you are allowed one (1) spot mirror 2 inches in diameter on driver or passenger side
4. No rear filler panel required. Open rear

Section # 2

1. All cars must use factory production American passenger car front frame sections. Frame sections cannot be narrowed or widened. All modifications must be reported to the technical inspector at the track.
2. All cars must use steering boxes. Steering boxes must be mounted in original position. Idler arm, pitman arm and center link must be OEM type and mounted in original position. Rack and pinion steering not allowed.
3. Lower A Frames must be OEM or track approved aftermarket and be mounted in stock location. A frame bushings made of steel or spherical bearings are permitted.
4. Tubular upper A frames or track approved aftermarket A frames are permitted. After market mount plates made completely of steel are permitted.
5. Any type of rear suspension is permitted. All springs must be a minimum of 4 ½ inches in diameter. The top link spring does not apply to the 4-½ inch spring diameter. 4-½ inch rear coil over permitted, no front coil-overs allowed. Coil-Overs are allowed in rear only. No valve adjustable shocks allowed. Torsion Bar rear suspensions not allowed. Independent rear suspensions not allowed
6. Tie rod sleeves and rear end alignment tubes will be made of steel or aluminum.
7. There is a \$75.00 claim per shock per wheel. Shock claimant must be on the lead lap at the competition of the race. Competitor must have completed in at least 2 consecutive events prior to claim.
8. Any type of sway bar is permitted. Arms or after market sway bars will be made of steel.

9. Stock OEM passenger car spindles only. Fabricated or after market spindles are not allowed. Weld on brake brackets are permitted on front spindles. After market steel hub is permitted on stock spindles for safety. Spindles must remain stock.
10. Steel tie rod tubes may be used and outer tie rod ends may be replaced with heim joints to help correct bump-steer.
11. Wheelbase must a minimum of 108 inches.

Section # 3 Roll Cages

1. Roll cage must consist of continuous hoops not less than 1.50 inches outside diameter and must have a minimum wall thickness of .095 inches
2. Roll cage must be mounted in atleast 8 places
3. Driver's head must not extend above the roof loop
4. Foot protection bar is mandatory
5. Driver's door must be parallel with the ground and located so as to provide maximum protection for the driver. The sidebars must be welded to the front and rear of roll cage members. Brazing or soldering is not allowed. Door bars must have a minimum .095 thickness. Must use a minimum of 3 bars at 1.50 inches outside diameter or 4 bars at 1.50 inches outside diameter.
6. Driver's door must have a steel plate measuring 18 x 24 with a thickness of .090 inches. Plate must extend from the frame rail upward.

Section # 4 Weight

1. All cars must weigh a minimum of 2450 pounds with driver in car
2. Added weight must be in block form of no less than 5-pound blocks (no pellets) and must be painted white with your car number on it.
3. Added weigh must be securely bolted in place. Subject to technical inspection and approval.
4. Weight may be added to the outside of the frame rails or ahead of the front spindles or behind the ear axle or inside the driver's compartment.
5. Dislodged weight will not be allowed to be returned to the car for weighing after the race. Loss of weight will result in disqualification

Section # 5 Bumpers

1. Bumpers must be used on both the front and rear of the car. Bumpers must be able to support the car if lifted by wrecker.
2. Center of bumpers must be 18 inches above the ground, plus or minus 2 inches
3. Bumpers are subject to technical approval

Section # 6 Rear Ends

1. Any passenger car or truck type rear end permitted. Axle caps, lowering blocks and drive plates may be made of aluminum. Rears may be cambered plus or

- minus 1 degree. Quick-change rears are permitted. Four bar tubes and bird cages, steel or aluminum or allowed.
2. Rear end coolers are allowed

Section # 7 Brakes

1. Brakes must be fully operational on all 4 wheels and must lock up on inspection
2. Only GM type single piston calipers permitted
3. Traction control devices of any type are not allowed on brakes or on any other component of car

Section # 8 Electrical

1. MSD 6 AL OR 6 ALN 9 (factory MSD harness must be used) or high energy ignition (HEI) with a 4-prong module required. Cutting or spicing of any of the wires is not allowed. All components and wires must remain in their original factory OEM configuration. Points distributors are permitted. Magnetos are not allowed. Timing retard components are not allowed.
2. Ignition coil must be mounted on engine side of firewall

Section # 9 Engines

1. Any American production passenger car engine permitted. But not to exceed 383 cu in 4.30 bore with a 383 cu in.
2. Mount locations on block cannot be altered from OEM 9ie. Frame mounts, fuel pump, etc.)
3. Engine must be mounted atleast 72 inches forward from the center line of the rear axle housing, measuring to the bell housing flange at the rear of the block. The distance from the center of the crank to the ground can be no lower than 11 inches
4. Carburetor must be Holley two barrel 500 part # 4412, maximum butterfly and venturi diameter of 1.75 inches. Permanent press in sleeves permitted
5. Competitor must race with the same carburetor used during qualifying or heat races
6. Aluminum cylinder heads or aluminum engine blocks are not allowed
7. Electronic traction control, timing devices or rev limiters are not allowed
8. Antifreeze not allowed
9. 50 pound crankshaft weight rule
10. Must have a 1" inspection plug in pan for inspection of cranks and rods. Call for location

Section # 11 Transmissions

1. Only OEM type transmissions are permitted (3 speed, 4 speed, or automatic) Five speed transmissions, in or out boxes not allowed. All cars must have operable reverse gears. Bert and Brinns allowed

2. Clutch type transmissions must be equipped with approved blow proof type bell housing. A transmission blow proof cover shield is required for automatic transmission cars
3. Only steel drive shafts are permitted. Drive shaft will be painted white and have car number on them. Car must be equipped with a drive shaft loop made of steel with a minimum of 3/16 inch thickness and 2 inches width

Section #11 Tires and Wheels

1. Track Spec Tire : Hoosier D40 OR A40 only
2. 8 inch steel wheels are required
3. Maximum width of car (front and rear) not to exceed 78 inches measured outside of tire to outside of tire spindle height

Section # 12 Fuel/ Fuel Cells

1. Fuel is to be pump gasoline only. Fuel additives are not allowed. Nitrous oxide is not allowed
2. Fuel vent must exit to the left rear, 1 to 1 1/2/ feet from quarter panel
3. An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 galloons. The nominal fuel cell size must be 32 5/8 inches by 16 5/8 inches by 8 7/8 inches
4. Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.
5. Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check valve assembly
6. Fuel cell must be enclosed in an approved container of no less than 20-gauge steel. Cell must be mounted as far forward in the center of the trunk as possible. Bottom of cell cannot be lower than the bottom of the rear frame rails. Four steel straps minimum 1 inch wide by 1/8 inch thick must secure the cell to the trunk
7. A steel firewall not less than 20 gauge thick must separate the drivers compartment from the fuel cell
8. Outside fill is not allowed
9. Fuel line May not exit bottom of fuel cell

Section # 13 Identification

1. Numbers must be atleast 20 inches high and located on both sides of car
2. Car number must also be displayed on the roof, and be atleast 24 inches high. Roof numbers must be readable from the score's tower when car is on front stretch
3. Car number must be atleast 4 inches in height and must be displayed on the right front of the nose piece and rear flap
4. Decals must not interfere with the car numbers.

Section # 14 Personal Safety

1. Please refer to track general rule book for track safety
2. Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulders. Where the harness crosses the rollcage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed
3. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and or padded to prevent cutting of belt
4. Aluminum racing seat is required. Fiberglass seats are not allowed
5. The steering wheel must be steel or aluminum and have a quick release for removal. The center of the wheel must be padded.
6. Window nets must be track approved

Section # 15 Claiming Rules

1. In order to claim a head and intake combo, the person presenting the claim (claimant) must be on the lead lap at the competition of the race. At the time the claim is submitted, the claimant must present \$550.00 cash
2. A claim excludes all of the following parts from the engine being claimed; Block, crank, rod, pistons, flywheel, clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperatures, carburetor adapter, fan and pulleys, clutch ball, clutch arm, throw out bearing, dipstick, water pump, fuel pump, distributor, plug wires, water outlet on intake, rocker arms and stud girdles, oil pan, oil pump, oil pick up, valve covers, push rods, lifter tray
3. The top 5 position finishers must report directly to the tech area and are subject to engine claim by any other driver finishing 2nd on back, on the lead lap at the conclusion of the event. Failure to report to the tech area will result in disqualification and loss of money and points for the first infraction (engine parts still can be claimed) this may be treated as engine claim refusal for second infraction. Driver allowed one claim only per event, regardless of outcome of the claim. The claim is not charged to a claimant who is not awarded the claim
4. Claims must be made to track official immediately after the feature within 5 minutes. Claimed parts must be completely removed within one (1) hour from the time the claim is made and driver agrees to sell claimed parts.
5. A racer's claim can only be presented by the driver (claimant) and only the driver of the car (engine parts) being claimed may agree to sell or refuse to sell the engine parts
6. Refusal to sell or swap forfeits all cash, track points, and trophy winnings for future. Driver will also lose all championship points earned during season. Any driver refusing to sell when claimed will lose their right to race the remainder of the season.

7. Once an engine parts claim has been accepted, the engine is not to be started, under any circumstances. The car is to be pushed to the area where removal will take place. Any person starting a claimed engine may be immediately disqualified from the event and will be suspended.
8. The cylinder block may not be altered in such a way as to prevent it from being used in a stock application. Stock approved OEM components must be able to be immediately used in their stock location. Any sabotage discovered to claim engine parts would result in driver being suspended from the track.
9. No one driver may claim any other one driver more than once during a calendar year
10. When two or more Modified races are scheduled on the same night, claiming is only permitted after the final race. Only competitors who complete both races on the lead lap are eligible to claim. The top f finishers from each race event are eligible to be claimed after the final event of the night
11. A disqualification will not affect a legal claim. The engine will be pulled and transferred prior to any penalties being assessed
12. Un- Sportsmanlike conduct during the claim procedure, or while pulling the engine parts, will result in an immediate \$1000.00 fine and suspension
13. If there is more than one interested claimant for the same engine, the first claimant has rights to the engine claim (first come first serve)

CAN OR CAN'T RULE

DO NOT TRY AND READ BETWEEN THE LINES IN THE RULEBOOK. JUST BECAUSE THE BOOK DOESN'T SAY YOU CAN'T DON'T ASSUME YOU CAN. ANY MODIFICATIONS NOT SPECIFICALLY OUTLINED HERE ARE AT THE TECH DEPARTMENTS DISCRETION. ALL FINAL DECISIONS WILL BE MADE BY THE TECH OFFICIALS, ASK BEFORE YOU ASSUME SOMETHING IS LEGAL. IGNORANCE IS NO EXCUSE

Potomac Speedway, Promoter

Greg Gunter