



# Open Wheel Modified 2024 Rules

## SHOCKS:

One steel, non adjustable , shock per wheel. All shocks must collapse completely. One additional shock allowed in pull-bar area. external or internal bumps ok . No threaded body, front coil-over, air, or remote reservoir shocks. (Schrader valve are OK)Front half may be shielded. One or all shocks may be claimed per event for \$250 each . Claimer may choose which shock(s) to be claimed. Anyone finishing in top 5 can claim shocks, springs

——- \$150 claim rule ——-

## CHASSIS/FRAME

1. Basic IMCA/ UMP chassis rules. Unless otherwise noted.
2. Weight jacks must be within 1" of center line. Stock Clip MUST come past back of engine block.
3. Factory production US car frames. Frame complete in front of firewall.
4. Frames may NOT be widened or narrowed. Front cross member may be notched for radiator clearance. Minimum frame height from ground is 4".
5. Wheelbase: Minimum 108". Maximum 112" Stock front clip ONLY.
6. Rear of frame may be altered to accept leaf or coil springs. NO fiberglass springs or lift bars allowed. No rear torsion bars.
7. Rear of bell housing flange at least 72" forward from the center of axle. Engine offset within 2" of centerline of front cross member. Minimum engine height should be 11" from front center of crankshaft to ground. —

## **TRANSMISSION, DRIVELINE, REAR END, BRAKES**

1. No Direct drives. Must be able to shift forward and reverse with engine running. BERT, Falcon, Brinn type transmissions allowed.
2. Drive shaft may be steel, carbon fiber, or aluminum . NO fiberglass allowed. Must be painted white.
3. No altering of brake rotors or calipers. No single disc brake scalloped or drilled rotors. Must be OEM.
4. All Calipers OEM. No machining or lightening. aluminum (Ok)
5. Any steel approved OEM passenger car or truck rear end allowed (housing and carrier). OEM rear end must use full or mini spool. Quick change rear end OK. Must use steel axle tubes and 10" ring gear with steel or aluminum spool. Only steel axles allowed. No torque dividing differentials

## **SUSPENSION**

1. Steering box must bolt in factory place on frame,NO center steering or rack and pinion. All steering components must be stock OEM. NO aftermarket drag links or center links(ok) . May use tube and HEIM style tie rods.
2. Power Steering pump may be mounted to the bell housing.
3. Stock passenger car spindles only. No fabricated or aftermarket spindles. IMCA approved 3-piece spindles OK.
4. Tube uppers ok . Must be steel
5. No aluminum suspension parts allowed unless listed.
6. Own style lowers A Frames .Stock or aftermarket(Keyser, Allstar, etc)OK. May have HEIM type ends. MUST be stock measurements half inch tolerance. Maximum width front or rear is 78" ZERO tolerance. Measured from outside of tire to outside of tire. Maximum 1" wheel spacer allowed front and rear.
7. Leaf spring. 3 link or 4 link rear suspension allowed.
8. 4 bar rods must be steel rod with HEIM's. No spring or biscuit style 4bar rods allowed.

## **SUSPENSION CONT**

9. Lift bar, torque arm or pull bar allowed.

10. Any coil spring (\$150 claim rule) must be at least 4 1/2" OD. Right front spring MINIMUM 8" tall. Left rear spring MINIMUM 10" tall.

11. The upper front coil spring must be flat and support the spring 360 degrees.

12. The lower front coil spring mount may have single step to prevent spring rotation and accommodate the open end of the spring. The step of the lower front coil spring mount must not exceed 1" in height. The lower spring mount must be welded integral component of the lower control arm. When installed the lower end of the spring must be supported 360 degrees. — —

## **ENGINE RULES**

602 Gm sealed crate engine / certified crate builder 2450Lbs under specs from GM yellow book -GM 602 Crate Motor ONLY.PART

#88958602/19258602/88858602 - May rebuild. Must be by . (yellowbook) NO EXCEPTIONS and sealed to claim 2450Lbs Also we allow the quicksilver 357 CT ENGINE - 8M0156572 -One 4 barrel carburetor. NO Super bowl system allowed. Carb claim rule \$1500 Maximum 1" spacer. (Zero tolerance) may not intrude into carb or intake. One gasket per surface max .070" allowed. - No Tri-Y or merge collectors. Header claim rule \$600. No Traction Control device's of any kind allowed.

## **ENGINE CLAIM RULE:**

\$8200 as it comes from GM. Anyone in top 10 can claim an engine finishing in front of them. NO back claims. In event more than one team claims an engine, team finishing farthest back has first right.

\*\*\*\*Unsealed 602 crate engine 2500Lbs 602 replacement parts allowed other than GM: Pistons; Federal Mogal/Sealed power/Speed Pro replacement piston H815ACP Rings; Hastings 2M486, Hydraulic lifter; HT817 Valves: Manley stock replacement, no undercut stems ,no stainless Bearings; mains, rods, cam: Clevite P series bearings or equivalent, no performance type, no H type, no coated etc. Durabond cam bearings. GM gaskets, made by Victor Reinz, .028 head gasket thickness.

## **FUEL:**

Pump gas, racing gas or e85 . No alcohol, nitrous-oxide, nitrous methane, propylene oxide allowed.

## **WEIGHT:**

2450lbs with Gm or certified Rebuilders seals -2500 unsealed by Gm yellow book or with the parts in list under engines. - 1lb per lap burn off in heats , B-mains, and A-main event.

## **TIRES/WHEELS:**

American Racer Hard or Extra Hard, Stocker Hard, G60 or Hoosier H500. Any Hard or Extra Hard compound may be run on all 4 corners. If it is a Hard compound, it is legal.

Tires may be siped and grooved - 8" wheels (steel only). Bead locks ok

Chemical analysis. Tires that do not conform to benchmark will be deemed illegal. - Tire protest \$120 with \$120 acceptance fee

**First offense-** loss of points and money from night tire was checked -

**Second offense-** \$1000 fine plus 500 points –

**Third offense-** \$5000 fine 1year suspension and loss of all points to date

## **PROTEST:**

Complete engine tear down ,Sealed-engine \$1,000, Unsealed engine \$600, \$200 acceptance fee. \$200 to tech man, \$200 to track. \$800 to winner of protest (sealed engine) \$400 to winner of protest (unsealed engine). All engine tear down will be done in agreements made by track officials.

Anyone caught cheating within bolts/ seals will result in 365 day suspension, and \$2500 fine before they can return racing with the series ,and loss of all points to date . Anyone caught cheating outside the seals / bolts on engine as in valve springs, locks, retainers, etc will result in DQ from that event, \$500 fine and loss of all points from that event plus 250 existing points ....

## **BODY RULES:**

IMCA , UMP, Mid East, South East body rules allowed. Spoilers up to 4" high are optional