

Pro 4 Modifieds of New England

2023
Rules and Procedures

www.pro4modifiedsofnewengland.com/

RULES AND REGULATIONS

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ARTICLE I

Rule Book

The name of the club is Pro 4 Modifieds of New England. It is a nonprofit club. It will also be known as [P4Mods]. Any reference in this book to any of the forgoing or to the club will mean Pro 4 Modified as a club, not as any one person or officer. The club is formed for the mutual benefit and welfare of P4Mods racecar owners and drivers, the promotion of P4Mods racecar development and racing, and the betterment of the sport. The club is primarily in business as a not for profit sanctioning body for P4Mods races. P4Mods may also be promoters of races if the situation warrants, but promotion is not its primary function. P4Mods may co-sanction racing events with other cooperating racing or entertainment organizations.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of P4Mods Competition Events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events; all participants agree to comply with these rules.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The President shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

No expressed or implied warranty of safety shall result from such alteration of specifications.

The P4Mods Rule Book and any amendments thereto, shall be effective immediately upon majority vote of owners and Officials, and shall apply to all P4Mods events.

Amendment: The P4Mods Rule Book can only be changed mid-season by a 75% majority vote of owners and lifetime members that are in good standing with the P4Mods.

Interpretation and Application: The interpretation and application by the P4Mods Officials of the P4Mods Rule Book shall be final and non-appealable. In consideration of receiving the benefits of P4Mods membership and in effort to promote orderly conduct of race events, absent bad faith on the part of any P4Mods Official, all members agree that any interpretation or application of the P4Mods Rule Book by a P4Mods Official is non-litigable, and further agree that they will not initiate or maintain any legal action against P4Mods or its Officials, agents, or sponsors to reverse or modify such interpretations or applications or to recover monetary damages or any other equitable relief. Any member who initiates such an action in violation of this section shall be responsible for all costs, including reasonable attorney fees incurred by P4Mods in defense of its Officials, agents, and/or sponsors, all members hereby waive any right to a trial by jury in such action and accept that the matter will be tried before a judge of competent jurisdiction.

Finality: The interpretation and application of the P4Mods Rule Book by the Officials shall be final and **not subject to appeal.**

Extraordinary Circumstances: In the event circumstances, which are unforeseen or extraordinary, are presented to the Officials, strict application of the Rule Book may not allow them to adequately address the situation. ON these rare occasions, the Officials may make such determination, as they deem necessary to resolve the situation.

Article II

Membership

Life Member: Life Membership shall be granted to those special members who have given unselfishly to the P4Mods not less than ten (10) years of dedicated service. Life members shall have all the rights and benefits of a voting member and shall be afforded this membership for life and exempt from all P4Mods membership fees. Candidates for Life Membership shall be nominated by the President and voted upon and approved by the Board of Directors. A President may nominate, and the Board may approve no more than three (3) candidates for Life Membership in a calendar year.

Life Members:

Dan Meservey, Sr. Harry Kourafas, Sr.
Bill Gaston

Suspension/Termination: P4Mods may suspend or terminate any membership for a prescribed period {including indefinitely} if it determines such action is in best interest of P4Mods auto racing. The suspended/terminated member will receive documentation as to the grounds for suspension/termination. Similarly, any member may voluntarily terminate his/her membership in P4Mods by surrendering his/her membership card to the Secretary and notifying the Secretary in writing of his/her intentions to terminate membership. Any member suspended/terminated involuntarily may appeal to the Board of Directors.

Independent Contractor: All P4Mods members acting as such capacity shall be independent contractors and shall not be employees, servants, or agents of or for P4Mods. It shall be each member's obligation to supply any tools or other equipment needed to function in their capacity as a member of P4Mods. All members shall be responsible for actions of their employees or agents. Members assume and take all responsibility for all charges, premiums, and taxes, if any, payable on any funds they receive as a result of their racing activities, including, without limiting the generality of the forgoing, social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

Dues: Dues paid to the club help to cover the costs of awards, events and other expenses related to the operation of the P4Mods. Club dues are to be paid at the first attended event. Dues not received at the first event will be withheld from any purse earned until paid in full. Dues will not be pro-rated. The amount for joining the P4Mods will be \$125. The registration form can be found on the website.

Article III

Race Day Rules and Procedures

1. The Race Director has complete control of the race while we are on the track. All communications will go through the flag person by our Race Director or the track tower. **If an instruction is given to a team it must be followed.** All questions can be answered after the race or heat.
2. The Pit Steward as designated by the Officials, will have complete control of the pit area, line-ups, and coordination of all teams for their appearance on the track. Cars not lined up in time for an orderly appearance will be asked to go to the back of the line unless permission is granted to fix a problem.
3. All spotters are required to sit in a specified area at each race. This allows easier communication between other spotters and our Race Director or racetrack director. In addition, an individual with a club radio should be available in the spotter's sections to communicate with the Race Director regarding cars that are being worked on to get back into the race from the pit area.
4. All participants in the feature must run the same tires that were used for the qualifying heat race in the same event.
5. Re-entering the track during a yellow condition will be explained during the Drivers Meeting. No team members may assist a car or driver on the track during a yellow or red condition. Scoring will stop for this team if this happens. Any questions about the condition of your car, or a potential problem, will be directed to our track officials on the track. If additional review or inspection is required, the track officials will make that call and ask for assistance. If you are unsure of your starting position during a restart, the flagman will assign you a position. All lap cars will be placed to the rear of the field if time permits during all restart conditions.
6. A car assigned to the rear of the field will go to the rear, including all lap cars. No advancement of your position is allowed, **even if the car in front of you waves you ahead.** You must stay at the rear of the field. You must hold your position until your car has passed the designated start line. It is up to the lap cars during the restart to be professional and let a non-lap car through the field. Lap cars need to be notified by their spotters that a non-lap car is trailing the field.
7. A car causing a yellow three (3) times will be black-flagged. Any car driving around the track in the wrong direction during a yellow flag will also be disqualified.
8. Drivers Meetings are mandatory. Not attending the meeting will start the team at the rear of the feature race. If you are not present at roll call and are late to the meeting, you will also start at the rear of the field.
9. All cars starting the feature race without qualifying in the heat will start at the rear of the field. This is to be determined as the last car in the field.
10. Within the last 3 laps of the race, a double file restart will only occur one (1) time. If a restart is required after this, it will be a single file restart.
11. Cleaning tires on the track will stop as soon as the pace car has its lights out or the flagger gives the one-to-go signal. The field will get in line and get ready to race without endangering other cars.

12. The pole-sitting car has control of the start of, and any restarts during the race. The outside pole team will not start or anticipate the start of the race. The pole car will begin the start of the race or a restart when the green flag is displayed. One warning will be issued to any team causing an issue on the restart. If there is a problem after the warning is issued, the car will be put to the rear of the field.
13. Any car bringing out the caution flag will be put to the rear of the field, no exceptions. Any penalties for the yellow flag will be assigned by the flagman during the race under the yellow flag.
14. Any driver or owner refusing to obey the starter or race director while on the track shall be disqualified from that race.
15. Any car that spins another car including the leader will automatically go to the rear of the field.
16. The Race Director, or the track officials, shall be the final authority on whether a car is considered to have been involved in an accident.
17. Single direction communication is required at a minimum for all drivers. All drivers must be able to hear the race director either directly or through their spotter. An instruction will be given three (3) times, if the driver does not comply, they will be disqualified.
18. The pole sitting car has the right to choose his/her preferred line on restarts only. The initial start of the race will be determined by heat races.

Article IV

Points, Line-Ups, Handicap Points

There will be NO points fund established for the 2023 Racing season. All purses will be paid to the car owners after each feature race. Payouts will be determined by the amount of the purse that is received from each racetrack. The purse is based on a pre-determined amount negotiated with the track and is paid per car taking the green flag (minus the amount required for administration, club insurance and other expenses incurred by the P4Mods).

Any eligible driver may drive any P4Mods registered car. The driver qualifies for the position, not the car. A driver may drive as many cars as he/she wishes. He/she will only receive points for the car he/she drives at the start of the feature.

Handicap System: Race one (1) is a draw for position, Race two (2) is an invert of the race one total points. Race three (3) is a total of race one and two points, each race after is the total of the previous three races total points. When a race is missed the driver will be given 55 points. Disqualifications will be awarded 65 points.

Handicap points will be used to determine qualifying heat line ups. Feature race line ups will be determined by qualifying races. Feature winners from the current season can start no closer to the front than the 3rd row and the last feature winner will start in the final qualified spot ahead of any rookies or cars started at the rear based on committee decision. The first race of the year for a driver will count as winning the previous race for handicap purposes and will start in the final Qualified position not occupied by the actual race winner from the last race.

A team representative must check in with the club official handling line ups as soon as they arrive at the track. If a car does not check in, they will start the heat race with maximum handicap

The handicap belongs to both the driver and the car as earned. The higher handicap will be used in the event of a driver or car substitution. Example: Driver A of car A has a handicap of 130, Driver A substitutes as driver for car B, car B has a handicap of 100, for purposes of qualifying line up the higher handicap of 130 will be used.

If a car is moved to the rear due to decision of committee or owner/driver, then that line will move forward one position.

In the event of a change of driver during a race, the car will restart at the rear of the field and the original driver will get the points that the car earns.

For several reasons, competitors will occasionally request that they start at the rear of the field. **Any competitor that wishes to start at the rear of the field must declare as such prior to the end of the Drivers Meeting.** Situations such as mechanical failures will be reviewed by the Race Director, Pit Steward and/or present Officer(s) if a request is made after the Drivers Meeting.

If a competitor drops out after the lineup has been determined and recorded or has been granted a pass to start in the rear, then the line for which the competitor was in will move straight up. No crossing of positions.

Rookie Driver: Any Rookie is required to start at the rear of the field for at least three (3) races. The Officials will decide by the end of three (3) events as to whether the rookie will have to continue to start in the rear for more experience or will drive from the car's handicapped position. The rookie will be instructed by the Officials as to the primary rules of P4Mods racing before being allowed to compete. Rookie drivers will receive handicap points according to their finish order in heat and feature races.

Points: will be awarded to Drivers for each race event providing he/she takes the green flag.

1. Heat races will start at 5 points and drop 1 point per position down to 1. Each driver starting a heat race will receive a minimum of 1 point.
2. Feature events will start at 50 points and drop 2 points per position. Any driver who does not attempt to participate in the heat race will have 5 points deducted from their Championship points for that feature; however, they will be allowed to keep their feature finishing position.
3. Inclement weather points are 10 points, pit pass must have been purchased and 1 practice must have been run to receive these points.
4. If a driver comes to a race and cannot compete in a heat or feature due to mechanical failure during that event, they will be awarded 14 Championship points. If there are 19 or more competitors at that event, the driver will be awarded 2 points less than the last place finishing car.
5. Any driver who competes in all the races will be awarded a total of 10 bonus points at the end of the season. Competing is defined as starting each feature race and taking the green flag. Drivers will be allowed to drop one race in the current season without affecting attendance bonus points.

6. Payout of all race purses and Championship cash awards shall be made to the car owner. The Championship cash awards will be paid to the car owner based on the driver's Championship points.
7. Disqualification will result in 0 championship points and maximum handicap points for that event.

Article V

Safety

P4Mods will not compete on any track unless there is adequate fire protection equipment, and at least one ambulance, properly equipped and with trained medical personnel in attendance.

All members acknowledge that automobile racing is an inherently dangerous sport and assume all risks with participating in P4Mods events and further agree to notify their family of their participation.

While P4Mods, its Officers, and members attempt through enforcement of these rules to reduce that risk, it cannot be completely eliminated. Therefore, it will be responsibility of P4Mods, the promoters and the members to share the responsibility for safety at the racetracks. The promoters are ultimately responsible for providing all required safety equipment and personnel and for maintaining the race facility in such a way as to reasonably ensure the safety of all P4Mods members at the facility.

Ultimately, all competitors are responsible for inspecting the facility for proper safety procedures and reporting any apparent deficiencies to P4Mods or the promoter. In addition, car owners and members/competitors are responsible for the safety of their racecars and agree that neither P4Mods, nor the promoter shall be responsible for any occurrence as a result of an inadequacy of the safety equipment on any members/competitors P4Mods racecar.

If practicable, any member/competitor injured at a racing facility during a P4Mods racing event must notify the race facility before leaving the event.

Article VI

Competition

A P4Mods event is a racing event, which there is a written agreement between the promoter of such facility and P4Mods Officers.

Only current registered drivers in good standing may compete.

The use of vulgar language, alcoholic beverages and/or narcotics is prohibited in the pit area during the course of any P4Mods event or at any meeting. Vulgar language carries a fine of \$50.00 per person per incident.

All members/competitors agree to abide by the rules and regulations of any racing facility at which a P4Mods event is held. Owners shall be responsible for all who have pit passes on his/her car and will be held responsible for ensuring that the conduct of those persons is in accordance with P4Mods rules and regulations.

All owners, drivers and pit crews must present a neat and clean appearance.

All cars competing in a P4Mods event are subject to inspections by P4Mods officials for compliance with the P4Mods rules and regulations before they are permitted to race.

Article VII

Car Identification

The # 22 and 11a are officially retired

Cars will be required to use only the numbers assigned at the time of registration **AND APPROVED BY THE P4MODS OFFICIALS**. Numbers are to be given on a first come first serve basis. Owner from the previous year will be given first preference if he/she is in good standing and has participated in at least one event from the previous year. **THERE WILL BE NO DUPLICATED NUMBERS**. The number shall be applied to both sides, roof and on the front of the car facing the flagger as to be easily identifiable at a reasonable distance. Roof and door numbers must be at least 18 inches in height, In addition, the car number must be displayed once facing forward (ex: the passenger front window area or upper corner of the nose cone) on the vehicle and one on the right rear panel. This number must be easily identifiable. Cars designated as a Pro 4 Lite division will be identified by the letter "L" being placed on the hood next to the cars minimum weight and engine size.

Any car that is not entitled to the number must have a new number on the car in such a manner to satisfy the Officials.

Article VIII

Driver Requirements

All drivers are required to wear suitable fire retardant, long sleeved uniforms, gloves, and shoes when driving. The Officials may approve uniforms. Arm restraints, helmet restraints, fire retardant hoods, socks and underwear etc. are encouraged. Driver's name and blood type, if available, are also encouraged to be installed on the front of the driver's uniform.

All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the Snell Foundation specifications and are label as such. All drivers must wear a Hans Device or other rigid restraint. **NO NECK COLLARS**. The P4Mods Officials will order questionable helmets replaced.

A Rookie driver is one who has never or has seldom driven a Regular Pro 4 Modified or Pro 4 Lite racecar in competition. A rookie must have a yellow strip across the rear bumper.

The minimum age for drivers is 14 years old if allowed by the track. These Drivers will only be allowed to race in the Pro 4 Lite Division and must start at the rear of the field until the Officials and Committee decides otherwise.

It is the responsibility of any and all drivers/owners and/or responsible parent or legal guardian to ensure that they are in compliance with the rules and regulations of each individual track to be eligible to drive at their facility.

Article IX

Technical Requirements

Competition Committee: Have complete authority to inspect any race care at any time. Their decisions concerning matters pertaining to their duties shall be binding and final in keeping with track management. The Officials may hire an independent non-club member for the position.

All cars must arrive at the track in good mechanical condition and of good appearance. Any car, in the opinion of the Officials that is not in good condition will not be allowed to participate in an event. The Officials must be able to provide an adequate reason for this decision.

All cars shall be required to pass technical and Safety Inspections prior to the first race. Any car that shows non-conforming application of P4Mods rules, or workmanship, shall be barred from all competition until such faults are corrected. The decision of the P4Mods Officials is final. **Car owners are solely responsible for the building and maintaining of a safe car.**

The location for technical inspection will be announced at the Drivers Meeting. It shall be the driver's responsibility to ensure that his/her car is present for technical inspection. The Officials may waive inspections, under certain circumstances, but the determination must be made and announced at the Drivers Meeting.

Any change(s) to a car that significantly alter the car or safety of the vehicle must be reported by the owner to the Technical Committee for re-inspection. If you are found to be illegal due to an unreported change(s), all season points will be revoked.

Each registered car will be required to have in their individual pit area a readily accessible, working fire extinguisher, minimum 5 lb. capacity, dry chemical or CO2 recommended.

Any hardtop car with an 87" to 102" wheelbase is allowed. No convertible, station wagons, roadsters, or pickups. The bodies may be fabricated but must resemble the original body.

Only open wheel cars are permitted. Both front tires and the right rear tire must be completely exposed. Left rear may be exposed at the builder's option.

The rear panel of the car must remain closed with the exception of a 5-inch opening. The opening must be screened in with a maximum ¼-inch mesh. The front windshield bar must be higher than the driver's helmet. A third windshield bar is mandatory. A securely attached and approved window net that is within 5 years of the manufacture date is required in the driver's window, frayed or damaged nets must be replaced. A securely fastened mesh shield is mandated for the passenger's side of the front windshield.

Rear spoilers are allowed. No more than 5-inches exterior. Airfoil effects must remain inside the body area.

Body, engine, and chassis do not have to be from the same manufacturer.

No front wheel drive systems are permitted.

Aluminum or carbon fiber drive shafts, side windows, rear windows, ground skirts lower than the chassis rails, full length belly-pans, wings of any type or adjustable suspension controlled from the cockpit by the driver **ARE NOT ALLOWED**. Side rear quarter windows are allowed.

No carbon fiber to used anywhere. No titanium allowed anywhere on car except where specifically mentioned in engine rules.

All cars must have two (2) approved drive shaft safety hoops, recommended to be made of at least 1" wide by 0.125" thick steel strap.

A securely mounted fire extinguisher, within the driver's reach is mandatory. Fire suppression systems are recommended.

Radio: Radio scanners are mandatory for all drivers/spotters. Each Driver must have a scanner set to the tracks frequency or be able to hear their spotter that can hear the race director.

Brakes: All four wheels must have brakes in good working order. All brake lines must be run and secure in a safe manner. All brake lines shall be made of DOT approved material, no line locks.

Tires and Wheels: Maximum allowable tire circumference is 80 inches. Maximum tire width is 10 ½ inches. Maximum wheel width is 11 inches. Steel wheels only. **NO aluminum, alloy and or carbon fiber wheels are allowed.**

Tires: Max 8 Tire inventory. 4 new "sticker" tires can be run only in heat races of the first scheduled race of the season. You may purchase a maximum of 6 tires at or prior to the 1st race of the season. Cars that do not attend the first scheduled race of the season must run 2 new "sticker" tires in practice at the first race attended. They then can put 2 new "sticker" tires on for their heat race. After the first attended race of the season only 2 new "sticker" tires maybe installed at any race thereafter.

You will be required to do a tire inventory card at EVERY race. There must be AT LEAST 4 tires on your card from previous tire cards. Competitors that have not turned in a tire card prior to the start of the heat races will be disqualified from that event.

Tires will be marked before each Heat race. If a tire needs to be replaced between the heats and feature race it must be marked by a tech official. After the first scheduled race 2 tires must have been marked at a previous race. Only 2 new tires may be run in any heat and feature at any race.

If you cut/damage a new tire put in inventory that night during a heat race, it must be brought to the tech committee and or officials of the PRO-4's to get a replacement, you only have 2 emergency tires for the season. It must happen during that night's heat race, a cut tire in a feature will be deemed a used-up tire. If you decide to use someone else's take off tires, they will be counted and considered "NEW" to your inventory and same rules above will apply. There are no exceptions to this rule, if you wreck your car and drive someone else's, you are subject to their inventory or your own if you put your number on it.

Safety Switches: The driver, when securely belted in their seat, must be able to reach and operate the fuel and battery safety shut offs, Longacre type engine shut off switch and all toggle switches.

Transponders: The transponder bracket is to be mounted to the outer body panel, right side of the car, 40 inches back of the center of the upper ball joint, no more than two feet off the ground. A member of the Technical Committee should inspect the placement of the bracket.

Seats: A seat must be made of aluminum of at least 0.095" thickness securely mounted to the chassis at the bottom and back of the seat. Securely mounted requires a minimum of six (6) 3/8 bolts and 3/8 x 1 ¼ fender washers, four (4) on the floor and two (2) in the back. At least three (3) straps 1 x 1/8" mounted horizontally or vertically are recommended. Seats with an integral headrest are recommended.

Seat Belts: A 3-inch lap belt, shoulder harness and crotch belts with date tags attached, and not more than three (3) years old at the time of inspection are required. Shoulder belts must be attached to a separate secured bar located behind the driver's seat; this bar is to be located within 3 inches of the shoulder belts opening in the seats to the belts are secured at shoulder height.

Fuel Cells and Fuel: Fuel cells with a maximum capacity of eight (8) US Gallons are mandatory. All fuel cells must have inner foam, a rollover spill valve, and must be encased in a steel container. The fuel cell must be mounted in the racecar behind the rear axle in a secure manner, with at least two (2) straps lengthwise and two (2) crosswise. Only gasoline allowed.

Gasoline only, no additives, maximum alcohol content of 10%, any octane rating allowed.

No antifreeze is permitted.

Electric Fuel Pumps: Are allowed with the proper feed line shutoff valve mounted on the right side of the driver's compartment to be easily reached by an outside attendant. Handle must be labeled "ON" and "OFF". All fuel lines, filters and pumps must remain inside the mainframe rails. **Electric fuel pump power source must be tied in with the engine oil pressure switch**, such that the fuel pump must shut off when the engine is not running.

Chassis Offset: The center of the chassis is measured between the front frame rails. All cars must have OEM type upper and lower ball-joints. Chrysler screw in, GM and Ford bolt in types are allowed. No spherical rod ends are permitted to replace ball joints. A maximum offset of 10 inches is allowed at the left side chassis rail. The inside of the left rear tire may not be any further to the right than the inside of the outermost left side chassis rail. The driver's body must remain within the frame rails and the roll cage area. Door bars may not extend more than 6 inches outward beyond the outer frame rail. Maximum allowable track width is 76 inches, measured to the outer sidewalls of the tires.

Batteries: Must remain inside the mainframe rails, in front or behind the firewalls. No batteries are allowed in the driver's compartment. A battery shut off switch is mandatory and must be mounted on the right side of the driver's compartment such that an outside attendant can easily reach it. The switch must be clearly labeled "ON" and "OFF". A battery box is recommended unless battery is completely sealed.

Mufflers: Racecars are required to be fitted with a working brand muffler at all times, at all events. No alteration is permitted except for the welding on of tabs or other means of attachment to the muffler to the exhaust system. It must also have a turnout pointing down at the track. If the Technical Committee deems it too loud, the car owner will be notified, and a replacement must be installed, prior to the next race.

Weight: The required weight for each car is listed below and is applicable post-race. A one-time allowance of .5 % will be given if a car fails to meet its designated minimum. Required weight will be listed on the hood along with the engines displacement.

All ballast must be bolted with a minimum of 2 grade 8 through bolts or welded securely to the main frame rails, or within the mainframe rails (within perimeter). No ballast is to be mounted in, or to the NERF bars. NO lead is to be placed inside the NERF bars. The maximum ballast is 300 lbs. All ballast is to be painted white and be lettered legibly, with the car # and the weight of the ballast. **Any lost ballast during a race will result in disqualification.**

Weight may be added or subtracted to cars by officials in the best interest of competition.

Roll Cage, Frame and Floor: The roll cage material must be at least 1 ½ inch diameter round steel tubing of at least 0.095-inch wall thickness. The main chassis frame rails, from the front bumper to the rear bumper mounts, are recommended to be made of steel tubing of at least 5 ½ circumferences and at least 0.095-inch wall thickness. Three evenly spaced horizontal door bars (with at least two vertical tubes evenly spaced between each horizontal tube and between the lowest horizontal and the frame rail) are required on the right side, not including the main rails.

Three door bars are required on the right side if the driver sits within 14" of the right-side frame rail.

Roll cages must be constructed to protect the driver from impact at any angle. A padded headrest must be attached to the roll cage behind the driver's head or be part of the seat. All interior roll cage and sidebars must be properly padded.

Gussets are required on the main roof bars. Cage bars must be padded in the area of the driver's head, left arm and leg areas. A third roll bar is required in wide roll cages to protect the driver. A vertical bar is required between the upper and lower bars forming the window opening on the left side to protect the driver's head in the event of a side collision. All cage bars on the left interior side (interior left door) shall be covered with at least 12-gauge steel welded in place.

The four legs of the front and rear roll cage hoops must be securely welded to the main frame rails. The fuel cell must be protected from a rear impact by a full chassis/clip, with a cross member made of at least 0.095 inch wall thickness and equal in dimension to the frame rails, in addition to the lower fuel cell guard.

The driver's compartment floor, extending from the pedal area to beneath the driver's seat is to be made of a single thickness of at least 12-gauge [0.100] inch sheet steel, welded to the frame. Riveting is not acceptable. No stacking of thinner sheets to achieve the 0.100" thickness is permitted. A floor of 0.125" thickness is recommended.

A safety fire wall of at least 22-gauge steel separate the driver from the fuel cell, radiator, battery, and engine compartment and must be fully sealed.

Roof panel must be easily removed by either quarter turn "Dzus" fasteners or hood pins to easily extract the driver.

Bumpers and NERF Bars

Front and rear bumpers must be centered to within 1 inch of 15 inches from the ground and must be a minimum of 3 inches. Both front and rear bumper ends must be turned inward. The front bumper cannot be more than 3 inches wider than the front frame horn with bracing of the bumper is permitted. The bumper must be bolted with; at least, 4 grade 8 bolts, 3/8 inches in diameter. Rear bumper is recommended to the car width. Double NERF bars are required on both sides of the Pro 4 Modified in the door areas. The bars must be constructed of either 1.25" diameter 0.083" wall mild steel tubing or 1.25" diameter 0.065" wall steel tubing. The left side must remain 0.095. If you choose to use 0.065 tubing on the front bumper, you must place 2 diagonal 0.065 braces. The horizontal tubes must run parallel to each other from the rear roll cage hoop to at least the front hoop. NERF bars must be securely attached to the rear hoop in two places and in at least one place to the front hoop.

DO NOT attach NERF bars to the door bars. One vertical tube of the same material as the NERF bars should be located between the horizontal tubes at the rearward bend, with at least one addition tube located midway along the length of the doubled section. The lower tube must be centered within 1 inch of the rear wheel axle center height. NERF bars may not extend outward/inwards more than 1 inch beyond the center point which is a line drawn from the outside of the front tire in a straight-ahead position to the outside of the rear tire. Front bumpers must not exceed 30 inches from the center of the ball joints.

Pro 4 Modified General Specifications

Clutches: Clutch assembly must operate in a stock manner. It must have a pressure plate, clutch discs, throw-out bearing and a flywheel. After-market clutch units are permitted providing they meet the first two requirements. Minimum weight for the complete assembly, not including throw out bearing is 10 pounds. A blow blanket or scatter shield approved by a tech inspector is required around the top and left side of the clutch housing. All bell housings must have a minimum 1 1/2" inspection hole, located in a convenient location for easy visual inspection of the clutch assembly. No stock clutches will be permitted.

Transmission: No automatic or semiautomatic transmissions allowed. Quick-change transmissions are only allowed in cars without quick-change rear ends. Transmissions must have a minimum of two forward gears and one reverse gear.

Rear Axle: Quick-change rear ends are allowed when use in conjunction with non-quick-change type transmissions. Only solid or gun drilled steel axles, no titanium or twist axles allowed.

Shocks: Canister shocks are not allowed.

Tires: Cars required to weigh greater than 1875 pounds or equipped with the Duratec 2.5 engine will run Hoosier F45 tires on the right side and F15 tires on the left side during the 2023 season. All other cars will use Hoosier F25 tires on the right side and F15 tires on the left.

Engines: Any four-cylinder automobile engine, from any manufacturer up to 2300cc that meets the following criteria.

1. No after-market block or head castings are permitted, Esslinger cylinder heads are allowed.

2. No rotary engines are permitted
3. Maximum of 8 operating spark plugs and 16 valves allowed
4. Maximum allowed displacement is 144.45cu (2360cc). Maximum bore when cleaned up can be no more than .050" greater than stock.
5. All engines must be no more than 1" to left of the center of chassis using the center point of the crankshaft to measure.
6. Engine must remain in front of or behind driver
7. No traverse mounted engines
8. Engine may not be tilted more than 25 degrees from vertical
9. Part numbers must be in a factory catalog (blocks and heads)
10. Only magnetic steel connecting rods. No titanium rods allowed
11. Only carburetors, maximum of four venturers
12. Maximum choke size for multiple carburetors is 46mm
13. No superchargers, fuel injection, or turbochargers
14. Engines must be self-starting with an operating starter system
15. Head and block castings must be mass-produced for highway use
16. An inspection hole in the oil pan is recommended for viewing of rotating parts.
17. A one-quart overflow container for the cooling system is required
18. The twin cam engine cylinder head must remain stock (no porting or welding). Be on the same manufacturer's engine block and the only upgrade can be springs to accommodate the camshaft. No titanium valves allowed.
19. Gear rule in effect for Thompson Speedway (5:10) and Stafford Speedway (5:29)

2023 Engine and Weight Rules

Any 4 Cylinder Engine not described in these rules must be approved by the competition committee and meet the following weight requirements. For V6 cars see the V6 engine rules.

2300cc Minimum weight is 1950 lbs. 57% left side
 2200cc Minimum weight is 1900 lbs. 60% left side
 2150cc Minimum weight is 1875 lbs. 60% left side
 2100cc Minimum weight is 1850 lbs. 60% left side
 2050cc Minimum weight is 1825 lbs. 60% left side
 2000cc Minimum weight is 1800 lbs. 60% left side
 1800cc Minimum weight is 1700 lbs. 60% left side

Add 25lbs for Side Draft Carburetors.

All four (4) cylinder engines above 1750cc are limited to 8000 RPM.

It IS THE OWNERS RESPONSIBILITY to prove RPM setting, either with 8000/6250 MSD chip, RPM dial setting with electromotive "chatter box", or with a laptop for systems without an external limiter, such as Megajolt, Megasquirt, AEM Infinity ECU, or MSD part #8673 or #8728. This will be spot checked often and top 5 after feature. Viewing RPM on a tachometer with memory function will no longer be accepted.

ANY 2023 rules MAY BE ADJUSTED to ensure an equal and competitive racing division and not disallow any car to not compete during the 2022 season.

Ford "Lima" Engine

General:

1. Two valves per cylinder, single cam only.
2. 2-barrel Holley or side draft carburetors only. No fuel injection.
3. Normal Engine Machining to increase compression and restore surfaces is allowed.
4. Maximum 0.050 overbore to clean cylinders.

Crankshafts: Titanium crankshafts are not allowed. Steel or cast crankshafts only. No knifing edging, Balancing is allowed. Billet crankshaft cars must weigh 1750 pounds.

Piston: Any forged or cast aluminum pistons are allowed.

Rods: Only magnetic rods are allowed. No titanium, aluminum or other ultra-light rods allowed.

Camshaft: Any camshaft is allowed. No titanium valves are allowed.

Valve Spring: Any valve spring is allowed.

Intake Manifolds: Both flat plane and high-rise intakes are allowed for 2-barrel carburetors.

Carburetor: Any two-barrel carburetor is permitted. Side Drafts permitted on 1750cc and below.

Carb Spacers: Spacer of maximum height of one inch is permitted. No wedge shape spacers allowed. Both top and bottom must be parallel. The porthole may be tapered to meet the stock intake opening. No additional opening for the induction of air allowed. Only one 0.075 gasket per side of spacer is allowed.

Cylinder Head: The following cylinder heads are allowed:

- Any steel cylinder head with any work being done is legal, 1700 lbs. and 60% left side.
- Esslinger Aluminum D-port head is allowed. No port or polish or oversized valves. Milling to increase compression is allowed, 1700 lbs. and 60% left side.
- Esslinger SVO cylinder head with no port or polish work having been done and no oversized valves a 350 or 500 cfm 2-barrel carburetor. Minimum weight is 1850 pounds and 60% left side. Add 25 pounds for side draft carburetors.
- Engines with less than 2100cc 350 or 500 cfm 2-barrel carburetor, minimum weight is 1850 lbs. and 60% left side. Add 25 pounds for side draft carburetors.
- Cars with a Lima type of engine not listed above must be 1950 lbs. and 57% left side.

Oil System: External oil pumps are permitted.

Displacement: Max displacement is 144.45cu (2360cc).

Weight: The minimum race weight with driver and ballast is 1700lbs.

No titanium parts allowed.

Duratec 1.8/2.0/2.3 Liter Motors

Weight requirements:

2.3 Liter cars with stock compression ratio, and either 40mm side draft motorcycle style carburetors or a 2-barrel style carburetor will need to weigh 1700 pounds with 60% left side weight.

2.3 Liter cars with 10.1 to 12.9:1 compression and either side draft or a 2-barrel style carburetor will need to weigh 1800 pounds with 60% left side weight.

2.3 Liter cars with compression ratio greater than 12.9:1 and a 2-Barrel carburetor must weigh 1925 pounds, max 57% left side weight. 1950 pounds with multiple carburetors.

1.8- or 2.0-Liter cars will need to weigh 1700 pounds.

Engine Block - Factory cast aluminum Block with factory Bore sleeves. No aftermarket blocks or sleeves. Block must be factory cast with either 1.8L, 2.0L or 2.3L on the side. NO 2.5L blocks

Crank shafts – Crank shaft stroke must match the block it is being used it. No stroker kits. Stock cast or steel crankshaft. Only basic Machine work for cleaning of bearing surfaces and balancing purposes. No Knife edging or lightening allowed. Keyways for locating timing gears and crank shaft drive pulley are allowed.

Connecting Rods – Magnetic steel connecting rods only. No long rod conversions. Rods must match the stroke of the block and crank shaft being used. NO STROKER KITS

Pistons - Maximum compression ratio 12.9:1 to be achieved by domed pistons. Piston Compression Height must match the OEM specs. Pistons allowed are:

2.3 Liter Engines:

Wiseco: KE628M875, KE628M88, K629M857, K629M88

Supertech: P4-DU875-N2, P4-DU875-P1, P4-DU88-N2, P4-DU88-P1

Stock Replacement Ford or Mazda pistons that Match the block being used are allowed.

Any Piston Ring can be used.

Any unspecified Piston is subject to Official approval.

2.0 Liter:

Pistons allowed as above and including:

Wiseco: KE257M875, KE 257M88

Supertech: P4-DU875-P7, P4-DU88-P7

Stock Replacement Ford or Mazda pistons that Match the block being used are allowed.

Any Piston Ring can be used.

Any unspecified Piston is subject to Official approval.

Head Gasket - Felpro part number 26250PT,
Ford Part number 1S7Z-6051-AA,
Mazda Part Number L3G2-10-271A

Cylinder Head - Cylinder heads must be Stamped on the back of the head with “FoMoCo” Ford or Mazda 2.0L, 2.3L or 2.5L cast aluminum cylinder head can be used as it comes from the factory. No milling to increase compression, no porting or polishing. Head must measure no less than 4.980” from the head gasket surface to the valve cover gasket surface, allowing for .010 to be cleaned from the head to create a flat sealing surface. Cylinder heads requiring more milling are no longer serviceable and must be replaced. The 2012+ Focus high port head is not allowed.

Valves, Springs, and Retainers: Valves to remain stock size. Intake 35MM, Exhaust 30MM, Stainless steel valves are allowed. No titanium valves. No swirl polishing. Valve springs can be upgraded as needed to handle higher RPM and account for cam changes.

Titanium Valve retainers are allowed.

Crower part number: 87083-16

Supertech part number: RET-TS5.5-T1.
Brian Crower: BC0400 or BS0400S

Cam Shafts – Any lift camshafts are allowed. Adjustable Cam shaft sprockets are allowed. No Variable Valve Timing systems. Stock Timing chain components only.

Intake/Carburation – Ford Flat plane Intake can be adapted to be used in conjunction with a Holley 500 or 350 CFM carburetor.

Side draft carburetors such as Weber DCOE Maximum 42mm Choke or Motorcycle style carbs Maximum diameter of 40mm are allowed. Flat Slide carburetors are allowed.

No Fuel Injection. No forced induction.

Fasteners – Cylinder head studs are allowed. Crank shaft girdle studs are allowed. Upgraded Camshaft sprocket bolts and Flywheel bolts are allowed. NO TITANIUM FASTENERS.

Clutches – 5.5in and 7.25in racing style clutches are allowed.

Flywheel – Lightweight fly wheels are allowed.

Maximum RPM 8000

2.5 Duratec Engine

Engine must be approved for use by club officials or approved engine builder.

Maximum RPM is 6500. To be set with by club officials. A working memory tachometer must be in the car. A car reading less than 5000 RPM during post-race inspection will be disqualified.

Block must say 2.5L on the side and have a stroke of 100mm (3.94in) and a bore of 89mm (3.5in) no over boring of cylinders allowed.

Tires: F15 on left, F45 on right

Weight: 1850 pounds minimum with driver Post race. Maximum 60% left side weight.

Pistons: Must remain stock Ford part number 8E5Z-6108-AC

Piston Rings: stock replacement rings only. No Total seal or gapless type rings allowed.

Connecting Rod: Must remain stock Ford part number LX6Z-6200-A

Crankshaft: Ford part number DV6Z-6303-B Underdrive crankshaft pulley is allowed. Crankshaft may be machined to accommodate a key for the purposes of mechanically locking the timing chain sprocket.

Cylinder Head Gasket: Ford Part Number 8E5Z-6051-B or aftermarket oem equivalent. No cometic or thin gaskets.

Cylinder Head: Cylinder head must be ford casting, original 2.5 head. No port and polish work are allowed. Head must measure no less than 4.980” from the head gasket surface to the valve cover gasket

surface, allowing for .010 to be cleaned from the head to create a flat sealing surface. Cylinder heads requiring more milling are no longer serviceable and must be replaced.

Camshafts: Crower part numbers 62553-2, 62551-2 may be used. Original Ford camshafts may also be used.

Valve Springs: Valve springs may be upgraded to accommodate the crower camshafts. Aftermarket retainers are allowed.

Carburetors: No Fuel injection. Either a gauge legal Holley 500 or 350 2 barrel or Kiehin CVR type carburetors 40mm max choke size. An intake spacer of 1in is allowed to adapt a ford SOHC intake to the duratec head. A spacer of 1in is also allowed between the intake and the carburetor.

Flywheel and clutch: See General specifications

Any ignition system is allowed

No variable valve timing. VVT delete kit is allowed.

EGR delete kit is allowed.

Balance shaft can be removed to increase oil capacity.

Stock oil system must be used. No dry sump systems

Any exhaust manifolds are allowed.

This is the only 4-cylinder engine with more than 2350cc allowed at this time.

V6 Engine Specifications:

Engine: Engine must be a Chevrolet crate motor, part number 12363230 V6 with a displacement of 2.8 L or 3.4L. Only these two motors will be allowed.

2.8L engine can be bored enough to resurface cylinders and rebuilt using stock parts with a 9:1 compression ratio like those found in the 3.4L V6. No altering of any parts is allowed.

The 2.8-3.1-3.4 V6 must run a gauge legal 500cfm 2 barrel or a Holly gauge legal 390 cfm 4 barrel.

The 2.8L can use the same camshaft as the 3.4L engine.

Camshaft: Schneider Racing camshaft "254h 60 degree hydraulic lifter camshaft" is allowed.

Rocker Arms: Scorpion 1037 Narrow Body roller rocker arms are allowed

Pistons: Silv-o-lite 3409 pistons may be used.

Bore: Cylinders may be over bored to a maximum of +1mm (.040").

Intake Manifold: The 2-piece Edelbrock intake is mandatory; top part number is 3789 and base part number is 3785. This manifold is a 4-barrel manifold. You must adapt it down using a 1-inch space to a 2-barrel Holley. It is legal to port match the intake to the cylinder head.

Carburetor: Holley 2 barrel or 4-barrel 390cfm carburetor allowed

Oil Pans: Aftermarket oil pans are acceptable; the manufacturer will be KEVKO.

Oil Pumps: All motors will be wet sump.

Maximum RPM 6500

Ignition: All motors must have an MSD 6AL ignition system to run a max 6200 chip. All motors must have a working distributor in them. No crank fire ignition or any other ignition system will be allowed except the stock electronic distributor.

Heads: All motors must have steel heads. No aluminum heads are allowed.

Weight: Minimum weight with driver is 1850.

Clutches: Clutch assembly must operate in a stock manner. Clutch assembly must have a pressure plate, clutch disc, throw out bearings, and flywheel. Flywheel must be a stock steel flywheel. Clutch assembly must be a stock steel assembly.

Article X

Competitor Protests

Any one car owner may protest the legality of another single racecar provided:

1. The protest must be specific and in writing
2. The protesting owner must post cash bond of \$250.00 to the technical inspector at the time the protest is made
3. The protesting owner has the right to accompany the inspector during the inspection
4. Only one single item per protest fee
5. Protest must be filed within 30 minutes after feature

If the protested racecar is found in conformance, the \$250.00 is forfeited to the owner of the protested car. If it is not, the bond will be returned to the protesting owner, and the protested car will be disqualified from the event and will forfeit any points accrued for the events finish.

Competition Protests

Any protest must be submitted to any Competition Committee member NO LATER THAN ½ hour after race. A written protest must be submitted within 24 hours via E-Mail or US Mail. A response is to be returned within 24 hours to applicant. A decision is to be made within 7 days or before next race.

Article XI

Penalty Guidelines

Any violation of this Rule Book is punishable by disqualification, suspension, fines and/or loss of points. Any member wishing to appeal a decision of the Officials may submit in writing within 3 days (postmark will be checked) of the event, stating the grounds for the appeal and enclose a \$100.00 hearing fee to the Secretary. The Board of Directors shall listen to all evidence presented and vote on the appeal. Any decision must be supported by a majority vote of the Officials.

When such penalties as event suspension are given, they must be served on a future points race and/or races decided by the Board of Directors. Probation means starting at the rear of the field [heat and feature] for a period of time decided by the Board of Directors.

Suspension/Termination

The P4Mods Board of Directors with the recommendation of the President and/or any Elected Official may suspend or terminate any driver and/or car owner for any violation of P4Mods rules.

The penalties below are cumulative for the season. Disqualification means no points.

Rough riding or excessive contact

- 1st offense: Repositioning to rear of field
- 2nd offense: disqualified from that race event
- 3rd offense: disqualified from that race event plus one future race event suspension
- 4th offense: disqualified from that race event plus two future race event suspensions

Intentional contact after completion or under caution

- 1st offense: disqualified from that race event plus one future race event probation
- 2nd offense: disqualified from that race event plus one future race event suspension
- 3rd offense: disqualified from that race event plus two future race event suspensions
- 4th offense: disqualified from that race event plus suspension for the remainder of the year

Unsportsmanlike conduct or endangering safety of others (this includes the conduct of crewmembers)

- 1st offense: disqualified from that race event
- 2nd offense: disqualified from that race event plus one future race event suspension
- 3rd offense: disqualified from that race event plus two future race event suspensions
- 4th offense: disqualified from that race event plus suspension for the remainder of the year

Intentional stopping of a race event {intentional yellow} THE DRIVER AND CAR WILL BE DISQUALIFIED FROM THAT RACE EVENT

Reckless/erratic driving and failure to follow commands (occurring during one race)

1st offense: Warning over the radio/on the track

2nd offense: Repositioning to the rear of the field

3rd offense: disqualified from that race event

4th offense: disqualified from that race event plus one future race event suspension

This shall not result in a termination from the club on the fourth offense. It will be need to be put under review by the Board of Directors, Club President, Tech Committee, Spotter Steward and Pit Steward. After discussion and a vote will a determination be made if a driver/crew member/or team be asked to terminate their membership with the club. It will also be at the Board of Directors, Club President, Tech Committee, Spotter Steward and Pit Stewards discretion to accept a membership for the following year.

Driver's Prayer

Lord,

We ask for your blessing on the race we are about to begin and on the drivers who will challenge each other on the speedway.

Watch over them and let them be enriched by the challenge. Ride with them and guide their hands and hearts.

Bring them each and every one of them safely to the checkered flag as you guide us all in our journey towards life's checkered flag.

Amen