



2018 Modified Division Rules

BRAKES

- MUST be cast steel OEM type ONLY, operative on all 4 wheels, drum or disc. Must maintain minimum OEM dimensions for hub/rotor and calipers, cannot be drilled or lightened. Bolt pattern may be changed. Larger studs allowed. Front brake rotors MUST be stock type. Rear rotors may be aftermarket, minimum .810 inch thick, vented rotors only. No scalloped or drilled rotors.

BODY

- Roof height to be 46" Max. – 42" Min.
- Outside of tires must be the widest part of car. Maximum overall width, front and rear, shall not exceed 78 inches from outside of tire, to outside of tire

DRIVE SHAFT

- Minimum 2.5 inch diameter, steel drive shaft, painted white. Steel slip-yokes only. 360 degree drive shaft loop required and must be constructed of at least .25 inch by 2 inch steel or equivalent, mounted 6 inches back from front u-joint.

ENGINE

- Any American make engine allowed. Steel block. No machine work to the outside of block (lightening). Wet sump oiling system only. **SINGLE STAGE EXTERNAL PUMP ALLOWED AS LONG AS OIL REMAINS IN PAN (NO EXTERNAL TANKS). One (1) naturally aspirated two or four barrel carburetor only. (No fuel injection) No magnetos. Oil pump must be in front of engine.

FRAMES

- 1964 or newer OEM perimeter American made rear wheel drive passenger car frame only. (Reproduction 68-72 Chevelle frames are approved). No sports car frames. 2002 & up Ford Crown Vic or similar frames are allowed. Strutfront suspension of any kind allowed must add 50 lbs. No tube clips allowed. Frame must be full and complete, can not be widened or narrowed, and must be able to support roll cage on both sides. . Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width, front and rear, shall not exceed 78 inches from outside of tire, to outside of tire. Exceptions: Weight jack in original center line of spring tower; frame may be cut a maximum 36 inches forward from center of rear 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 7 inch wide opening in side of spring tower for spring removal. OEM upper A mounts may be replaced with aftermarket mounts. Maximum 4

inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance. Right side frame must have top and bottom of frame no holes in rails.

ROLL CAGE

- Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood. "X" OR "Z" BAR BEHIND DRIVERS HEAD . DOOR BARS; All driver side door bars and uprights must be a minimum 1.75 inch and .095 inch wall thickness. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5 inch O.D. Steel door plate, 16 gauge (.065) minimum thickness, must be securely welded to outside of the driver side door bars and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post.

REAR END

- All steel. Closed, steel tube Quick changes allowed. Safety hubs (floater) mandatory. Steel axles only. No cambered rear ends. One (1) piece drive flange only. All components must be steel. Exceptions: lowering blocks, axle caps, rotor plates, and drive flanges. NO COVER ON REAR END OF BODY. . ALL CAR RUNNING A BIRD CAGE TYPE REAR END MUST HAVE A 1/16 STEEL PLATE or 1/8 alum plate behind the seat From the top bar to bottom to and from the left side to right 3 inches pass seat . THIS WILL BE IN place or you don't race.

REAR SUSPENSION

- No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be made of steel tubing (aluminum hex tube will be acceptable) Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators, and steel or aluminum (5") coil-over kits, allowed on the rear only. Must conform to shock and spring rules. No rear sway bars.

SPOILER

- A 4 inch by 66 inch spoiler 45 deg to the deck is allowed, with all braces to the rear of the spoiler. Spoiler must be 1piece.

SHOCKS

- NO EXTERNAL CANISTERS (SHRADER VALVES PERMITTED) 1 SHOCK PER WHEEL, 1 ADDITIONAL SHOCK ALLOWED IN THE LIFT/PULL BAR AREA. ALL SHOCKS MUST BE EASILY REMOVED (NO COVERS ALLOWED) You can run single adjustable shocks no double adjustable , no blow off shafts.

SPRINGS

- Steel coil and leaf springs allowed. Coil springs must be at least 4.5 inches O.D. No torsion bars or air bags. Exception: Pull bar may utilize smaller O.D. springs.it

TIRES

- Hoosier D800 tire ONLY.

- Tires you qualify on must be ran in the feature event. Tires will marked prior to qualifying and monitored by track officials. In the event of a flat or replacement tire needed, must be approved by official.
- ABSOLUTELY NO TIRE SOAKING OR ALTERING OF THE TIRE OF ANY KIND ALLOWED AT Onaway Speedway.

This does not mean you can go down to a certain softness or Durometer number ... it states NO SOAKING OR TIRE ALTERING PERIOD. Our Speedway officials will monitor tires from the start to end of the 2018 season. If a car has a tire(s) suspected of being tampered with, Speedway officials may choose to confiscate a tire(s) for testing at any give time. At that time a tire sample from confiscated tire(s) will be submitted to laboratory for testing.

If the tire sample sent in is found to have been altered, the driver will forfeit their earned money and points from that night of racing and receive a 2 race day suspension.

If the tire sample is found to be clean, all points, money and a new tire (for each tire sampled) will be provided to the driver. Refusal to comply with tire confiscation for testing, the driver will forfeit his/her pay and points for the night and be administered a two-week suspension.

TRANSMISSION

- 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 or approved aftermarket transmissions (Bert, Brinn, Falcon) allowed. (2-speed, 3-speed, 4-speed and automatic). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a blow proof bell housing (steel or aluminum). Automatic transmissions must have an approved scatter shield..

WEIGHT

- 2400 lbs total weight, 1000 lbs right side, with driver in car, in race trim before the feature.

WHEELS

- Eight (8) inch steel wheel only, measured from inside bead to inside bead. No screws or rim mounted bleeder valves. Steel and aluminum wheel spacers are allowed.

WINDSHIELDS

- There will be no full front windshields, and side and rear must remain open

OTHER

- Feature winners will be placed at the back of the field upon their next appearance at the our speedway. These drivers position will be behind ALL cars, including Fast Qualifier, at the discretion of track officials.