



4/6 Cylinder Modified Rulebook 2020

GENERAL

This class has been developed to permit those desiring to try stock-car racing other than pure Stock division and do so at a controlled cost. Races for this division will run counterclockwise only. All modification must be safe and would be subject to inspection by a designated track official. Any modification deemed unsafe must be corrected prior to being allowed to enter the track for racing or practice. Advanced level of racing: therefore any car body damage sustained during the race must be repaired as soon as possible in order to maintain a decent looking racecar

AGE

Minimum age to race is 16. You must be 16 years of age to race any class. Any driver under 16 must have MCDA board, class representatives and track approval.

A. CAR ELIGIBILITY

1980 or newer front-wheel-drive, passenger cars and trucks with 4/6 cylinder engines. No turbochargers, no superchargers, no nitrous. Maximum overall length bumper to bumper 192 inches. No rust buckets. No all-wheel-drive vehicles. Track owner has the right to allow other cars to race competitively from other tracks with similar rules or use their track rules.

B. BODY

Bodies may be trimmed to include interior gutting. Firewalls must stay in stock location and all holes must be sealed with a 20 gauge steel minimum. Stock chassis outer frame must remain intact but may be reinforced with minimum of 1 1/2 x 2 inch tubing .065 wall thickness. All reinforcement must connect to Stock chassis at stock engine cradle and B pillar, A pillar and B pillar, C pillar and the rear cross member with a minimum of four contact points per section. Each contact point must be electrically welded, all 90° corners must be gusseted. A diagonal brace through the center of the passenger section is required. Engine and transmission must be located in stock location, any pedal extensions must be approved by track tech inspector. Doors must be welded closed. Bumpers may be welded or at minimum chained to mounting brackets to stop chance of losing bumper on track. Loss of bumper will cause an immediate Black flag. Bumper ends must be capped and may have supplemental attachments to fenders to prevent crumpling of bumpers. Rub bars are optional but must be one inch square tubing and mounted flush with the body, the ends tapered and capped. Windshields must be stock or lexan poly carbonate with a minimum of two vertical bracelets. No other material is allowed.

Must have a drivers' side mirror as well as an interior rearview mirror.

Hoods and trunk lids may be gutted but must be reattached so they do not come off on the track. Any hood or trunk lid that becomes loose on the track is caused for Black flag.

Fenders may be trimmed for tire clearance and rust. All sharp edges must be removed or rolled to prevent cutting of tires.

C. WHEELS AND TIRES

All wheels must be steel, no more than 7 inches in width and exactly the same size but no less than 4 inch of backspacing. No wheel spacing or shimming allowed. Aftermarket racing wheels only. Tires will be DOT street tires made by major tire manufacturer, maximum tire size is 225/XXbyXX, no slicks, DOT approved slicks, autocross, or made for racing tires. The use of tire softener is not permitted.

Spring spacers: Speedway Item No. 91645551 are allowed.

D. ROLL CAGE

A minimum of a six-point race type roll cage, with a one-piece main hoop behind the driver's position, driver door protection and a halo bar is required. All mounting points must be completely welded to the chassis with a 4" x 4" x 0.125" steel contact plate. Door bars must come to the driver's-side skin and must be gusseted with two vertical bars between each door bar. No less than three door bars on driver's-side and tube door bars on passenger-side. All roll cage material must be 1 3/4" by .095. Don't pipe fittings, no galvanized pipe, no exhaust pipe or conduit pipe allowed. All 90° corners must be gusseted. 1/8th inch steel plate required between A pillar and B pillar on driver's-side door bars from top to bottom of rocker panel. All welds must be electrical. All welds must look safe and professional. Roll bar padding is mandatory for all bars that may come in contact with the driver. Drill a 5/16 hole in each outbreak of the main hoop for inspection.

E. STEERING AND SUSPENSION

Modifications and suspension is allowed as follows: minimum height must not be less than 5 inches from the inspection surface. Drivers may heat cut or use race springs. Shocks must be stock or stock style racing shocks mounted in stock brackets. Weight jacking buckets or screw jacks are allowed. No bolt type screw jacks allowed.

F. **CAMBER** of the tires allowed.

No lowering or raising by cutting the brackets of any support of the camber. Safety Tech has final word on our rules and what must be done to be allowed to race in the class.

HONDA: Allow offset ball joints for camber.

G. Steering wheel and assembly may be replaced with a racing steering wheel and assembly.

H. Battery

Battery may be in stock location or in a Marine cage or similar container securely mounted in behind the driver.

I. Exhaust

The use of aftermarket muffler, exhaust and header are allowed, but must meet to noise limits of 100 dB from a distance of 100 feet. No part of the exhaust may go through the driver's compartment. Loss of muffler is cause for a black flag. Exhaust must remain underneath car at all points. Must exit on passenger side, drivers' side, or from the rear of the vehicle. It is discouraged to run exhaust in the direction of the fuel lines and/or tank. Finished exhaust must have a turn down at the end, pointing toward the track surface.

J. Cooling system

Any radiator is allowed. An overflow container mounted in the engine compartment minimum capacity of one US quart overflow tube must exit behind front wheel. Water only in the cooling system (water pump lubrication allowed).

K. Fuel cell

Cars with stock fuel tanks must retain the stock fuel pump in the stock location. Modifications made to the stock tank are subject to tech approval for safety, cars without fuel pumps are required to have a fuel cell, minimum 8 gallons, mounted behind the rear axle to no less than 10 inches from the track surface to less than 10 inches from the back panel of the car a firewall made of 20 gauge will steal completely separate the driver from the cell no bottom draw fuel cells allowed. Cars with fuel pumps must install a shutoff switch, clearly marked, at the base of the drivers A pillar in easy reach of safety personnel. No rubber fuel line along or through the body, no fuel lines through the interior of the car. A rear mounted fuel cell is HIGHLY RECOMMENDED.

L. ENGINES AND TRANSMISSIONS

4cyl. may interchange GM to GM, Dodge to Dodge, Toyota to Toyota etc. No replacement parts made specifically for racing. Computers may be adjusted or interchanged with performance chips or boxes. No engine specifically designed for racing a lot.

6cyl. owners must install engine for that make. No changing computers or wiring harnesses. No high-performance parts. Transmission must mount to engine without adapter plate or brackets that will change the stock location of the engine and transmission. Clutches must be stock replacement, no devices that are specifically designed for racing. No racing torque converters.

M. Safety

Window nets are mandatory for driver's-side, must be able to access from outside of car for safety personnel.

Seat and seat belts

Racing seat is mandatory for this class, must be mounted with four bolts minimum to the cage and bracket. And aftermarket four point seatbelt is required, five point recommended. Five year old belt or newer are mandatory starting in 2011.

HELMETS AND CLOTHING

A DOT approved SNELL 95 or newer, eye protection mandatory, no half helmet.

Racing suit is mandatory, leather boots and gloves required at all times on the track. Racing gloves and shoes recommended. No athletic style shoes allowed.

FIRE EXTINGUISHER

All vehicles must be equipped with a charged two pound minimum BC rated metal fire extinguisher with gauge mounted in a quick release bracket within easy reach of the driver belted in.

Kill Switch

Kill switch mandatory, centrally located and painted safety orange. Master switch behind or along the drivers' seat easily accessible and visible so that the safety crew can reach it.

N. NUMBERS

All numbers will be 18" x 18" x 4" thick, and in a contrasting color. Numbers are required on both doors, the roof (facing the grandstand), and upper right corner (6" x 6") of the windshield. No spray-painted numbers or duct tape allowed.

O. BRAKES

Must have all four working brakes, no emergency brakes allowed, no individual shutoff devices allowed, may be inspected on or off the track by safety or tech personnel.