

2020 Mid-East Modified Tour Rules

RULE BOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Mid-East Modified Tour events, and by participating in these events, all participants are deemed to have complied by these rules. Mid-East Modified Tour officials reserve the right to amend/change, add or remove any rules at any time seem fit by series officials in the best interest of competition. Mid-East Modified Tour official decision is FINAL. 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 NO way a guarantee against injury or death to a participant, spectator or official.

CONDUCT

1. I HAVE FUN! No matter what, we are doing this to have fun and put on a show.
2. Any competitor(s) fighting will be subject to, but NOT limited to a \$500 fine, suspension and/ or other discipline set by Mid-East Modified Tour officials.
3. Any drivers, crew member, family member going into another competitors pits and fighting is in the WRONG and will be handled accordingly.
4. Drivers are responsible for their crew members actions.
5. All drivers and teams are also responsible for any fines/ suspensions set forth by attending track.

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. Wheel base: 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/REAREND/BRAKES

1. No direct drives. Must be able to shift forward/reverse with engine running. BERT type transmission, Gen 2, ball spline transmissions allowed.
2. Drive shaft may be steel or carbon fiber only. NO aluminum or fiberglass allowed
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. NO aluminum calipers.
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. Any additional components must be steel except lowering blocks. Axle caps, drive flange, pinion mount and wheel spacers. No torque dividing differentials, scalloped ring gears or cambered rear ends.

SUPENSION

1. Steering box MUST bolt in stock location with stock bolt pattern. May use steering quickener. NO center steering or rack and pinion.
2. Power Steering pump and lines must be mounted on front of engine.
3. Stock passenger car spindles only. No fabricated or aftermarket spindles. IMCA approved 3 piece spindles OK.
4. Tube type upper A frames OK. Must be steel.
5. No aluminum suspension parts allowed unless listed.
6. OEM style lower 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 4link rear suspension allowed.
8. 4 bar rods must be steel rod with heims. No spring or biscuit style 4 bar rods allowed.
9. Lift bar, torque arm or pull bar allowed.
10. Any coil spring must be at least 4 ½" 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 a 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.
13. One steel non adjustable shock and spring per wheel. One 90/10 shock allowed in the pull bar area.
14. NO AIRSHOCKS or remote canister shocks allowed. ONE rubber or solid bumpstop allowed. NO Stacks. Shims or packers OK. Must be one piece. (not included in shock claim).
15. One steel body shock per wheel. No Schrader or Bladder valve shocks allowed. Any external port MUST be plugged. Shock shaft must be solid.
16. \$150 claim PER shock. One or more shocks can be claimed each event. In event more than one person claims a shock, driver finishing farthest back has first option. Anyone finishing inside top 10 can claim shock(s) on any car finishing in front of them. Anyone refusing to sell a shock(s) see fines and penalties.

ENGINE/BOLT ONS/MSD

1. GM602 Crate Motor ONLY. Part#88958602
2. May rebuild. Must be to GM specks. (yellow book) NO EXCEPTIONS

3. One 4 barrel carburetor. Willy's Equalizer OK. NO superbowl system allowed. Carb claim rule \$1,300. Maximum 1" spacer. (Zero tolerance) may not intrude into carb or intake. One gasket per surface max .070" allowed.
- 4 No tri-y or merge headers.
5. No high volume oil pumps.
6. Reverse mount starter OK.
7. HEI or MSD ignition allowed. NOTE: MSD box and/or distributor subject to series confiscation for inspection at any time.
8. NO traction control devices of any kind allowed. Anyone caught with traction control will be subject to fines along with disqualification.
9. Engine Claim Rule. \$3,600 as it comes from GM. Anyone in top 10 can claim a 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.

FUEL

1. Pump gas, Racing gas or E85 OK. No alcohol, nitrous oxide, nitrous methane, propylene oxide allowed.

WEIGHT

1. Minimum weight with driver 2,500lbs at all times.
2. 1lb per green flag lap burnoff in feature ONLY.
3. 25lb weight break for on board 10lb fire suppression system.

TIRES/WHEELS

1. Hoosier 8" G60 (OPEN or IMCA) or American Racer Mod3 Only.
2. No cutting, grooving, or siping allowed.
3. No chemical altering allowed. Tire WILL be checked at random and sent off for chemical analysis. Tires that do not conform to benchmark will be deemed illegal.
4. \$125 per tire protest. \$125 acceptance fee. (winner gets money back) can back protest on tires as well.
5. 8" steel racing wheels. Bead locks OK

BODY

1. See 2019 Mid-East Modified Tour body diagram
2. Engine compartment to be open on both sides. NO side panel in front of engine plate.
3. Top of doors and decking may not extend past rear of engine block
4. Rear Panel (from quarter to quarter) NOT required. NOTE: NO SKIRTS, COVERS ALLOWED ON REAR OF CAR WHEN COMING THROUGH PRE RACE TECH! Must remove when you are next car in tech line.
5. No wings, spoilers inside of car. Cowl may wrap around but must angle down behind steering wheel.
6. No lips on body or decking. Exceptions: roof MAX 2" lip and Nose MAX 2" lip on each side.
7. Nose may extend past bumper.
8. Rear spoiler NOT allowed.
9. Rear sail panel may not extend past rear upright roll bar.

10. Left side may be open to allow airflow. Cockpit must be completely sealed off for safety.

PROTEST

1. Complete engine teardown: Sealed engine \$1,000, Unsealed engine \$600, \$200 acceptance fee. \$200 to techman, \$200 to series. \$800 to winner of protest (sealed engine) \$400 to winner of protest (unsealed engine)
2. \$125 tire protest, \$125 acceptance fee. \$125 to winner of protest.
3. Non engine/body protest. \$300 two items, \$100 acceptance fee. \$100 to series, \$300 to winner of protest.
4. \$25 visual protest to be made before qualifying. Must be visual without removing body/parts to check.
5. ALL protest to be made by Driver ONLY and within 10 mins of feature finish.

FINES/PENALTIES

1. Anyone caught cheating "within the bolts". Disqualification from event, loss of points and prize money from event. First offense. Driver is fined \$1,000. Any offense after first offense will be \$1,000 plus \$500 for number of offense. (ex. Second offense \$1,500, third \$2,000, so on) Fines must be paid in full before entering any further events.
2. Anyone caught with a chemically altered tire. Disqualification from event, loss of points and prize money from event. First offense. Driver is fined \$1,000. Any offense after first offense will be \$1,000 plus \$500 for number of offense. (ex. Second offense \$1,500, third \$2,000, so on) Fines must be paid in full before entering any further events.
3. Anyone refusing to give up a "claimed" shock. Disqualification from event, loss of points and prize money. First offense. \$250 fine. Second offense \$500. Fines to be paid in full before entering any further events.
4. Anyone refusing to give up a "claimed" carb. Disqualification from event, loss of points and prize money. First offense. \$1,500 fine. Second offense. \$2,000. Fines to be paid in full before entering any further events.

Note: Southeastern Modified Series cars can run by their rules. MUST be a member of Southeastern Modified Series and run majority of their races.

POLICY

Mid-East Modified Tour officials reserve the right to refuse any racer or race car to compete, without notice at anytime for any reason. Mid-East Modified Tour also reserves right to confiscate any part at any time for further Examination.

PLEASE READ CAREFULLY AS YOU ARE ENTERING INTO A LEGAL AGREEMENT AND BY ENTERING ANY EVENT YOU ARE SUBJECT TO ALL FINES AND PENALTIES, REGARDLESS IF YOU ARE A MEMBER OR NOT.

