

2008 MODIFIED SPECIFICATIONS

IMPORTANT NOTICE

The following specifications have been prepared by Portsmouth Raceway Park, Inc. as guidelines for the construction of a Modified race car. In Conjunction, no warranty of safety is expressed or implied as a result of this publication of rules. These rules are intended as a guide and are in no way a guarantee against injury or death to participants, spectators, or others. Anything not covered by these specifications should be approved by the various track officials and be placed in writing. Continuous developments in auto racing and technology may necessitate changes in these specifications. However, it is our intent to enforce and police these rules throughout the 2008 season. If a change is necessitated, technical bulletins will be prepared and distributed in advance.

NOTICE

Track officials have the final say in determining the eligibility of all participants.

ROLL CAGE

1. Must consist of continuous hoops not less than 1.5" O.D. and must have a wall thickness of at least .095".
2. Must be frame mounted in at least six (6) places.
3. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Drivers head must not protrude above cage with helmet on. Roll cage must be securely supported and braced. Top hoops must have crossbar.
4. Protection of feet is required. Bar across back of engine with vertical bars and rub rails or similar protection.
5. No brace bars forward of cage may be higher than stock hood height.
6. Driver door bars must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering. Door bars less than .095 thickness, should have 4 bars at least 1 1/2" O.D.

FRAMES AND SUSPENSION

7. Factory production full 1950 or newer parallel American passenger car frames only. Frames

may be cut in rear only at point not further than 36" from center of rear housing.

8. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front cross member may be notched or radiator clearance only. Minimum frame and body height from ground is 4" .

9. Front suspension must be O.E.M. and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger card spindles only. No fabricated spindles. Bottom A-frames cannot be altered or moved.

10. Tube type upper A-frames allowed and can be moved. Aluminum or steel cross shaft permitted.

11. No coil over shocks allowed front or rear. No homemade coil overs, anywhere.

12. No Jeep, Bronco, 4-Wheel Drive, Sports car (etc.) frames allowed. No front wheel drives.

13. Rear of frame may be altered to accept leaf or coil springs. Any coil spring must be at least 4 1/2" OD. No fiberglass springs. No fiberglass lift bars. No torsion bars in rear.

14. No hydraulic, ratchet, or electric weight jacks anywhere in or on car.

15. One shock per wheel only. Additional shocks in other locations permissible.

16. Minimum wheelbase, 108". No front clips or tube type allowed. No aluminum, or fiberglass suspension or rear end parts. No aluminum drive shafts.

17. Steering box must be O.E.M. Rack and pinion permitted. Must remain within original bolt pattern for type of frame used. In cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. NO CENTER STEERING.

18. No aluminum wheels, hubs, calipers, "A" frames or spindles or any other aluminum suspension parts. No plastic carbon fibre wheels. All calipers O.E.M.

BODIES:

19. May be Tempo, Cavalier, Mustang II, Daytona, Gremlin, AMC, etc. American compact passenger car only. No panel vans. Station wagons and all other cars must have front and rear window area open. Must use steel or fiberglass full size roof. Should be stock appearing. Stock appearing front windshield and rear window support unit. No Gremlin roofs allowed, unless body also resembles gremlin sides and hood. All cars must be stock appearing, and resemble an American made car (compact) sitting in the parking lot. All cars must have designated car painted on drivers door just below window. All fabricated bodies must meet body dimension specs.

20. Firewall and floorboards are required. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicate of body parts are permitted. Handmade body

parts may be constructed of steel, aluminum, or fiberglass. Must be recognized as factory production vehicle, with name on front of drivers door, just below window. No slab bodies.

21. Original roof line of vehicle should be maintained with a maximum 1" drop, rear to front. No wings. No spoilers or any other ground effects are allowed anywhere inside or outside car.

22. Engine compartment will remain open. No side panels. Hood sides may have maximum 4" drop and must be enclosed at rear of hood. Bodies should extend no further forward than back of block. Rear of bodies to be solid panel at least 8" high and include car number. If rear panel is hinged, it must be locked in place during qualifying and racing.

23. Both side windows must have at least 12" vertical opening.

TRANSMISSIONS

24. Only O.E.M. production type transmissions will be allowed - 3 or 4 speed and automatic. No 5 speed. No "in and out" boxes. No buttons or couplers. Must be clutch operated. Clutch must be inside of bellhousing. Shift with motor running imperative. Burt transmissions allowed.

25. Transmission must have at least one gear forward and one gear reverse, and must have neutral. All race cars must join lineup on demand, unaided, or go to rear of race.

26. Clutch type transmissions must be equipped with an explosion proof steel bellhousing. If an explosion proof bellhousing is not available for your engine, or if you prefer, you may construct a shield of at least 1/2" by 6" steel covering the clutch area 360 degrees and be securely fastened.

27. Drive shaft loop is required and must be constructed of at least 1/4" by 2" steel. Must be mounted no more than 6" back from front of drive shaft. Drive shaft must be painted white.

BUMPERS

28. Front bumper should be mounted frame end to frame end, with the bottom loop parallel to the ground. Minimum 1 1/4" pipe able to support car if lifted by wrecker. Rear bumpers may be constructed of pipe or flat stock, and must protect fuel cell. Center of bumpers, (front and rear) must be 18" from ground. (Tolerance 2") Rear bumpers, nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges.

REAR END

29. Any passenger car type or truck rear end may be used. No aluminum allowed, except lowering blocks, axle cap, and drive plate. No quick change devices allowed.

ENGINES

30. Any American make engine may be used as long as rear of engine, (bellhousing flange) is

mounted at least 72" forward from center line of rear axle. Engine offset must be kept within 2" of centerline of front cross member. Engine height minimum 11" from ground to front center of crankshaft.

31. All engines must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine or on front or rear camshaft.

32. One 2 or one 4 barrel carburetor. Must be naturally aspirated. No fuel injection. No electric fuel pumps. No magnetos. No Predator or Weber.

33. No total "dry sump" systems allowed. "Wet" system must be operative & will go with engine if claimed.

34. Cooling system may be modified.

35. All vehicles must have capability of starting without being pushed or pulled.

36. Exhaust system must be mounted in such a way as to direct spent gasses away from areas of possible fuel spillage. Headers must be pointed away from ground.

37. Kill switch required within easy reach of driver. This switch must say "on" or "off".

37a. No Aluminum Blocks in Mid-South Region Immediately. No Aluminum Block in Entire Nation after July 7, 1998.

TIRES & WHEELS

38. Hoosier A40, D-40, or H-40 Compounds 26.5/8.0/15 or 27.5/8.0/15. Tires Maximum Width 9". Top three finishers will be checked at claiming area. If you have tires other than the above mentioned tires, you will be disqualified and you will not receive any money or points for the night.

39. Wheels must be conventional one piece steel wheel with a maximum 9" width. Bead lock device is allowed on right rear only. No wheel discs or mud caps allowed.

40. Maximum overall width (front or rear) shall not exceed 78" from outside of tread to outside of tread. Maximum 1/2- spacer, between hub and wheel, steel or aluminum allowed on front of car only, so long as overall width does not exceed 78".

41. No grooving or syring of tires allowed. No re-caps.

FUEL

42. Fuel must be either gasoline or alcohol. No nitrous oxide. No additives of any kind.

43. All cars must have fuel cells, 32 gal. max. in completely enclosed steel container. All cells to

have a minimum of two 2" x 1/8" straps surrounding them. Fuel cell must be protected in rear of axle by roll cage tubing mounted securely. No part of fuel cell can be lower than protective tubing.

SAFETY

44. Helmets are required and must be approved SHCA or Shell-type full coverage.

45. Fire suits of a flame retardant nature must be worn by all competitors. Fire resistant gloves are highly recommended, but not required. Fire resistant coveralls are not permitted.

46. Brakes must be operated on all 4 wheels and must lock up all 4 wheels at inspection.

47. Batteries must be securely mounted and shielded. Batteries mounted inside vehicle must be in marine type cases.

48. Loose objects must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicle must be securely mounted and painted white with car number on it, and be attached with at least two 1/2" bolts. Weights must be inside body of car, not attached to rear bumper.

49. Competition shoulder harness at least 3", lap belt at least 3", and sub strap required. No factory type shoulder belts or straps. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be mounted even with or above driver's shoulders. Seat belts and shoulder harness recommended not to be more than 1 year old.

50. No radios.

APPEARANCE

51. All cars should be numbered with large legible numbers on both doors, on top, and rear panel. Numbers on doors of car should be in contrasting color from body, be at least 4" and at least 20" high. Top numbers should be at least 4" thick and 30" high. Car number at least 4" high required in top right corner of windshield opening.

52. All cars must be neat in appearance. Badly wrecked cars must be straightened.

ENGINE CLAIMING RULE

53. \$525.00 (\$25.00 goes to wrecker for pulling engine)

54. Claim does not include Flywheel, Clutch, Pressure Plate, Bellhousing, Headers, Carburetor, Starter, Motor Mounts, Sending Units and Switches for oil pressure and water temperature, Carburetor Adapter, Fan & Pulleys, Clutch Ball, Clutch Arm, Throw Out Bearings, Dip Stick, Water Pump, Distributor, Plug Wires, or Fuel Pump.

55. Driver making claim must have taken checker flag in feature, and be on same lap as the leader. Claim must be made in cash or certified check to promoter within five minutes of end of feature event. Driver must have cash or certified check on him. Cannot be given to driver by anyone else in pits. No driver can make over 3 claims at PRP for the entire year. A driver can claim another drivers engine only once during the year. Only the top 3 finishers in the feature can be claimed. Top 3 finishers not eligible to claim one another. Claimant has choice of either \$500.00, or exchange of engines with claimee. Driver allowed 1 claim only per event regardless of outcome of that claim. In case of multiple claims on same engine, engine will go to qualified driver finishing furthest back.

56. Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to claiming area. Only drivers and officials allowed in area. Claiming area must be designated by promoter to all drivers at drivers meeting prior to feature event. First, second, and third place finishers must go to claiming area immediately following finish of feature event. If no driver comes immediately to claiming area, within 5 minutes, first three drivers may go to their pits.

57. Claimed engine must be completely removed within 1 hour from time claim was made.

58. First sell, no sell, or trade of engine by driver being claimed is binding.

59. Only driver may claim engine, and only driver may agree to sell, trade, or refuse to sell engine. Driver making claim must have money on his person, and must go immediately to claiming area after finish of feature event.

60. Refusal to sell or trade forfeits all cash, trophies, and contingency winnings for feature. Plus all PRP points for that night. Any driver refusing to sell his engine, when claimed within the rules, loses his right to claim any engine for 12 months.

61. Second refusal to sell or trade forfeits all PRP points for the year, and driver is barred from all events for 2 racing weeks.

62. All claimed engines must be removed from car at the track. Buyer must examine engine before removal. Once removal is started, sale is final. Any sabotage to claimed engine will result in saboteur being suspended from PRP competition for 30 days or until \$1000.00 fine is paid.

63. To claim an engine, driver must have raced at least 1/2 of races at PRP's track. No claim can be made by a driver at his first night at PRP's track, but his motor can be claimed his first time at PRP's track.

NOTE!! All cars must be capable of passing vehicle inspection under PRP rules. Cars made by LJW or IN4CA specs are eligible for competition at PRP.