

E Mod Rules

- **ENGINE** : (No crate motors)
 - **LOCATION** – Rear of engine (bell housing flange) must be at least 72 inches forward from the centerline of the rear axle. The center of the crankshaft must be within two and one-half (2 ½) inches of centerline of the ball joints.
 - **SIZE** – Maximum size of engine block :
350 gm .060 max. / 351 windsor ford .060 max. / No Chrysler engines.
Harmonic balancer on G.M. minimum 6 ¾".
Smaller engine allowed no stroker engines allowed!!!!
OEM firing orders cannot be changed.
9 to 1 compression max.
 - **HEADS** – GM approved castings : 14079267, 3986336, 3986339, 3986339x, 3986388, 3932441, 376445, 3928454, 3932454, 393493, 3876487, 3973487, 3973487x, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. No vortec heads. 76 c.c. min., stock, no performance heads (no double humps, no 292-041 & 292-041-186 castings, no lt1., no bowtie, no center bolt valve cover, or aftermarket allowed.) No porting or polishing, 3/8ths non shouldered screw in stud allowed, no guide plates, 194/160 valve max. no 202/160 allowed. 305 heads on 305 only!!!
Camshaft – Hydraulic camshafts only. Hyd. Cam 455 maximum lift at valve or .303 at the cam, stock 1.5 ratio rockers only no tolerance. Self-aligning rockers ok. No B Hive valve springs allowed. No roller cams, no roller tip or roller rockers allowed. Chevy 1.260 max. spring 90# @ 1.750 seat pressure and 275# @ 1.250 open pressure or Ford 1.460 max. diameter single valve spring with flat dampener.
 - **CRANKSHAFT & RODS** – Stock appearing, no light weight, and no h-beam rods. 3.48 stroke max..
 - **PISTONS** – Any flat top, 4 valve, 2 valve, unibrow, or dish piston allowed. Not allowed: domed pistons of any kind, lightweight pistons, or gas ported pistons.
- **FORD**
 - Base engines will be 289, 302, & 351(windsor).
 - Max. valve size: 1.84 intake and 1.60 exhaust
 - 456 max. lift at valve.
 - No angle milling of cylinder heads. No aluminum heads.
 - No 255 cranks.
 - No Hi po, No Boss.
 - Max. CID 362.
 - Stroke must match block.

- C-4 or C-6 unaltered transmission with full size working torque converter. No dummy converters.
- All other engine, flywheel, clutch assembly, and transmission rules will follow the existing GM rules.
- **FORD GT 40 HEAD CASTING OPTION:**
 - GT40 or 40P on a 289 and 302 blocks only.
 - Max. stroke size 3.0
 - Must use stock valve springs. No valve spring upgrade.
 - Valve springs 100# at 1.750.
 - Must use stock valve size intake 1.84 and exhaust 1.54
 - 1.6 rockers max. no roller tips
 - No porting or gasket matching.
 - No 255 cranks.
- **CHRYSLER OPTION:**
 - Base engine size 318, 340, or 360.
 - .040 max. over bore.
 - Approved head castings: 3418915, 3671587, and 4027596.
 - Minimum 71cc chambers.
 - Valve size: 1.88 intake / 1.60 exhaust
 - 3 angle valve job ok.
 - Non shouldered screw in 3/8 studs allowed.
 - Stock 1.5 ratio rocker arms.
 - Valve springs: 1.494 max. diameter / .96 lb. max. seat pressure
 - Intake manifolds: Edelbrock manifolds 2176 or 3176.
- **CARBURETOR :** Stock means stock!!
 - 4412 Holley only. Must pass go no go gauge.
 - No modifications except removal of choke butterfly.
 - No polishing.
 - Changing jets allowed.
 - Choke horn must be intact.
 - Engine must have a manual fuel pump stock location (no electric fuel pumps, no belt driven fuel pumps).

INTAKE :

 - 2 barrel cast low rise intake allowed.
 - G.M. – Edelbrock 2101 , or Star Performance #9101, or Renegade #Ren72001
 - Edelbrock 3701 also allowed, do not confuse this with 2701. 2701 is not allowed.
 - Ford – 2121 or 2181
 - No porting or polishing. No gasket matching.
 - “Unaltered”
 - Use carburetor adapter Mr. Gasket part #1933 or #1929 or Transdapt #2087 only. Adapter must remain unaltered.

- **OIL PANS :**
 - Extra capacity circle track pans allowed. Oil pumps must mount in stock location no dry sumps allowed. Must have 1" inspection hole above oil level for tech inspection. Crankshaft & rods must be visible or pan will have to be removed. Track will not replace gaskets or seals.
- **STARTER :**
 - Engine must have working starter in stock location.
- **HEADERS :**
 - Any collector type header allowed. Exhaust must be directed away from areas of possible fuel spillage. No 180 degree headers. No step down or y type headers.
- **TRANSMISSION :**
 - OPTION #1
 - Unaltered 3 or 4 speed in OEM production case.
 - No 5 or more speed.
 - Must have all working gears, reverse, and neutral positions.
 - Functioning shift levers in stock location.
 - Steel OEM style/size flywheel. No aluminum. No billet flywheel.
 - Bolted directly to end of crankshaft.
 - Flywheel must weigh 15 lbs. minimum.
 - Clutch must be 10.4 inch minimum full face clutch, stock appearing pressure plate. Clutch assembly must weigh 15 lbs..
 - Working clutch inside of explosion proof steel bell housing with one hole for throw out bearing lever or hose.
 - Bell housing must cover 270 degree around top of clutch and flywheel area.
 - No mini-clutch.
 - All components must rotate consistent with engine rpm while car is in any gear.
 - No Bert, Brinn, Falcon, Tonganoxy, Lane transmission allowed.
 - OPTION #2
 - Unaltered 3 speed automatics.
 - No TCI, CNR, etc. type torque converters.
 - Must have a working stock torque converter.
 - Converter must measure 10.5 inches.
 - No dummy converters.
 - Converter will be teched with heat gun and visual inspection.
 - Car must be able to idle in any gear.

- Approved scatter shield constructed of minimum .125 by 3" steel 270 degrees around the flexplate.
- External lines for transmission cooler only.
- No 2 speed power glides.
- **DRIVESHAFT :**
 - 2" diameter, painted white, steel, steel slip yokes only. Loop constructed of .25"x 2" steel or 1" tubing mounted 6" back from U joint.
- **REAR END/GEAR :**
 - Steel OEM Ford non chambered rear end allowed
 - Floater allowed.
 - All components must be steel except lowering blocks, axle caps, and drive flange.
 - Centered in chassis.
 - Safety hubs (floater) allowed.
 - No quick change devices.
 - Inspection hole required.
 - Mini spools and full spools allowed.
 - Rear must be locked.
 - Ring gear, center section, and yoke cannot be lightened.
 - Solid steel axles and one piece drive flanges only.
 - No gun drilled axles.
 - Gear options (unlightened) : 6.0, 6.20, 6.33, or 6.50.
- **REAR SUSPENSION :**
 - OPTION #1 – 3 link
 - Must use minimum 16" center to center of Heims lower trailing arms.
 - Wheelbase minimum 108" and maximum 112" both sides.
 - No swing arms.
 - Solid pull bars required.
 - No spring bars, rubber bushings, or any type of torque device.
 - Pull bar must be mounted solid.
 - No rubber or any cushion in mounting bracket.
 - Pull bar must mount on top and central on rear end housing. Must be in line with axle and in line with driveshaft. 1" tolerance. Keep it straight. Do not offset 1" in back and 1" in the other direction in the front.
 - May use a minimum of 23 inch long pan hard bar located behind rear housing. May also use minimum 19" long J bar mounted to "steel" pinion bracket. Center to center of Heim joints.
 - 4.5 minimum od x 13" tall maximum springs must mount directly over housing center and "straight up".

- No leaning of the springs are allowed.
 - Springs must be tethered to lower mount.
 - No bird cages or floating mounts allowed.
 - Must use steel upper weight jack.
 - No shock type eliminators.
 - OPTION #2 – Steel multi leaf springs.
 - Same style spring on left and right sides.
 - No mono leaf or floated leaf springs.
 - No composite leafs.
 - Adjustable lowering blocks allowed.
 - No 90/10 shocks on top.
- **FRONT SUSPENSION :**
 - Suspension components must match frame and be in stock location.
 - Parts must be OEM or OEM type replacements from same type of suspension except upper A-frame and upper A-frame mounts.
 - Tubular upper allowed.
 - Tube type upper A-frame. With or without aluminum or steel cross shaft and mounts can be moved.
 - “No” lower tubular A-frames allowed.
 - Nova lowers allowed on small metric stub.
 - 3 pc. spindles with stock configuration allowed.
 - Pinto spindles allowed. No fabricated spindles.
 - Rebuildable ball joints allowed.
 - Steering box stock and in stock location.
 - No center steering.
- **BRAKES**
 - Disc or drum brakes may be used front and rear.
 - No aluminum disc or brake calipers allowed.
 - Right front brake shut off allowed.
- **SHOCKS :**
 - No coil over shocks. No QA1 or Bilstein. No aluminum Pro Shock.
 - One shock per wheel only.
 - No dampening shock above rear end.
 - Steel shocks only.
 - Allowed shocks : Pro – SB or WB/ AFKO Series 12, 14, or 15/Integra 4200 series.
 - We must be able to identify shocks. If not identifiable a DQ will result.
- **BATTERY :**
 - All batteries must be mounted safely with positive cable end covered.

- **KILL SWITCH :**
 - Required directly behind driver or within easy reach of driver and clearly marked "ON/OFF".
- **IGNITION :**
 - 12 volt only, HEI dist. only, OEM firing order and cannot be changed.
 - Ignition cap, rotor, coil, and module must remain OEM.
 - No ignition boxes, remote coil, or accessories.
 - Keep wiring visible for inspection.
 - No traction control devices.
- **SAFETY :**
 - Quick release window net secured at the bottom with latch at top.
 - No mirrors or communication devices.
 - No weights or loose objects in driver's compartment.
- **SEAT & SEAT BELTS**
 - Racing seat mandatory.
 - All cars must be equipped with an approved quick release type seat belt and shoulder harness securely fastened to frame and roll cage.
 - Seat belt material should be at least 3 inches wide and cannot be older than 3 years.
 - Seat and steering wheel may be located to suit driver's taste, but must be kept on left side of car. No center steer.
- **FUEL & FUEL CELL :**
 - No E-85 or E-98 allowed.
 - Pump gas only.
 - No oxygen bearing additives.
 - No pressurized fuel systems.
 - Up to 32 gallon race fuel cell required.
 - Minimum 20 gauge steel container.
 - Securely mounted behind rear axle.
 - Secure with 2" wide straps .125 thickness circle the entire cell.
 - Cell mounts should be steel securely welded to frame or cage.
 - Fuel cell vents including cap vent must have check valves.
 - Flapper valve required under cap.
- **WHEELS & TIRES :**
 - 8" Hoosier G60-15 IMCA stamped, American Racer G60KK704, Southwest Speed or 8" track supplied asphalt take offs.
 - Grooving, siping, and grinding allowed.
 - Bead locks allowed on right front and right rear only.

- Tire must durometer 55 no tolerance.
- No doping or softening of tires.
- No aluminum wheels.
- **FRAMES**
 - Factory production complete full American passenger frames only.
 - Frame rails must extend to a point beyond the base of driver's seat.
 - Rear clip may be fabricated out of tubing.
 - Front and rear pick-up loop required; otherwise bumpers or other pick-up point will be used.
- **ROLL CAGE**
 - Must consist of continuous hoops not less than 1½ inches outside diameter and must have a wall thickness of at least .095 inch.
 - Must be frame mounted in at least 6 places.
 - Body mounted roll cages not acceptable.
 - Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
 - Driver's head must not protrude above cage with helmet on while strapped in driver's seat.
 - Must be at least 3 horizontal bars at driver's door welded to front and rear of roll cage members.
 - Drivers door bars must be plated.
- **WEIGHT**
 - Minimum weight is 2500 pounds with driver after race. No tolerance.
 - All lead weight must be mounted securely, with 2 weight clamps & ½ inch bolts.
 - Lead must be painted white and have car number on the lead.
- **WHEEL BASE**
 - Minimum 108" and maximum 112" both sides.
- **BODIES :**
 - IMCA Northern Sport Mod or USRA B Modified type bodies.
 - 5" spoiler max. with 3 braces max.
 - 12" square minimum on window opening.
 - No more than 5" roof slope.
 - No more than one 1" roof stiffener turned downward.
 - Hood installed no higher than 2" above deck and no reverse rake in hood.
 - Install side panels flush with deck height.
 - Rear tailgate panel optional.

- No side engine covers.
- NOTE: The E Modified class is the most entry level modified class around and these body rules are intended to be inclusive and easy to follow which will provide easier entrance into modified racing. However; any attempt to gain an advantage in body design will not be tolerated.
- **BUMPERS**
 - Bumpers must be used front and rear.
 - Front bumper must be mounted on frame end and be of a semi-circle configuration with the bottom loop parallel to the ground.
 - Front bumper must be 10 inches high from bottom bar to top of top bar.
 - Material must be 1 ¼ inch minimum, 2 inch max. OD steel pipe.
 - Rear bumpers may be constructed of pipe, square tubing, but must not have sharp edges.
 - Rear bumpers and nerf bars must not extend beyond width of rear tire.
 - Bumpers must be able to support car when lifted by wrecker.

- **TEAR DOWN RULES:**

Any car that wins a race “will” be subject to a bumper to bumper inspection. Including but not limited to removal of intake, head, lifters, transmission, and gear. Cars will be put into the shop and an exhaustive tech will take place. \$50.00 will be added to tear down participants purse if found to be legal. Any failure “will” result in disqualification for the night with No Pay. It will also result in loss of points for the year. In the event that a competitor loses points for the year all other competitor’s points and pay for previous nights will not change. They will stay the same. The weekly DQ will result in other competitors moving up in pay as well as points according to their finishing positions that night. On average ACR will tear down a competitor every 3 wins. This does not mean we will wait until the anniversary of every 3 wins.

- **CLAIM RULES**

- Drivers eligible to claim must be on the lead lap of the A-Feature. If there are two drivers claiming the same car after the feature event, the driver finishing furthest back in the A-Feature event will be allowed the claim first. Then the next driver up in the finishing order will be the next driver allowed to claim, and so on up the finishing order.
- Claiming Driver must walk to the Tech Area immediately following the A-Feature event. *Do not drive into Tech area unless in the top 3.* He/She then has ten (10) minutes to make the claim. The claim must be written out, state what is being claimed, signed by the claiming driver and have the money (cash only) for the claim with it. The claim must be given to the Head Tech Official within ten (10) minutes after the finish or completion of the A-Feature event for that class.
- Claiming driver can only claim a total of up to one (1) time per racing season. Driver being claimed can be claimed up to two (2) times per racing season. Any driver refusing the claim will be disqualified for the night. They will not receive any points or pay earned that night. On a second refusal you will not receive any points or pay

earned for that night, there will also be a \$200.00 fine issued and must be paid before you will be allowed to compete at Atchison County Raceway. Any Driver refusing a third claim during a racing season will be disqualified for the night, they will not receive any points or pay earned that night, and will lose all points earned for the year. A fine of \$300.00 will be issued and must be paid before you will be allowed to compete at Atchison County Raceway.

- **PARTS ELIGIBLE FOR CLAIM:**

<i>SHOCKS</i>	<i>\$300.00 for all four shocks</i>
<i>CARB</i>	<i>\$400.00 outright</i>
<i>ENGINE</i>	<i>\$1,500.00 outright</i>
	<i>\$750.00 exchange</i>

- **ENGINE CLAIM**
 - The claimer must examine the engine before and after removal. Once removal has started, the claim is final except in cases of engine DQ.
 - Engine must be removed within one hour from acceptance of claim.
 - Engine must be removed at ACR shop under the supervision of the head tech official.
 - Engine must be stamped by tech official before it leaves ACR property.
 - The claimed engine must be raced in the following week's event.
 - The claimed car has the option to accept \$1,500. OR \$750. and the claimer's engine on exchange.
 - The driver filing a claim must also pay a \$50 for the tow truck to pull the engine.
 - If engines are exchanged, both drivers must pay \$50.
 - Engine claims do not include: flywheel, clutch, pressure plate, bell housing, exhaust manifolds, carburetor, starter, fan & pulleys, motor mount, sending units and switches for oil pressure and water temperature, carburetor adaptor, clutch ball, clutch arm, throw out bearings, dip stick, water pump, distributor, plug wires or fuel pump. The engine will be delivered in sealed long block form.
 - Any motor being claimed or exchanged as a result of a claim will be subject to tear down. Any motor not passing tech will result in the claim being void. Any motor found illegal in the tear down will result in a disqualification for that car. Any car failing tech at any time is subject to a pre-tech inspection upon returning to race at ACR.

It will be the responsibility of the driver to know what can and cannot be done. It is not the responsibility of ACR tech officials to assure that any car is legal. It is the driver's responsibility. If you are not sure of any rule ask before you win.

In these rules if it does not say that you can do it, then you cannot.

IMPORTANT NOTE: COMPETITIVE RACING CAN RESULT IN INJURY AND/OR DEATH TO THE PARTICIPANT. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. The rules and regulations are intended as guides for the conduct of the sport. They are in no way a guarantee against injury or death to a participant, spectator, officials, or other.

call or text with any questions – Phil 913.370.2520