

Section 21 - NASCAR Modifieds (2020)

SAFETY EQUIPMENT (See Section 3 MINIMUM SPECIFICATIONS for additional requirements)

All entrants will be required to run the rules package as described in section 21 or may declare a rule book of choice from the following options.

- Meridian Super Stock 2018 (may use super stock or “modified class tire & wheel”)
- Additional options may be made available as per Meridian Speedway discretion.

21.1 Frame & Chassis

21.1.1 Any OEM Grand American Modified style frame and chassis may be used. Must be complete and tech approved.

21.1.2 An approved manufacturer fabricated front clip may be installed. Must meet the intended OEM specifications as provided by the approved manufacturer and shall meet the prescribed templates as per tech. The current approved manufacturers are Thompson Motorsports & Howe Racing Enterprises.

21.1.2 Minimum wheelbase 108.00 inches (no tolerance). *Measuring procedure will consist of the front tires being turned to set the left side wheel base at 108” the right side will then be measured as under or over.*

21.2 Roll Cage

21.2.1 Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops.

21.2.2 Driver’s head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo.

21.3 Door Bars

21.3.1 All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 (0.095 recommended) inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage.

21.3.2 Steel door plate, 18 gauge or 0.049 (0.125 recommended) inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

21.4 Body

21.4.1 The body must be of modified type in appearance. Materials optional.

21.4.2 Windshield opening (see 21.5.1)

21.4.3 Engine compartment must remain open, no side panels approved. Door panels will extend no further forward than the rear spark plug on the corresponding side.

21.4.4 Spoilers optional. Wings and sideboards not permitted. Spoiler forward down bracing and/or sail panels shall not measured higher than the roof panel.

21.4.5 Hood shall have no more than 4.25” of turndown.

21.5 Driver Compartment

21.5.1 Must have minimum three windshield bars in front of driver.

21.5.2 Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required.

21.5.3 Aluminum high-back seat only and must be bolted in, using minimum 0.375-inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail.

21.5.4 Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. Mirrors approved.

21.6 Front Suspension

21.6.1 All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are:

21.6.2 Steel Tube-type upper A-frames, aluminum cross shaft ok, upper mounting locations optional.

21.6.3 Lower A-frames must be OEM type, no fabricated Lower approved at this time. Lower A-frame mounts and bolt holes on frame must be in OEM location. Ball Joints and ball joint installation optional.

21.6.4 Sway bar must be OEM type, splined bars are not permitted

21.7 Steering

21.7.1 Optional -

21.7.2 Steel steering shafts and knuckles only.

21.8 Shocks & Shock Claim

21.8.1 One steel bodied, nonadjustable, non-rebuildable, unaltered shock per wheel. One additional shock allowed in lift-or pull-bar area.

21.8.2 No external or internal bumpers or stops. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed.

21.8.3 Any driver finishing fifth on back in feature that has not been lapped by the fourth place driver and has competed in all events for the evening, can claim any shock for **\$100.00** from any of the top four drivers. No driver may claim same driver's shocks more than once during the calendar year.

21.8.4 Refusal of claim will result in suspension from any racing privileges for driver and/or owner for the remainder of the current racing season and the complete next racing season if it is deemed that 50% of the scheduled races for the division have already been run in the current racing season.

21.9 Springs

21.9.1 One steel, non-progressive, coil spring per wheel only.

21.9.2 Steel or composite leaf spring allowed.

21.9.3 One additional spring allowed on pull bar or lift bar.

21.9.4 Any coil spring must be at least 4.5 inches O.D. No torsion bars, air bags or inner liners.

21.10 REAR SUSPENSION

21.10.1 Optional, no aluminum components approved. Magnet must stick.

21.11 REAR END

21.11.1 Optional, any rear end may be used, Safety hubs and floater recommended.

21.11.2 All components must be steel, except lowering blocks, axle cap, drive flange and center section housing.

21.11.3 Full steel spool, steel mini spool or welded rear ends only. Axels must be steel.

21.11.4 360 cubic inches and below: **Final gear may not be lower/shorter than 6.00:1**. This means that 6.20 gears not allowed, but 5.83 & 5.67 are.

21.11.5 361 cubic inches and above: **Final gear may not be lower/shorter than 5.67:1**. This means that 5.83 gears not allowed, but 5.67 & 5.43's are.

21.12 Bumpers

21.12.1 Steel bumpers must be on front and rear at all times and welded or mounted with minimum .375 inch bolts.

21.12.2 Rear bumper must be constructed of solid-square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, It should be no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design.

21.12.3 Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.

21.12.4 Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar,

21.14 Tires

21.14.1 American Racer NASCAR Modified Short Track Tires will be the Class Tire.

The speedway brand must be on your tire for it to be deemed legal for competition.

Right Side- 26.0/15-15 - Left Side- 25.5/15-15

21.14.2 Race day tires shall be stamped and logged prior to the final practice of the day and/or prior to time trials at the discretion of the tire tech. Stamped tires must be run in all events on raceday, including the final practice if stamping takes place at that time. Tires may be replaced no sooner than (with exception of destruction thereof) every six (6) consecutive races dates. A "race" is considered only when you compete in all racing activities on that race date.

21.14.3 All tires and tire rotations will stay with the car/owner. If there is a driver change, tires stay with the car.

21.14.4 Tire softening or sipping or alterations to tires are strictly prohibited.

21.15 Wheels

21.15.1 Optional.

21.16 Brakes

21.16.1 Must be steel and of OEM origin or replacement aftermarket type, drum or disc must stop car on inspection.

21.17 Exhaust (See section 3 – MINIMUM SPECIFICATIONS)

21.17.1 Header type is optional. Behind the block cross over type headers with exhaust exiting under the car is preferred and may become mandatory if there are any issue meeting the decibel levels required by the track.

21.17.2 Mufflers are mandatory and must meet the track decibel rule at all times. All/or any cars violating the decibel rule may be required to purchase and install a spec muffler(s) before being allowed to compete.

21.18 Fuel System

21.18.1 Mechanical or belt driven fuel pump only and must be mounted at front of engine.

21.18.2 Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 20 gauge steel container.

21.18.3 Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of ten inches above ground. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing.

21.18.4 Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.

21.19 Carburetor

21.19.1 Any 4412 Holley two barrel carburetor(must say 4412) may be used without restriction. 4" maximum thickness of spacers/adapters not including gaskets between carb and intake.

21.19.2 Any other carburetor may be used, but a track assigned restrictor plate must be used during competition.

21.20 Fuel – Gasoline only, racing fuel allowed.

21.21 Weight

21.21.1 Min. total weight as weighed with the driver will be 2675 lbs (post-race/ post qualifying)

21.21.2 Max. left side as weighed with the driver in the seat will be no more than 58.0%

21.21.1 Must be securely fastened, be painted white and clearly display car number.

21.22 Battery and Starter

21.22.1 Must be securely mounted between frame rails, and positive terminal must be covered.

21.22.2 Starter optional, car must have capability of starting without being pushed or pulled.

21.23 Gauges and Electronics

21.23.1 No cameras, transmitting or listening devices (other than the one way radio - See General Rules), timing retard controls, or digital gauges (including tach). (go-pro cameras can be used at track discretion)

21.23.2 No electronic monitoring computer devices capable of storing or transmitting information except analog tach.

21.23.3 Ignition control boxes not approved (refer to 21.26.9)

21.23.4 No magnetos or electronic traction control devices allowed.

21.24 Transmission & Driveshaft

21.24.1 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.

21.24.2 Any OEM production type transmissions allowed - two-speed, three-speed, four-speeds and automatics approved. NO AFTERMARKET TRANSMISSIONS APPROVED.

21.24.3 Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bellhousing must rotate while car is in any gear.

21.24.4 Transmission must be one of the following designs:

21.24.4.1 OEM Manual: Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel bellhousing. One flywheel only, minimum 8.5 inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bellhousing can have only a hole for throwout bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel.

21.24.4.2 Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125-inch by three-inch steel, 270 degrees around flex plate.

21.24.4.3 Drive Shaft: Minimum two-inch diameter steel drive shaft and must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

21.25 Engine Compartment

21.25.1 Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle.

Engine offset must be kept within two inches of centerline of front crossmember with engine level.

21.25.2 Radiator must be mounted in front of engine. Overflow tubes must be directed to ground between frame rails.

21.26 ENGINE SPECIFICATIONS

21.26.1 Any American make engine allowed. Only factory produced OEM parts and components will be approved, Unless

otherwise specified. Factory type or aftermarket replacement of similar weight, material and specs approved.

21.26.2 Pistons, valves and valve springs may be factory type replacement of similar weight and material

21.26.3 Only unported OEM steel heads allowed. Heads may be gasket matched, maximum 1/2". Only OEM passenger vehicle production blocks allowed.

21.26.4 No GM Bowtie, Ford SVO or Chrysler W blocks. No Bowtie, Cleveland v-4 or W2's. No aftermarket heads approved.

21.26.5 Machining for screw in studs approved. After-market stamped steel rocker arm replacements of similar weight and material approved. Stamped steel roller tips approved and aluminum roller rockers approved, no shaft rockers. Stud girdles approved.

21.26.6 Any single carb intake manifold approved.

21.26.7 Camshaft may be hydraulic or solid of any manufacturer. Roller cam not approved. Cam timing optional.

21.26.8 All belt driven accessories must be on front of engine. 'Wet' sump oiling system only.

21.26.9 Ignition will be stock type camshaft driven distributor only. Points or HEI style. No magnetos, no MSD boxes or after-market performance parts. Modules, points and coils will be factory stock type replacement or upgrade.

21.26.10 Fuel pumps optional. No electric fuel pumps allowed.

21.26.11 Air cleaner or butterfly cover required.

21.26.12 Racing fuels allowed. AV-GAS approved. Methanol not approved

21.27 ENGINE CLAIMER RULE

21.27.1 MANAGEMENT CLAIM- Any car that qualifies for or starts a feature event is eligible for *management claim*. The claim amount is **\$3600.00**. Driver/owner will be notified of the intent to claim the engine at a time prior to, during or at the completion of any feature event as deemed by the track.

21.27.2 The claimed Driver will be given 20 minutes from the time of official notification of any claim to accept or refuse the claim.

21.27.3 No management claim will be made on the first event of the season, a car that accepts a management claim is exempt from management claim for the next two race dates in the same season

21.28 ACCEPT/REFUSE CLAIM

21.28.1 Should the Driver accept the claim, he/she or the assigns determined by the Driver will first accept/receive the \$3800 prior to starting the procedure to disconnect the applicable components, lines and parts from the engine. The tow truck driver/operator will attach the chain and lift the engine from the chassis. This process will begin immediately after the claim is accepted.

21.28.2 Engine shall include all components from oil pan to distributor. It shall not include the carburetor or carb spacers or linkages. It shall include the water pump, fuel pump, timing gear and damper but shall not include pulleys and belts. It shall not include the ring gear or flex plate and shall not include the bell housing, clutch or assembly. It shall not include headers or exhaust and shall not include gauges or sending units.

21.28.3 Refusal of claim will result in suspension from any racing privileges for driver and/or owner for the remainder of the current racing season and the complete next racing season if it is deemed that 50% of the scheduled races for the division have already been run in the current racing season.

21.28.4 Refusal of claim will result in loss of current track and NASCAR points and forfeiture of any currently owed any future monies or prize contingencies will be revoked.

21.29 One-Way Radios

21.29.1 One way radios (scanner/racescan) are mandatory, must be on race control channel at all times

21.29.2 Two-way radios are not allowed

21.30 Fabricated Coil over Chassis PROBATIONARY CLAUSE (Troyer Type Modified) Any entries that have a chassis that doesn't meet the specific chassis rules outlined above may be considered probationary legal until otherwise decided by Meridian Speedway with the following specifications. Every other rule-(motor, gear, carb, tires ect... will be in play.

21.31.1 Min. total weight as weighed with the driver will be 2775 lbs 57% (post-race/ post qualifying)

21.31.2 Open Shocks = 20lb penalty per shock (all shocks will be legal by July 4 event 2019 or face disqualification)

21.31.3 Legal Shocks= with coil over eliminator or with coil over kit (no penalty)

21.31.4 Any components not listed may be further penalized or deemed excluded at anytime if determined necessary by HWY 16, LLC / Meridian Speedway.