



2012



MODIFIED DIVISION

Virginia Motor Speedway

4426 Tidewater Trail

Jamaica, VA 23079

(804) 758-1867

info@vamotorspeedway.com

MODIFIED DIVISION SUPPLEMENT TO THE "2012 GENERAL RULEBOOK"

Highlighted items = Rule Changes

"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 events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose and further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final."

Section 1. Bodies

- 1.1 IMCA or UMP full body rules are accepted.
- 1.2 Spoiler is to be a maximum of 5 inches high and must not exceed the width of the body.
- 1.3 NO Mirrors unless you wear a Hans or Hutchins Device then you are allowed one (1) spot mirror 2 inches in diameter on driver or passenger side.
- 1.4 No rear filler panel required. Open rear.

Section 2. Frames

- 2.1 All cars must use factory production American passenger car front frame sections. Frame sections cannot be narrowed or widened. All modifications must be reported to the technical inspectors at the track.
- 2.2 All cars must use steering boxes. Steering boxes must be mounted in original position. Idler arm, pitman arm and center link must be OEM type and mounted in original position. Rack & pinion steering not allowed.
- 2.3 Lower A-frames must be OEM or track approved aftermarket and be mounted in stock location. A-frame bushings made of steel or spherical bearings are permitted.
- 2.4 Tubular upper A-frames or track approved aftermarket A-Frames are permitted. After-market mount plates made completely of steel are permitted.
- 2.5 Any type of rear suspension is permitted. All springs must be a minimum of 4 ½ inches in diameter. The top link spring does not apply to the 4 ½ inch spring diameter. 4 ½ inch rear coil over permitted, no front coil-overs allowed. Coil-overs are allowed in rear only. No valve adjustable shocks allowed. Torsion-bar rear suspensions not allowed. Independent rear suspensions not allowed.
- 2.6 Tie rod sleeves and rear-end alignment tubes will be made of steel or aluminum.

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- 2.7 There is a \$75 claim per shock per wheel. Shock claimant must be on the lead lap at the completion of the race. Competitor must have competed in at least two (2) consecutive events prior to claim.
- 2.8 Any type of sway bar is permitted. Arms or after-market sway bars will be made of steel.
- 2.9 Stock OEM passenger car spindles only. Fabricated or after-market spindles are not allowed. Weld-on brake brackets are permitted on front spindles. After-market steel hub is permitted on stock spindles for safety. Spindles must remain stock.
- 2.10 Steel tie rod tubes may be used and outer tie rod ends may be replaced with heim joints to help correct bump-steer.
- 2.11 Wheel-base must be a minimum of 108 inches.

Section 3. Roll Cages

- 3.1 Roll cage must consist of continuous hoops not less than 1.50-inches outside diameter and must have a minimum wall thickness of .095-inches.
- 3.2 Roll cage must be mounted in at least 8 places.
- 3.3 Driver's head must not extend above the roof loop.
- 3.4 Foot protection bar is mandatory.
- 3.5 Driver's door must be parallel with the ground and located so as to provide maximum protection for the driver. The side-bars must be welded to the front and rear of roll cage members. Brazing or soldering is not allowed. Door bars must have a minimum .095 thickness. Must use a minimum of 3 bars at 1.50 inches outside diameter or 4 bars at 1.50 inches outside diameter.
- 3.6 Driver's door must have a steel plate measuring 18" x 24" with a thickness of .090 inches. Plate must extend from the frame-rail upward.

Section 4. Weight

- 4.1 All cars must weigh a minimum of 2450 pounds with driver in car.
- 4.2 Added weight must be in block form of no less than 5-pound blocks (no pellets) and painted white with the car number on it.
- 4.3 Added weight must be securely bolted in place. Subject to technical approval.
- 4.4 Weight may be added to the outside of the frame rails or ahead of the front spindles or behind the rear axle or inside the driver's compartment.
- 4.5 Dislodged weight will not, be allowed to be returned to the car for weighing after the race. Loss of weight will result in disqualification.

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- 4.6 If running a GM 604 Crate motor 100 pound weight break (2350 pounds total weight minimum) See "Addendum A"

Section 5. Bumpers

- 5.1 Bumpers must be used on both the front and rear of car. Bumpers must be able to support the car if lifted by wrecker.
- 5.2 Center of bumpers must be 18 inches above the ground, plus or minus 2 inches.
- 5.3 Bumpers are subject to technical approval.

Section 6. Rear Ends

- 6.1 Any passenger car or truck-type rear end permitted. Axle caps, lowering blocks and drive plates may be made of aluminum. Rears may be cambered plus or minus 1 degree. Quick-change rears are permitted. Four bar tubes and bird cages, steel or aluminum allowed.
- 6.2 Rear end coolers are allowed.

Section 7. Brakes

- 7.1 Brakes must be fully operational on all four (4) wheels and must lock up on inspection.
- 7.2 Only GM type single-piston calipers permitted.
- 7.3 Traction control devices of any type are NOT allowed on brakes or on any other component of car.

Section 8. Electrical

- 8.1 MSD 6AL or 6ALN (Factory MSD harness must be used) or High energy Ignition (HEI) with a 4-prong module required. Cutting or splicing of any of the wires is not allowed. All components and wires must remain in their original factory OEM configuration. Points distributors are permitted. Magnets are not allowed. Timing retard components are not allowed.
- 8.2 Ignition coil must be mounted on engine side of firewall.

Section 9. Engine (If you running a Crate Engine See "Addendum A")

- 9.1 Any American production passenger car engine permitted. But not to exceed 383 cu. in. 4.30 bore with a 383 cu. in. **Contact race track at time of rebuild for directions.**
- 9.2 Mount locations on block or chassis cannot be altered from OEM (ie. frame mounts, fuel pump, etc.)
- 9.3 Engine must be mounted at least 72 inches forward from the center-line of the rear axle housing, measuring to the bell-housing flange at the rear of the block. The distance from the center of the crank to the ground can be no lower than 11 inches.

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- 9.4 Carburetor must be a Holly two-barrel 500, part number 4412, maximum butterfly and venturi diameter of 1.75 inches. Permanent press in sleeves permitted.
- 9.5 Competitor must race with the same carburetor used during qualifying or heat races.
- 9.6 Aluminum cylinder heads or aluminum engine blocks are not allowed.
- 9.7 Electronic traction control, timing devices or rev-limiters are not allowed.
- 9.8 Antifreeze not allowed. Violators will be subject to a \$50 fine and disqualification.
- 9.9 50 pound crankshaft weight rule. **May be 2% less for clean up and recut.**
- 9.10 Must have 1” inspection plug in pan for inspection of cranks and rods. Call for location.

Section 10. Transmissions

- 10.1 Only OEM type transmissions are permitted (3 speed, 4 speed or automatic). Five speed transmissions, in or out boxes not allowed. All cars must have an operable reverse gear. Bert and Brinns allowed.
- 10.2 Clutch-type transmissions must be equipped with approved blow-proof type bell housing. A transmission blow-proof cover shield is required for automatic transmission cars.
- 10.3 Only steel drive shafts are permitted. Drive shafts will be painted white and have car number on them. Car must be equipped with a drive shaft loop made of steel with a minimum of 3/16 inch thickness and 2 inches width.

Section 11. Tires and Wheels

- 11.1 Hoosier 2ply E-Mod 26.0, 26.5, 27.5. 8.0 x 15. Soft, medium or hard.
- 11.2 8 inch steel wheels are required.
- 11.3 Maximum width of car (front and rear) not to exceed 78 inches measured outside of tire to outside of tire at spindle height.

Section 12. Fuel / Fuel Cell

- 12.1 Fuel is to be pump gasoline only. Fuel additives are not allowed. Nitrous oxide is not allowed.
- 12.2 Fuel vent must exit to the left rear, 1 to 1 ½ feet from quarter panel.
- 12.3 An approved fuel cell required. Maximum capacity, including the filler spout and overflow must be 22 gallons. The nominal fuel cell size must be 32-5/8 inches by 16-5/8 inches by 8-7/8 inches.
- 12.4 Materials other than standard foam as provided by an approved fuel cell manufacturer will not be allowed.

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- 12.5 Fuel cell check valve is required and must be acceptable to track officials. All approved fuel cells may be equipped with a steel ball fuel filler and fuel vent check-valve assembly.
- 12.6 Fuel cell must be enclosed in an approved container of no less than 20-gauge steel. Cell must be mounted as far forward in the center of the trunk as possible. Bottom of cell cannot be lower than the bottom of the rear frame rails. Four steel straps minimum 1 inch wide by 1/8 inch thick must secure the cell to the trunk.
- 12.7 A steel firewall not less than 20-gauge thick must separate the driver's compartment from the fuel cell.
- 12.8 Outside fill is not allowed.
- 12.9 Fuel line may not exit bottom of fuel cell.

Section 13. Identification

- 13.1 Car numbers will be issued by the track. Numbers issued and not used during the current year will not be held over.
- 13.2 Numbers must be at least 20 inches high and located on both sides of the car.
- 13.3 Car number must also be displayed on the roof, and be at least 24 inches high. Roof numbers must be readable from the scorer's tower/grandstand when the car is on the front stretch.
- 13.4 Car number must be at least 4 inches in height and must be displayed on the right front of nose-piece and on rear flap.
- 13.5 Decals must not interfere with the car numbers. Must reserve right side door for track/sponsor. Location (placement) of decals to be announced.

Section 14. Personal Safety

- 14.1 Please refer to Track General Rule Book for track safety standards.
- 14.2 Competition shoulder harness and lap belt must be at least 3 inches in width. Sub strap is required. Metal-to-metal buckles are required on shoulder and seat belts. The shoulder harness should be attached to the roll bar behind the driver's seat even with or slightly higher than the driver's shoulders. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage. Shoulder harness inertia reels are not allowed.
- 14.3 Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- 14.4 Aluminum racing seat is required. Fiberglass seats are not allowed.
- 14.5 The steering wheel must be steel or aluminum and have a quick-release for removal. The center of the wheel must be padded.
- 14.6 Window nets must be track approved.

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Section 15. Claiming Rules

- 15.1 In order to claim a head and intake combo, the person presenting the claim (claimant) must be on the lead lap at the completion of the race. At the time the claim is submitted, the claimant must present \$550 cash.
- 15.2 A claim excludes all of the following parts from the engine being claimed: Block, crank, rods, pistons, flywheel, Clutch, Pressure Plate, Bell-housing, headers, Carburetor, Starter, Motor Mounts, Sending units and switches for Oil Pressure and water temperature, Carburetor Adapter, Fan and Pulleys, Clutch Ball, Clutch Arm, Throw out Bearing, Dipstick, Water Pump, Fuel Pump, Distributor, Plug Wires, Water Outlet on Intake, Rocker-arms and Stud girdles, Oil pan, Oil pump, Oil Pick-up, Valve covers, Push rods, Lifter tray.
- 15.3 The top five (5) position finishers must report directly to the infield tech area and are subject to engine claim by any other driver finishing 2nd on back, on the lead lap at the conclusion of the event. Failure to report directly to the infield tech area will result in disqualification and loss of money and points for the first infraction (engine parts can still be claimed); this may be treated as engine claim refusal for second infraction. Driver allowed one claim ONLY per event, regardless of outcome of the claim. The claim is not charged to a claimant who is not awarded the claim.
- 15.4 Claims must be made to a track official immediately after the feature race. Claimed parts must be completely removed within one (1) hour from the time the claim is made and driver agrees to sell claimed parts.
- 15.5 A racer's claim can only be presented by the driver (claimant) and only the driver of the car (engine parts) being claimed may agree to sell or refuse to sell the engine parts.
- 15.6 Refusal to sell or swap forfeits all cash, track points, and trophy winnings for feature. Driver will also lose all championship points earned during Season. Any driver refusing to sell when claimed will lose their right to race the remainder of the season.
- 15.7 Once an engine parts claim has been accepted, the engine is not to be started, under any circumstances. The car is to be pushed to the area where removal will take place. Any person starting a claimed engine may be immediately disqualified from the event and will be suspended.
- 15.8 The cylinder block may not be altered in such a way as to prevent it from being used in a stock application. Stock approved OEM components must be able to be immediately used in their stock location. Any sabotage discovered to claim engine parts will result in driver being suspended from the Track.
- 15.9 No one driver may claim any other one driver more than once during a calendar year.
- 15.10 When two or more Modified races are scheduled on the same night, claiming is only permitted after the final race. Only competitors who complete both races on the lead lap are eligible to claim. The top four (4) finishers from each race event are eligible to be claimed after the final event of the night.
- 15.11 A disqualification will not affect a legal claim. The engine will be pulled and transferred prior to any penalties being assessed.

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- 15.12 Un-sportsmanlike conduct during the claim procedure, or while pulling the engine parts, will result in an immediate \$1000 fine and suspension.
- 15.13 If there is more than one interested claimant for the same engine, the first claimant has rights to the engine claim (first come first serve).

Section 16. Can Or Can't Rule

- 16.1 DO NOT try to read between the lines in the rule book. Just because the book doesn't say you can't, don't assume you can. Any modifications not specifically outlined here are at the Tech Departments discretion. All final decisions will be made by the tech officials Ask first before you assume something is legal.

Crate Modified “Addendum A”

Section 17. Fastrak Crate Engine Package

ENGINES

GM 604 Car and Driver: 2350 lbs (Touring events allow 1 lb per lap 'burn off' in *feature only*)

All Engines and parts must be as from factory and all components thereof. Any changes will result in disqualification and no points awarded.

This includes, but is not limited to, harmonic balancers, valve springs, push rods, rocker arms, and aftermarket valve covers.

***NO upgrades are allowed to any engine that may produce power via “performance enhancing methods”.

Only FASTRAK “authorized” engine builders have FASTRAK engine seals.

Must be a member of FASTRAK to receive FASTRAK engine seals.

IF YOU ARE CAUGHT CHEATING “WITHIN THE BOLTS” (THIS INCLUDES “AFTERMARKET” VALVE SPRINGS)

Driver is fined \$1000 and barred for 365 days

Loss of points

Cannot compete in GRAND NATIONALS

If car owner is 'separate' of driver, car owner will be under the same penalty.

Neither driver or car owner (if separate) may compete at any FASTRAK weekly sanctioned track and or touring event for 365 days.

Track event: (Track receives 50% of \$1000 fine)

Regional Touring event: (Region receives 50% of fine)

EXCEPTION: If FASTRAK “authorized” engine builder signs legal “affidavit” stating that competitor had NO knowledge of rules infraction in relation to building of 'said' engine

Competitor and/or car owner (if separate) will be fined \$500.

Competitor and/or car owner (if separate) will be suspended for 30 days

Competitor and/or car owner (if separate) will lose all points.

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***ALL RULES in effect for ALL OPEN SHOWS that are FASTRAK Sanctioned.**

***By participating in ANY FASTRAK event (Touring, Weekly or Open) Competitor, Owner and any affiliates of such agree to a "hold harmless" agreement under the terms of this rule book. Competitors, Car Owners, Engine Builders have the right to "appeal" at the FASTRAK Corporate Office. Findings at said appeal shall be binding and FINAL! Appeals must be filed in writing within 48 hours of infraction. Appeals may be faxed to: (678) 528-3117.**

GM 'RM BOLTS' WILL NOT BE LEGAL IN 2011

PROTESTS

Top 5 cars can protest anyone within top 5 positions.

Engine CLAIM RULE: GM 604 HP \$5500 Claim

Participant refusing to allow claim will be considered 'illegal within the bolts' and penalties according to such will apply.

Tear Down Rules: All fees must be paid in full within 10 minutes of protested car crossing scales. Protestor must have money in hand for protest. ONCE PROTEST IS DECLARED, IT CANNOT BE WITHDRAWN!

COMPLETE TEAR DOWN: \$800.00 fee. \$200.00 goes to series and/or track (engine will be put back together at FASTRAK "authorized" engine builder for \$600 plus any applicable parts. NOTE: \$600 is for reassembly and re-sealing. Does NOT include any additional needed parts related to wear and tear).

CAM PROFILE: \$300. \$100 goes to Series and/or track.

PULL HEAD AND INTAKE: \$300. \$100 of fee goes to Series and/or track.

WEIGH CRANKSHAFT: \$300. \$100 of fee goes to Series and/or track.

*In the case of two day shows, engines will be marked for legality. Marked engine must be present at post race tech.

*Should competitor change engines, tech personnel must be notified in advance. Both engines may be subject to technical inspection. Engine not inspected in advance will automatically be disqualified.

FASTRAK / VIRGINIA MOTOR SPEEDWAY RESERVES THE RIGHT TO CHECK ANY COMPETITORS ENGINE BY DYNO TESTING, TEAR DOWN, OR ANY OTHER MEANS FOUND NECESSARY TO CONFIRM THE LEGALITY OF AN ENGINE. Any competitor that will not allow testing procedures per the discretion of the Regional Director, Tech Official or FASTRAK Official, will be barred for 365 days and fined \$1000. It is the duty of FASTRAK to keep engines legal per the FASTRAK rule book based on rules of 'fair competition'.

FASTRAK WILL CONTINUE VIGOROUS INVESTIGATION INTO BACKGROUND OF TEAM OWNER, DRIVER, AND ALSO DO INVESTIGATIVE WORK TO FIND ENGINE BUILDER RELATED TO ANY SUCH INCIDENT OF CHEATING.

FASTRAK WILL NOT TOLERATE CHEATING WITHIN THE BOLTS/SEALS. FASTRAK WILL PROSECUTE ENGINE BUILDERS FOUND TO BE CHEATING ENGINES OUTSIDE OF GM TECH MANUAL SPECIFICATIONS. LAW PERTAINS TO "SPIRIT OF COMPETITION". DOING ILLEGAL WORK INSIDE OF A SEALED ENGINE IS IN DIRECT CONFLICT OF ANY SERIES UTILIZING SEALED

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ENGINES. ENGINE BUILDER WILL BE BARRED FOR LIFE, REPORTED TO GM AND EVERY SERIES AND TRACK IN THE UNITED STATES KNOWN TO FASTRAK. ARTICLES WILL BE PUBLISHED IN MAJOR NEWSPRINT SHOULD SUCH INCIDENT TAKE PLACE. We consider this to be a serious offense and it will be treated as such.

APPEAL PROCESS:

Appeals must be made in writing in the following manner

- 1) For weekly tracks: in writing the same night of said protest
- 2) Regional Touring events: in writing the same night of said protest
- 3) In both instances copy of APPEAL must be faxed to FASTRAK corporate office within 48 hours of said protest.

APPEAL will be heard by all parties involved plus someone from the FASTRAK Corporate Office and possibly legal counsel of FASTRAK. By becoming a member of FASTRAK, you are agreeing that the decision made by the corporate office will be final and party posting APPEAL has no legal rights thereafter.

CARBURETORS

*Any 750 CFM Carb or smaller. Must have 1 11/16th base plate maximum. No exceptions.(measured with no go)

*Billet base plates may be used (.780 maximum)

604 1 Inch carb spacer maximum **(0 TOLERANCE)**

602 2 Inch carb spacer maximum **(0 TOLERANCE)**

***Please take time to check your plate** with a gauge, not a tape measure.

Spacer may not protrude into carb or intake at any point. .

One gasket per surface. .070 maximum.

*No fuel injection, nitrous oxide or other type systems allowed.

*Two throttle springs strongly recommended!!

*Aerosol carbs are not legal.

FUEL SYSTEMS

Mechanical fuel pump only.

NO electric fuel pump of any type

EVACUATION SYSTEMS

EVACUATION SYSTEMS ARE NOT ALLOWED OF ANY TYPE!. Note: This means any type vacuum system.

HEADERS

Tri Y headers are not legal.

No merge collectors

*Please note it has been brought to our attention the use of custom headers. Should the price of headers become what the series considers 'unreasonable' and an unfair advantage, the series retains the right to use 'spec headers'.

OIL PUMP

Wet sump only.

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No external oil pumps. Even if considered “wet”:
Remote oil filter and lines permitted. (One) remote oil filter.
Oil cooler allowed. (One)

DISTRIBUTOR

No magnetos.
Electronic ignition allowed.
MSD type box allowed.
Series retains the right to change MSD boxes at any time without notice.
No crank triggers or devices inside car that allow adjustment of timing.

ELECTRONIC DEVICES

No electronic devices allowed on any car thereby enhancing adjustment of that car.
Electronic brake “cut off” legal on right front only
No remote control devices allowed on any car during any event.
Lap timers allowed during practice sessions only.
No electronic devices controlling shocks.

Exotic Materials:

ALL exotic materials are illegal. That includes titanium and/or carbon fiber.
Carbon fiber drive shafts are legal.