

Creek County Speedway 2017 Modified Rules



BODY:

- Panel vans or station wagons are not allowed.
- An aluminum half-windshield may be used on driver's side of the front window opening only.
- Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes). Front window may have a support of no more than six (6) inches at bottom, going straight up to top for non-clear materials. Support may be up to ten (10) inches at bottom, going straight up to top, only if it is a clear Lexan material.
- A minimum window opening of twelve (12) inches must be maintained on all four (4) window openings (front, back, left and right).
- Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner post must follow standard configuration.
- Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front. No more than one-half (0.5) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground. OEM Gremlin roofs are not allowed.
- Sail panels must be of matching design with matching styles on both sides of racecar. Sail panels may have a maximum bow of four (4) inches top to bottom, maximum bow of three (3) inches front to back and may be no more than eight (8) inches above the back edge of deck.
- Reverse hood rake is not allowed. Hood must be level or slope forward toward nose of racecar. Back of hood may be no more than two (2) inches above decking.
- Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar.
- Panel(s) (engine covers) in front of the door next to the engine compartment are permitted, but must maintain a six (6) inch gap from the door. One side must remain open for inspection of engine on the scales.
- Bodies with excessive damage (as determined by an official) will not be allowed to compete.

SPOILERS:

- The maximum rear spoiler height shall be seven (7) inches.
- Rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck, and must extend from right edge of deck to left edge of deck.
- Rear spoiler must remain separate from sail panels.
- A maximum of two (2) center supports and a maximum of two (2) side supports may be attached to the front of the rear spoiler.
- Fins, wings, lips or other air spoilers (except as noted above) are not allowed.
- Fins, wings, lips or other air spoilers must match corresponding part on opposite side of racecar.
- The rear deck lid and/or trunk area must be covered.
- Aluminum roofs are permitted.
- Doors and quarter panels may be mounted a maximum of one (1) inch above the deck, and must match side to side.
- Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend up to eight (8) inches forward of the back of the engine block.
- Nose may not extend past front bumper and must be a minimum of five (5) inches above the ground. A two (2) inch lip on the nose is permitted, but may go no further than leading edge of hood. The Dominator Race Products molded plastic nose (Product #DMNK) is permitted.

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BUMPERS:

- Center of bumpers (front and rear) must be a minimum sixteen (16) inches and a maximum twenty (20) inches from ground.
- Both front and rear bumpers must be used, and may not have any sharp edges. Any inappropriate bumper may be disallowed at the discretion of an official. Front bumper should be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1.25) inch tubing and must be able to support the racecar if lifted by a tow vehicle. Top bar must be directly above bottom bar.
- Rear bumpers may be constructed of tubing or flat stock, and must protect the fuel cell. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars).

APPEARANCE:

- All racecars must be numbered with large legible numbers on both sides, on top, and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.
- Officials reserve the right, in the public image of the sport, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.
- Overall width of the racecar may not exceed 78 inches. Width shall be measured from the widest points on each side of the racecar.

ROLL CAGES:

- Round steel tubing, seamless roll-over bars are required for the basic roll cage, and must be acceptable to officials. Acceptable tubing is as follows: one and three-quarters (1.75) inches by nine-tenths (0.9) of an inch or one and one-half (1.5) inches by ninety-five one-hundredths (0.95) of an inch for mild steel and DOM tubing (one and three-quarters (1.75) inches by eighty-three one-hundredths (0.83) of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.
- Installation and workmanship must be acceptable to officials.
- Must be frame-mounted in at least six (6) places.
- Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- Must have a protective screen or bars in front window opening in front of driver's face.
- Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory.
- Brace bars forward of roll cage may not be higher than the stock hood height.
- A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars with a thickness of less than nine-tenths (0.9) of an inch should

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have four (4) bars at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-hundredths (0.83) of an inch thickness and be gusseted in place. The door bars must have six (6) vertical studs per side of one and three-quarters (1.75) inches by eighty-three one-hundredths (0.83) of an inch minimum seamless round tubing equally spaced.

FRAME:

- Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than thirty-six (36) inches from center of rear end housing.
- May only be altered for the installation of springs and shocks.
- All components must be made of steel and be properly welded.
- Must be full and complete on both sides, may not be widened or narrowed and must be able to support roll cage on both sides.
- Minimum height from ground is four (4) inches. Exception: front cross member may be notched for radiator clearance only. Right front frame rail must be a maximum of seven and one-quarter (7.25) inches above the ground.
- Jeep, Bronco or similar four-wheel drive frames are not allowed. Sports car frames are not allowed. Front-wheel-drives are not allowed.
- Rear of frame may be altered to accept leaf or coil springs.
- Hydraulic, ratchet or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.
- Wheelbase must be a minimum of one-hundred eight (108) inches on both sides (no tolerance).
- Tubular front clips are not allowed.
- Maximum overall width of car (at front or rear) shall not exceed seventy-eight (78) inches from outside of tread to outside of tread (no tolerance).

COCKPIT:

- Loose objects and/or weights are not allowed.
- Air bags and full of hot airbags are not allowed.
- Rear view mirrors are not allowed.
- Floor and firewall must be complete in the driver's compartment. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the drive shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.

STEERING:

- Must be OEM and must remain within original bolt pattern for type of frame used.
- Rack and pinion is not allowed.
- May be modified to suit driver, but must remain on left side of cockpit (no center steering).
- Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.

SEAT:

- Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
- Homemade aluminum, plastic or fiberglass seats are not allowed.
- Must be properly installed and seat back cannot be moved back further than rear edge of quarter post.
- High-back aluminum seats only. Full containment racing seats are strongly recommended.

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SUSPENSION:

- Must remain stock-type for the type of frame being used. Steel aftermarket parts may be used as stock components as long as they mount in the stock location and are the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, must match factory specs. All parts must meet OE specs and match side to side.
- Aluminum and/or titanium components are strictly forbidden. Magnet must stick to all components.
- Steel tube-type upper A-frames are permitted and may be moved. Steel or aluminum cross shafts are permitted.
- Coil-over springs are not allowed on the front.
- Stock passenger car spindles only. Fabricated spindles are not allowed. Bottom A-frames may not be altered, lightened or moved and must match side to side.
- Front sway bars may be used. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints. Must be solid full-length OEM.
- Rear pan hard bars may be used. Must be made of steel and may be attached by using a minimum three-quarter (0.75) inch i.d. steel heim joint.
- Steel coil-over eliminators or steel/aluminum coil-over kits are permitted on the rear only, but must conform to shock and spring rules.
- Suspension and/or rear-end parts must be made of steel. Aluminum mounting brackets are permitted.

SHOCKS & SPRINGS:

- One shock only per wheel is permitted.
- Aluminum heims on shocks are not allowed (steel caps only).
- Air shocks are not allowed.
- All coil springs must be at least four and one-half (4.5) inches outside diameter. Springs must be made of steel. Torsion bars are not allowed in rear.
- Canister shocks are not allowed.
- External rubber bump stops are permitted (steel or plastic cup only).
- Progressive springs are not allowed (except on pull bar or lift bar).
- Cockpit-adjustable shocks are not allowed.

ELECTRICAL SYSTEM:

- Battery must be securely mounted inside frame rails and covered.
- One (1) 12-volt or 16-volt battery is permitted.
- Voltage converters are not allowed.
- All battery posts must be securely covered.
- Magnetos and/or crank-triggered ignitions are permitted only for racecars utilizing a Crate Engine.
- One (1) coil only is permitted.
- Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON".

FUEL SYSTEM:

- Fuel must be automotive gasoline or alcohol only. Additives of any kind are not allowed. E85 ethanol or racing fuel is permitted. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
- May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds. Oxygenated fuel is not allowed.

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- Electric fuel pumps are not allowed.
- Carburetor one (1) two-barrel, four-barrel or Predator carburetor properly installed will be permitted.
- Must be naturally aspirated.
- Fuel injection is not allowed.
- An adapter with gasket is permitted. Adapter and gasket combined may be no more than two and one-quarter (2.25) inches.
- Fuel Cell must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points. Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely. No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides. Fuel cell may be no lower than ten (10) inches from the ground.
- Must have check valves.
- Limited to a maximum capacity of thirty-two (32) gallons.
- Must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

TIRES & WHEELS:

- Wheels must be fifteen (15) inches in diameter and eight (8) inches in width.
- Stickers are not required.
- Must be reinforced steel only.
- A steel or aluminum bead lock may be used and may be mounted on the outside of the wheel so long as it does not add over three-quarters (3/4) of an inch to the overall width of the wheel.
- Homemade mud caps are not allowed.
- Wheel covers are permitted on right side wheels only. Inner mud plugs are permitted.
- Wide five wheel adaptors are not allowed.
- Steel or aluminum spacer between hub and wheel is permitted, but overall width of racecar cannot exceed 78 inches.
- Aluminum or steel lug nuts are permitted.

TIRES:

- American Racer G60 or KK704 stamped or non-stamped tires are permitted. All non-stamped tires must be asphalt (no dirt). May run asphalt take offs.
- Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed.
- Grooving and/or siping is permitted.
- All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

BRAKING SYSTEM:

- Must be operating on all four (4) wheels and must lock up all four (4) wheels during inspection.
- Must have caliper and rotor on all four (4) wheels. Vented rotors are required on front wheels.
- Electronic brake actuators are not allowed.
- Calipers may not be lightened and must be OEM.
- Steel or aluminum single-piston OEM-type calipers are permitted.
- Rotors must be steel and may not be lightened or drilled. Rotors may be re-drilled for different bolt patterns or larger studs.

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- Front-to-rear brake bias is permitted (no left to right).
- Brake shut-offs are not allowed.
- Brake lines must be visible.
- Must maintain minimum OEM dimensions for hubs, rotors and calipers.

DRIVE SHAFT:

- A loop is required and must be constructed of at least one-quarter (0.25) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (0.25) inch by one (1) inch solid steel fastened to cross member are permitted.
- Must be painted white and made of steel.

TRANSMISSION:

- OEM three-, four- and five-speed and automatic production-type transmissions are permitted. Approved aftermarket transmissions are permitted.
- "In and out" boxes are not allowed.
- Must all be clutch-operated.
- Approved aftermarket transmissions are Bert (Part #LMZ), Brinn (Part #70001), Falcon (Part #60100), RaceGator (Part #140002/140002-C), and Mitchell Machine Bullet Tranny with internal clutch.
- Clutch must be inside of bell housing for OEM production-type transmissions
- Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved. (Note: GM bell housing is not SFI approved).
- Automatic and aftermarket transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel, and must be constructed of at least one-quarter (0.25) inch steel. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. All flex plates must be SFI-certified.
- With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection.

REAR-END:

- Any passenger car or truck type is permitted. Aluminum is not allowed except lowering blocks, axle cap and drive plate.
- Quick change rear-ends are permitted: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearings must be tapered; titanium is not allowed; wide-five (5) wheel patterns are not allowed; aluminum spools are permitted. Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear-ends purchased prior to that date will be permitted and must have original serial number.
- Cambered rear-ends are not allowed. One-piece drive flange only.
- Traction devices are not allowed (includes Gold Track, True Track or similar type components).

ENGINE:

- Must be able to be used in conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings (includes block, heads and intake) and fittings may not be changed. Machine work on outside of engine, or on front or rear of camshaft, is not allowed. If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate.

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- Total “dry sump” systems are not allowed. “Wet” system must be in stock operating order, except oil coolers and remote filters are permitted.
- Modification of cooling system is permitted. Radiators and oil coolers may not protrude above interior.
- Any American make may be used. Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle – NO TOLERANCE.
- Offset must be within two (2) inches of centerline of front cross member.
- Must be a minimum of eleven (11) inches from ground to front center of crankshaft.
- Steel blocks only –aluminum and/or titanium are not allowed.
- Overflow tubes must be directed toward the ground and inside the frame rails.
- Radiator must be mounted in front of engine.
- Tri-Y headers are permitted, but cannot contain stainless steel.
- Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage. Mufflers are required.
- Roller cams are permitted, unless otherwise noted.
- Intake manifolds must be made of cast iron or cast aluminum. Unaltered plastic (AFR TITAN 4801 TXR) intake is also permitted.

FLAT TAPPET/STEEL HEAD ENGINE:

- Stock diameter lifters only. Mushroom lifters are not allowed.
- Stud girdles and shaft rockers are permitted.
- Engine components must be of matching manufacturers (i.e. Chevy for Chevy).

FLAT TAPPET BRODIX ALUMINUM SPEC HEAD ENGINE:

- Approved product numbers for the BRODIX Aluminum Spec Head are SPCH (Chevrolet), SPFO (Ford) and SPMO (Mopar) for USRA.
- Removing, relocating, grinding, polishing or defacing of any cast letters and/or numbers is strictly forbidden.
- May be angle milled, but valve angle must remain within one (1) degree of original manufactured specification.
- Valve guides must retain original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened whatsoever. Minimum valve stem diameter must be five-sixteenths (0.310) inch.
- Absolutely no welding or adding material of any kind.
- Removal of material is not allowed, except for pushrod clearance. Factory CNC chamber may not be altered in any way.
- Absolutely no enlarging, relocating or other altering of any bolt hole, dowel hole or threaded hole, except to spot face bolt holes after angle milling.
- Heli coils may be used for repairs.
- Absolutely no grinding or polishing of any kind anywhere on the casting, except for pushrod clearance.
- Internally-repaired BRODIX Aluminum Spec Head must be recertified by BRODIX.
- BRODIX Aluminum Spec Head checking fixtures will be used to check specifications and dimensions.
- Stock diameter lifters only. Mushroom lifters are not allowed.
- Stud girdles and shaft rockers are permitted.
- Engine components must be of matching manufacturers (i.e. Chevy for Chevy).
- Oil drain back and cooling lines are permitted.

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- Oil drain back and cooling lines are permitted.

CRATE ENGINE:

- Minimum of sixty (60) total pounds – thirty (30) pounds on each side of the engine – at or ahead of front motor mounts, at or above the spark plugs height.
- GM Performance Parts (GPP) factory-sealed CT525 Chevy small block crate engine (Part No. 19171821): includes aluminum block and heads, hypereutectic aluminum pistons, nodular iron crank and hydraulic roller tappet camshaft.
- Must have “Crate” sticker on racecar. Any driver running a sticker designating a different engine with a “Crate” sticker will be disqualified with loss of points and earnings for that event.
- Must be unaltered and sealed from factory at appropriate points (intake, head, timing chain cover and oil pan) with approved GPP break-off bolts. Any altered, damaged or missing GPP break-off bolts will result in driver being disqualified from that event, loss of all points accumulated up to, and including, the date of the offense, a \$5,000 fine and a one-year suspension from all events.
- The diagnostic program and your portable tuning device (laptop computer) is considered to be a functioning part of the racecar and must be readily available during any and all inspections.
- Must utilize an approved timing curve chip. If not utilizing an approved timing curve chip, the timing split may be no more than ten (10) degrees (example: 25 degrees minimum, 35 degrees maximum).

WEIGHT:

- The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.
- All racecars must display weight at which it will compete on left side windshield post. Must be two (2) inches tall and in contrasting color to the racecar.

OVERALL WEIGHT:

- 2,450 lbs. at the conclusion of an event.

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- If utilizing a Crate Engine, the overall weight of the racecar must be a minimum 2,450 lbs. plus (+)Minimum of sixty (60) total pounds – thirty (30) pounds on each side of the engine – at or ahead of front motor mounts, at or above the spark plugs height.
- If utilizing aluminum heads other than the BRODIX Aluminum Spec Heads, racecar must have a minimum fifty (50) pounds of weight in front of mid-plate.
- If utilizing lightened blocks (removal of material from inside and/or outside), an additional twenty-five (25) pounds of weight must be added in front of the mid-plate.

BALLAST:

- May not be mounted in cockpit, or outside of body or hood area.
- Must be securely mounted, painted white and clearly marked with the car number.
- Must be attached with at least two (2) one-half (0.5) inch bolts.
- May not be attached to rear bumper.

SAFETY:

- It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten- or thirteen-pound fire extinguishers are recommended.
- Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.
- Helmets are mandatory and must be certified SA2005 or SA2010.
- Helmet must accompany driver and racecar at time of inspection.
- Complete one- or two-piece fire suits of a flame retardant nature are mandatory.
- Fire-resistant gloves and shoes are mandatory. Fire-resistant socks are recommended.
- The use of a five- six- or seven-point driver restraint system (safety belts, sub-belt and shoulder harness) is required. Factory-type shoulder belts or straps are not allowed. The use of a seven-point driver restraint system is recommended.
- Metal to metal buckles are required on shoulder and seat belts.
- Shoulder harness must be mounted securely to the roll cage.
- Where the belt passes through the seat edges, a grommet must be installed, rolled and/or padded to prevent cutting of the belt.
- Driver restraint system must be less than three (3) years of age past the date of manufacture. It is recommended that the driver restraint system be no more than two (2) years past the date of manufacture.
- Full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended.
- Fire-resistant safety neck collars are mandatory.
- Absolutely no plastic except from edge of firewall to body skin and inner wheel tub to body skin.
- **The rules are subject to change at any time by Creek County Speedway for the improvement of the sport.**