

2011

Mineral City Speedway

360 Modified Rules

SAFETY EQUIPMENT:

1. Helmets are required and must be SA2000 or SA2005 full coverage and should be worn at all times when the car is on the track. Helmet must accompany vehicle at time of inspection. Fire suit of a flame-retardant nature must be worn. Two piece fire suits allowed. Neck braces and fire resistant gloves are required. Shoes are recommended. Full size (minimum 16 inch by 20 inch) window net required (no string type nets or arm restraints) Kill switch required within easy reach of driver. Arm restraints will only be allowed in conjunction with a window net. Hans or Hutchins device allowed with out neck brace.

2. 5-point safety belts, sub belts, shoulder harness required. No factory type belts or straps should be used. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness recommended not being more than 1 year old.

3. Sun shades must not be made of metal or plastic on the sides of the roll cage (Duct Tape only)

KILL SWITCH:

1. Kill switch required within easy reach of driver and clearly marked "ON" and "OFF".

FRAMES AND BODIES:

1. Any legal WISSOTA or IMCA type frame or body is allowed. Must match A-mod diagram. Escape Hatch above driver is allowed. Aluminum roof OK. Roof must be the highest part of the body.

2. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only. Minimum frame and body height from ground is 4 inches. (Exception is front cross Members.)

3. Front suspension and steering must be unaltered OEM and be in stock location. Must remain within original bolt pattern from type of frame used. In cockpit, steering may be modified to suit driver's taste, but must be kept on left side. No center steering allowed. No rack and pinion allowed. Stock passenger car spindles only. No fabricated spindles allowed.

4. Tube-type upper A-frames allowed and can be moved.

5. No coil-over shocks allowed either front or rear. No homemade coil-overs can be used anywhere on car.

6. No jeep, Bronco, (etc) or 4-wheel drive frames allowed. No sport car or front wheel drives allowed.

7. 1 shock per wheel only.

8. Minimum wheelbase – 108 inches – on both sides. No tolerance.

9. Rear spoiler may be a maximum 5 inches high with a maximum of 3 braces mounted in line. Spoiler may have a stiffener mounted at least 1 inch below the top of the spoiler.

10. All shock mounts, including screw type, must be welded. No external or internal bumpers or stops.

BUMPERS:

1. Bumpers should be on both front and rear. Front bumper should be mounted frame end to frame end with the bottom loop parallel to the ground and 6.5" apart from the top loop. Should be made of minimum of 1 1/4" tubing and must be able to support car if lifted by wrecker.

2. Rear bumper and body must not extend beyond width of rear tires.

3. Nerf bars must not extend beyond width of rear tires and must not contain any sharp edges.

4. Rear bumper may be constructed of tubing or flat stock, and must protect fuel cell. Center of bumper, front and rear, must be 18" from ground. (2" tolerance). No wider than 5" past the rear frame rails.

5. All open tubes must be capped on the ends.

ROLL CAGES:

1. Must consist of continuous hoops not less than 1.666 inch diameter and must have a wall thickness of at least .095.

2. Must be frame-mounted in at least 6 places. Roll bar padding required in driver compartment.

3. Must consist of a configuration of front to rear hoops connected by tubing on the sides or side hoops. Driver's head should not protrude above the cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.
4. Low carbon, mild steel tubing is recommended. No brazing or soldering allowed.
5. Protection of feet is mandatory. Bar across back of engines with vertical bars and rub rails, or similar protection.
6. No brace bars forward of cage may be higher than stock put height.
7. A minimum of 3 driver side door bars must be parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting in or out of the vehicle. The sidebars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed. Door bars less than .095 thickness should have 4 bars at least 1-½ inches in diameter. Driver doorplates required (5" in front of seat to rear of seat).

BRAKES

1. Brakes must be operated on all 4 wheels and must lock up all 4 wheels during inspection. Brake pedal balance bar only adjusting device allowed on car. No Rear Axle Brake Floater Allowed, Caliper brackets must be solid mounted to the rear-end housing. No pressure limiting or check valves allowed.

EXHAUST:

1. May use aftermarket headers. Exhaust system must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage. Exhaust header outlets no higher than midline of the body sides. Officials may require turn downs on the collectors. Dual exhaust only no "Y" pipes or 180 headers.

FUEL:

1. **GASOLINE ONLY.** Pump Gas. No E85
2. Fuel cell vent hose must extend to within 2" from bottom of cell and be securely fastened!
3. Fuel Shut Off Handle in driver's compartment recommended.

BATTERY:

1. One **12 volt** battery must be securely mounted and shielded. (Marine type battery box recommended)

LOOSE OBJECTS AND WEIGHTS:

1. Loose objects and/or weights must not be used in driver's compartment or outside of body or hood area. Any weights added to other areas of vehicle must be securely mounted and should be painted white and have car number on it and attached with at least 2, ½ inch bolts.

STARTERS:

1. All vehicles must have the capability of starting without being pushed or pulled.
2. Starter must bolt to engine in factory location.

TRANSMISSIONS:

1. OEM manual transmission (3 or 4 speed). Must use stock cases, bearing plates and tail shaft housings for make and model trans being used. All 3 or 4 forward gears and 1 reverse gear must work. Stock clutch or mini clutch allowed. Aluminum flywheel allowed. **MUST** have Steel bell housing. Flywheel **MUST** bolt to crank shaft. Clutch must bolt to flywheel. All must rotate with engine running. Clutch operation: Must release pedal to move _____
2. OEM automatic with a coupler. Must use a hand or clutch pedal valve for neutral. Bump starts allowed. Must use flywheel shield. All forward and reverse gears must be operational at time of inspection. Ford 9" rear end allowed. Floater recommended. No Spoke Flex Plates allowed.
3. 153 tooth OEM type flex plate min.

DRIVE SHAFT:

1. Drive shaft hoop is required and must be constructed of at least ¼" by 2" steel and should be mounted at least 6" back from front of drive shaft. Drive shaft must be painted white. 2" minimum diameter steel shaft.

ENGINE:

1. All engines must be 9.0 to 1 compression and be able to be used in conventional passenger cars. Motor mounts cannot be removed or altered. Castings and fitting must not be changed. No machine work on outside of engine or on front or rear of cam.
2. No total "dry sump" systems allowed.
3. Cooling system may be modified. Radiator and oil cooler must not protrude above interior.
4. All vehicles 360 cubic inch maximum. Dodge 368 cubic inches maximum.
5. Only stock Cast Iron unaltered 2- barrel or 4- barrel (4 Holes) intake manifold is permitted. Porting, polishing, port machining is not permitted. No Bowtie, VORTEC, SVO or W2, marine or other special production intake manifolds. No intake manifold to cylinder head spacers allowed.
6. No porting and polishing or valve bowl work, if cutting new valve seats the ring below the seat may be removed with a carbide cutter in a head service machine only (No die grinder work allowed).
7. Flattop or dished pistons only. No domed pistons.
8. Must use **OEM** distributor and ignition. No multiple spark ignitions or super coils! All ignition parts must be stock

appearing. No Billet

9. No removal of Casting, Stamping, or ID numbers.

10. Stock firing order must remain.

11. NO roller cams, rev kits, roller lifters or lifters made from exotic materials. No stud girdles. No full roller rocker arms Allowed. Oil splash shield over the rocker arms ok. Valve lifters must remain stock diameter. Lifter valley tray ok but recommend being able to remove valve lifter from the distributor hole for inspection or will have to pull intake.

12. NO STROKING ALLOWED! Due to many combinations possible Cylinder head may be removed to verify legality. Gaskets will be at your expense.

13. A driver wishing to protest any engine tech issue of another car may post \$100.00, and the car being protested must make visible the area in question. In the event that the car in question is legal, its driver keeps the money. If it is found illegal, that car and driver will be disqualified for that event.

14. Only stock appearing crank and rods, OEM replacement steel crankshaft and rods only, cannot be lightened. Chevy Stock appearing rear crank flange required. All other makes may require pan removal. All engines must run a full harmonic balancer. No lightweight or aluminum allowed. A minimum 2" plug in the side of the oil pan above oil line for inspection is recommended. If you do not have this plug you may be asked to remove the oil pan for inspection. Racing oil pans allowed.

15. Unaltered GM crate engines #88958602 may be used only with Holley 4bbl.

16. May use Engine Quest (EQ) Stock Replacement (SR) cylinder heads, part number CH3501, head must remain as produced, valve sizes cannot be changed.

17. IMCA stamped aluminum intakes allowed

18. No beehive valve springs allowed.

WEIGHT LIMITS

Cars must weigh a minimum of 2450lbs.

Weights Rule maybe evaluated and adjusted at anytime.

CARBURETOR and AIR CLEANER:

1. Carburetor will be 2-barrel only with a maximum top measurement of 1.380", and a maximum bottom measurement of 1.666", Holley #4412 500cfm on any engine, otherwise Chevy-to-Chevy, Ford-to-Ford, etc. No grinding or polishing of any kind allowed. All carburetor components **MUST** be for a 500 Holley. No milling or grinding of throttle shaft allowed, shaft must stay round. The choke and air horn may be removed, this is the **only** re-working allowed, must have stock measurements. 2. Steel, aluminum or Phenolic adapter plate or spacer allowed. Distance between the bottom of carburetor and top of intake manifold **cannot** exceed 1 1/4".

3. The promoter or any driver has to right to claim a carburetor from any car finishing the feature race in the top four positions for \$125.00 or \$25.00 and exchange.

4. The driver being claimed has the option of cash or exchange except with the promoter.

5. No driver may claim more than twice in 1 season.

6. No driver can claim the same car twice in 1 season

7. No fuel injection, electric fuel pumps or belt drive fuel pumps! Mechanical only!

8. Casting line at venturi must be present. Carb gauges may be used.

9. Holley 4 bbl. To be used only with an unaltered GM crate engine #88958602

10. No top Flow air filters

COMPUTERS:

1. No computers allowed on car.

REAR ENDS and REAR SUSPENSION

1. Any passenger car type or truck rear end may be used.

2. No quick-change devices allowed. No cambered rear ends allowed.

3. No limited slip devices allowed. Must be a solid locking spool only.

4. 72" between back of block and centerline of rear end.

5. Notice Due to advances in technology non-stock 4 bar and Z link suspensions are not allowed. Also both lower control arms must be the same length +/- 1 inch. Lower control arms must not run at an angle of more than 25 degrees up angle. Measured after the race with driver in the car

6. Minimum Panhard bar length 19" center to center of bolt holes.

7. One pull or one lift bar only, both are not allowed.

8. No chains cables or tethers allowed.

9. Must use 16 inch minimum, 24 inch maximum lower control arms.

TRANSMITTING DEVICE:

1.No transmitting or listening devices in car.

WHEELS AND TIRES:

1.No aluminum wheels, hubs, calipers or A-frames or any other suspension parts allowed. Plastic wheels are not allowed. Calipers cannot be lightened and must be OEM. Rotors cannot be lightened or drilled.

2. Rims – (8”) width maximum. Bead locks on right rear only.

3. Tires – McCreary G-60 or comparable Hoosier only. Tires will be the widest part of the car at all times No exceptions I.E. If your rear end moves ahead door must be cut out for clearance not bent out for tire to move inside.

4. Mud Plugs allowed on right side only.

5. Inner mud plugs allowed on the left rear only.

6. Bleeder Valves are not allowed

5. Grooving will be allowed as long as the tire looks like it did when it was new. **NO GROOVING OUTSIDE OF THE ORIGINAL LINES.** This will be enforced. Only a #4 head with round blades may be used.

6. Tires may be ground or siped within confines of tread (not past factory straight line).

DRIVER & SAME CAR CANNOT RUN IN THE 360 MODIFIED & REGULAR MODIFIED CLASS THE SAME NIGHT.

Rules are subject to change at any time