

Lexington 104 Speedway

E-mod Rules 2016

All general Rules APPLY for this class

The spirit and Intent of this class and RULES are to keep the cost of RACING A OPENWHEEL DOWN

We will use 2015 USRA B-Modified Body Specification only except for

Weight: If utilizing **OEM Engine**, weight **minimum of two-thousand four-hundred fifty (2,450) pounds**.
If utilizing the **602 Crate Engine** weight minimum of **two-thousand four-hundred (2,400) pounds**.

BODY: Rake deck must remain level with side to side, max rake from front of deck to rear of deck 6 inches.

ROOF: Minimum height to top of roof is 42" (forty-two) with a maximum height not to exceeding 52" (fifty-two).

BODY WIDTH: Max 68" width car – no tolerance.

HOOD: Max 2" lip/fin on nose – not to extent=d farther than the leading edge of head. No other lips, fins, or wings allowed. No portion of the nose piece is to extend past the front bumper and must be at least 7" from the ground. No belly pans or tunneling inside of body or under the car.

SPOILERS: The Max height shall be five (5) inches. Spoiler may not exceed the width of the rear deck. Side supports may be 20" in Length and 7" tall.

REAR PANELS: are optional.

FRAME: 1960 or Newer OEM perimeter American Rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed, frame maybe cut a maximum 36 inches forward from center of rear end housing, horns maybe removed in front of steering box and notched maximum one inch (1") at bottom for tie rod clearance, front cross member maybe notched and boxed for radiator and/or steering clearance, maximum seven (7) inch wide opening inside of spring tower for spring removal. Maximum two (2) inch wide by four (4) inch tall frame stiffener maybe welded directly to outside of left side frame rail. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78inches from outside of tire to outside of tire. No part of frame can be lower than four (4) inches from ground except front cross member.

TRANSMISSION: Any OEM 3 or 4 speed. Any Clutch and pressure plate. Automatic must have working 10" torque converter minimum. Quartermaster is okay. **BERT , BRINN, FALCON TRANSMISSION are permitted (50 pds) weight minimum added to weight and must be mounted in front of midplate 25 lbs each side of engine. NO BALL SPLINE** transmissions, **NO Straight drives**, Must have block mounted starter.

WHEELS: eight (8) Inch steel wheels width. A steel or aluminum bead lock maybe used on the right side only, and may be mounted on the outside of the wheel so long as it does not add over three-quarter (3/4) of an inch to the overall width of the wheel.

TIRES: D.O.T 275/60R15, IMCA G60 MODIFIED PULL OFFS, HOOSIER G60-15 OR AMERICAN RACER KK704 REAR TIRES, must punch **- 50 anytime**. Softening or solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacture's baseline settings of the tire is not allowed. Grooving and/or sipping is permitted. All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

SHOCKS: (\$100.00 SHOCK BUY RULE)

- One shock per wheel only
- Steel non-adjustable shocks only
- No canister or shradar valve shocks
- Threaded coil over shocks not allowed
- No bump Stops

CARBURETOR: 500 CFM 2 barrel Carburetor. The bottom of the carburetor throttle bore maximum can be no longer than (1 11/16") in diameter. With stock venture max (1 3/8") (Measured with go/no-go gauge) 1" inch adapter plate or spacer under carburetor allowed. Removal of choke plate or tower allowed, Manual fuel pumps only.

FUEL SYSTEMS: Mechanical fuel pump only, cam driven, no electric pump. Fuel cell required, max 32 gallon capacity, must be in minimum 20 gauge steel. Gasoline, Race fuel allowed, **No performance additive. No Alcohol, NO E85**

REAR SUSPENSIONS:

- No floating birdcages allowed
- No brake floaters allowed
- All suspension points must mount directly to the rear end
- No floating suspension parts
- Suspension or rear-end parts, including jack bolts, and mounting brackets, must be made of steel
- Steel or Aluminum coil-over eliminators/kits allowed

THREE LINK DESIGN:

- One lower control arm per side must be the same length with 1" tolerance.
- Must use one upper control arm, pull bar or lift arm
- Must use minimum 20" pan hard or J bar only (center of Hemi to center of Hemi)
- Spring sliders permitted

LEAF SPRING DESIGN

- Steel Mono or Multi leaf springs allowed
- No fiberglass/carbon fiber springs permitted
- Coil springs must mount centered on top of rear end housing
- Pull bar or lift arm permitted
- No pan hard or J Bar

OEM FOUR LINK DESIGN (GM METRIC REAR) ONLY

- Upper Control arm mounts must be minimum 22" separation on frame

- Upper control arms must mount on top of differential housing on rear end.
- One lower control arm per side, 15" minimum, 22" maximum
- No Pan hard or J Bar
- No pull Bar or lift arm
- Spring Sliders permitted
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REAR END:

- Any Steel OEM Passenger car or truck non-cambered rear end (housing and carrier) allowed
- Safety hubs (floater rear end) allowed
- All components must be steel, **except** lowering blocks.
- Full steel spool, steel mini spool or welded rear ends only. Must be locked rear end.
- Steel Axles only
- No quick changes rear ends
- No torque dividing differentials

ENGINE SPECIFICATIONS: Maybe OEM cast iron blocks or Crate GM 602, **NO STROKERS ALLOWED**

CRATE: Performance parts 602 crate engine (part #88958602 or #19258602) All engines are sealed from the factory and such seals may not be removed, touched, modified or broken. All engines and components must be in their original form as delivered from the factory. Any changes to the factory sealed delivered configuration and assembly will result in disqualification and no points awarded. No upgrades are allowed to any engine. Any part of a sealing bolt that has been tampered with and or removed will result in a \$1000 fine, loss of points for the year, loss of winnings for the night. This is considered to be a serious offense and will be treated as such. No changes are allowed to the engine - intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer or any other part / or parts on / or in engine.

COMPRESSION NOT TO EXCEED 175 LBS. OR 15 INCHES OF VACUUM AT 1000 R.P.M.

OEM cast iron: 362 cubic inches max. Max cylinder boar allowed is 4.060". No stroking or de-stroking allowed. Stroke must be GM 3.480, Ford 3.500. **5.7 H Beam or I beam Rod.** Dished or flat top 2 or 4 valve relief pistons allowed. Pistons must stay flush with or below top of the block. Factory passenger production heads only, no dart, no boetie, or aluminum heads allowed. No angle plugs or performance heads. MAX valve 2.02. Poly locks permitted. No polishing, porting or match porting anywhere, no milling inside chambers, and each chamber must have a 55 cc minimum volume. Stock ratio rockers with stock diameter push rods (roller rockers allowed). Any intake, Headers or manifolds allowed. No 180 degree headers. Must run gasoline or race fuel. **No alcohol or E85.** Hydraulic cam and lifters only, No roller Cam's. Balancing of engine is permitted. Screw in studs or pinned studs allowed, guide plates allowed. One radiator in stock position and no extra storage. **Crankshaft No knifing edge. 48 lb. minimum weight.**

IGNITION: Stock style distributor, May hook a RPM limiter, Stock style HEI ignition OK. **NO mags,** MSD allowed

ADJUSTMENTS, ADDITIONS, OR DELETIONS to the rules will be at the discretion of the Lexington 104 Speedway officials. In the event that a dispute between driver(s) and track official or other(s) exists, the decision of the track official will be final. All cars must follow General Rules. If it not covered in the rules, it will be determined by the track official and their decision will be final. Last Changes DATE 11/17/2014