

2010 DIRT NATIONALS AT ELKO SPEEDWAY

July 9-10; 16-17; 23-24, 2010

2010 ELKO MODS RULES

Revised February 25, 2010

This class is intended to be a catch all for Midwest Mods, B-Mods, Econo Mods, or Sport Mods. Email the track with your questions, info@elkospeedway.com. A Tech phone number will be available soon. Generally speaking, if your car is WISSOTA or USRA B-Mod legal it will meet the intent of this class. Bring your home track rules and extra lead and you should be able to compete. ***ALL CARS REQUIRE TRANSPONDERS – transponders are available for rent at the track for a nominal rental fee. *****

BASIC LEGAL CARS, BASE WEIGHTS, MUFFLERS

A. WISSOTA Style Car

1. 2550lb minimum base weight
2. 4 Bar "Z" Link Rear Suspension; Basic Bird Cage; No Exotic Stuff
3. Working Torque Converter. Add 100lbs to minimum base weight for Bert Style Transmission.
4. 9.5 to 1 Compressor Max; Hydraulic Lifters Only

B. USRA B-Mod Style Car

1. 2500lb minimum base weight
2. 2 Link Rear Suspension, Solid. No Moving Bird Cage.
3. Torque Converter; 3,4,5 Speed Transmission. Add 50lbs to minimum base weight for Bert Style Transmission.
4. 9.1 with Solid Lifters.

C. Base Weight - Mufflers

1. Minimum base weight is with driver in cockpit at conclusion of the event. No mounting of lead on bumpers or inside cockpit. Disqualification for any lead that falls off.
2. Working mufflers are mandatory. Non-working or loss of muffler will be cause for disqualification.

****Please note: call or e-mail the track ahead of time for crate engines or other motor combinations. Have your home track rules available. We will set a different minimum weight if applicable. We will do almost anything to let you compete.**

RULES COMMON TO ALL STYLE CARS

A. Tires

1. Specified tires are Hoosier E-Mod H40 or G-60 IMCA; Goodyear 60, 65; American Racer G-60, KK704. (50lb weight break for American Racer Tires.
2. No softening of tires is allowed. \$200 fine, disqualification, loss of points.
3. 15" steel wheels only; maximum 8-inch wheels; bead locks will be allowed on the right rear wheels only; 3/4 inch tolerance will be allowed for bead lock.
4. Wheel covers on right side only.

B. Frame

1. Factory production 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.
2. Minimum height from ground is four (4) inches.
3. Aluminum, hydraulic, ratchet or electric weight jacks are not allowed anywhere.
4. Minimum wheelbase of one hundred eight (108) inches.
5. Tubular front clips are not allowed.

C. Suspension

1. Any upper A-Arm in any location. Lower A-Arm must remain in stock location but may use tubular design.
2. Stock passenger car spindles only.
3. Front sway bars may be used.
4. Rear panhard bars may be used. Any style pull bar permitted.
5. One shock per wheel only.
6. No canister or air shocks. Shocks subject to \$100 cash per shock claim.

7. All coil springs must be at least four and one half (4 ½) inches outside diameter. Steel springs only. Torsion bars are not allowed in rear. Slider and coil over replacers are permitted.

D. Drive Train, Starters, Brakes, and Exhaust

1. Starters
 - a. All vehicles must have the capability of starting without being pushed or pulled.
 - b. Starter must remain in stock location.
2. Rarends
 - a. No cambered rear ends allowed.
 - b. No limited slip devices allowed. Must be a steel solid locking spool only.
 - c. 9" Ford permitted.

E. Engine – 361 cubic inch max displacement

1. No Pontiac, Buick, Oldsmobile, AMC or other engines allowed. No aftermarket blocks allowed. No Bowtie, SVO or any special production blocks or heads allowed.
2. No "dry sump" systems allowed.
3. Single radiator only.
4. Crankshaft and connecting rods must be OEM stock steel production only. Maximum of 6 inch rods.
5. Cylinder Heads must be stock cast iron production only. Chevrolet "Swirl port" heads allowed. Ford "302" GTP heads may be used on both the 302 & 351W. Must be a minimum of 75CC. Max intake valve is 2.02 max exhaust is 1.6.
 - a. The following heads will NOT be allowed. No angle plug, bowtie, SVO, W-2, Magnum, Vortex or any other aftermarket heads allowed at any time. Some of the Chevrolet casting numbers NOT allowed include: 186, 187, 291, 414, 492, 461, 461X, 462, 432, 040, 370, 10239906, 14011083, 14096217, 1012532, 10208890, or 12554290. No Gen II heads allowed. No vortec heads.
 - b. Stock type stamped steel rocker arms only; No roller fulcrum or roller tip rocker arms.
 - c. No stud girdles allowed.
6. Intake Manifold: Chevrolet 305 307 cid Weiand #7547, 7546, 7547-1 aluminum intake only; Chrysler 318 cid: Weiand #7545 aluminum intake only. Chevrolet 327, 350; Chrysler 340, 360; Ford 351 Cleveland and Windsor; only stock OEM two or four barrel cast iron unaltered manifolds only. No vortec SVO or W-2 intakes permitted.
7. Flat top or dished pistons only; no domed pistons.
8. Stock OEM distributors only. Ford and Dodge may use HEI aftermarket, bushing type only.
9. No headers that utilize tri-ys, zoomies, or 180 degree construction.
10. Engine Setback, Offset and Height: The rear of the engine must be mounted at least 72" forward from the centerline of rear axle. Engine offset must be kept within 2". Engine height minimum will be 11"
11. Battery – (1) single 12 volt battery only. No 16 volt system of any kind.

F. Aspiration & Fuel

1. Carburetion (\$250.00 claim rule) will be limited to 1 stock Holley 500 CFM 2 Barrel, part #4412 with a 1-11/16" maximum throttle bore. No grinding or polishing of any kind allowed. Must have mechanical type fuel pump mounted in OEM stock location.
2. Adaptor Plate – Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and one half (1-1/2) inches.
3. Must utilize automotive type gasoline, racing gas or E85. No other "E" fuels. No additives of any kind permitted.

G. Bodies

1. May use up to a 5 inch spoiler on the rear deck; a maximum of 3 spoiler supporters are allowed. Have some fun with this rule.
2. Overall width of race car must not exceed 78". Measured at the widest point.

H. Claim Rules – Must be green cash – Must be made within 10 minutes after event.

1. \$1000 engine exchange/claim rule – must finish on the same lap. Both engines must be running. Does not include carb or transmission.
2. Inspection Prices – Heads \$500, Crank \$1000, Intake \$250, Transmission \$250, Cubic Inch and Compression \$250.00
3. If Claimee is legal – Claimee keeps all money. If Claimee is illegal, the Claimer gets back 80% of the money, the track keeps 20% (This is to discourage spite claims.)
4. Once claim is made, the track will impound the entire car and make sure all is completely legal. This may be an hour or days depending how long it takes to make a correct decision.
5. No sabotage by Claimee. \$500 fine if this occurs.

I. Race Procedures/Rules

1. All cars will draw for heat race starting spot.
2. Winning car in last heat race will draw 5 thru 12 for feature race inversion.
3. Dead cars on the track go to the back. Even on first lap.
4. One attempt on double file start after that all starts and restarts will be single file.