

MOD COUPE RULES

*** Please refer to General Section for rules and regulations applicable to all divisions***

Box Stock: The part must remain unaltered. No grinding, lightening, porting, or polishing of any kind is allowed for any purpose other than to make the part fit in its intended place for its intended use. Interchanging parts to change performance unless specifically outlined within the rule book is strictly prohibited.

Factory Stock: The part or series parts must remain unaltered. The part or series of parts must remain in the condition and perform as they were produced by the factory. Any changes made to increase performance are strictly prohibited.

1. **THE BODY:**

(Design optional, but within the following guidelines)

- 1.1 Shall be 1939 vintage or older.
- 1.2 Body shall be Vintage in appearance, construction and design.
- 1.3 No IMCA or dwarf type bodies.
- 1.4 Body shall not obscure the view of traffic to the car behind
- 1.5 All cars shall be neat appearing with no sharp edges at all times throughout the season
- 1.6 Bottom of body skirt shall be no higher than bottom frame rail
- 1.7 Dimensions - bodies shall be no more than 66" wide at the widest point.
- 1.8 Any additional panels utilized to create down force are prohibited.
- 1.9 No wicker bills of any kind or size will be allowed on the car other than the wing.

2. **HOOD:**

- 2.1 Shall cover the entire area from the front of the radiator to the front of the cowl.
- 2.2 Shall be as wide in the back as the front of the roll cage
- 2.3 Shall extend over the full width of the radiator making certain all water outlets are covered
- 2.4 Securely fastened in place and required at all times when a car enters the track surface.
- 2.5 Hood will not have more than a 10 degree forward slope.

3. **FLOOR OR BELLY PAN**

- 3.1 Shall be fabricated of metal
- 3.2 Shall be securely fastened in place
- 3.3 Shall cover the entire area from the front firewall to rear firewall and frame rail to frame rail
- 3.4 No unnecessary holes permitted

4. **FIREWALLS:**

- 4.1 Shall be fabricated of metal no less than .025 thickness material.
- 4.2 Shall be securely fastened in place
- 4.3 Shall be as wide as the body in the front
- 4.4 Shall extend from the belly pan to cowl height in the front
- 4.5 Shall extend from the rear frame rail to bottom of rear window opening
- 4.6 No unnecessary holes permitted
- 4.7 Hole in rear firewall allowed for driveline.

- 4.8 Sedans shall cover the top of fuel cell can to separate fuel cell from the drivers compartment
- 4.9 All firewalls to meet approval of Track Officials

5. FRAMES

- 5.1 Type of frame optional.
- 5.2 Shall be fabricated of steel
- 5.3 Stock frame rails shall be completely boxed to a minimum of 6” on both sides of the roll bar attachment points.
- 5.4 Frames shall be 1 1/2” minimum O.D.
- 5.5 .095 minimum wall thickness
- 5.6 Engine, seat, battery and fuel cell shall be completely inside frame rails
- 5.7 Engine offset shall be a Maximum of 4” to the left
- 5.8 Off set shall be measured off of center line between the lower frame rails
- 5.9 No cutting of frame rails to offset engine.
- 5.10 Engine setback shall be a Maximum of 38”
- 5.11 Set back shall be measured from the centerline of kingpins or ball joints to the back of the engine block
- 5.12 All drivelines shall be protected with at least 2 driveline hoops providing 360 degrees coverage. One hoop shall be near transmission tail shaft and one within 40% of the length of the shaft.
- 5.13 A cross member minimum 1” O.D. .095 inch steel tube utilized to triangulate the 2 main frame members is mandatory. The cross member must be directly within the drivers area.
- 5.14 Newly constructed cars; Driver must sit over the driveshaft. The intent of this rule is to maintain the current configuration and style of chassis currently in use. Exotic designs which change this configuration must meet the approval of Tech Officials.

6. ROLL CAGES:

- 6.1 Shall be fabricated of steel.
 - 6.1.1 No aero tube or tubing specifically designed to reduce drag or increase aerodynamic performance
 - 6.1.2 Cold rolled/seamless tubing (D.O.M.)
- 6.2 Minimum 1 1/2” O.D.
 - 6.2.1 .095 minimum wall thickness
- 6.3 All roll cages shall have a minimum of a 6-point cage construction
- 6.4 3 door bars on each side mandatory with a minimum of 2 rows of bars equally spaced running vertically between all horizontal bars.
- 6.5 The roll cage when measured with a straight edge from the top of the rear hoop to the top of the front hoop shall extend a minimum of 4” above the driver’s helmet with the driver securely belted in place.
- 6.6 All roll bars shall have padding anywhere driver body contact is possible with the roll cage.
- 6.7 All top four corners of the roll cage shall be gusseted.

7. BUMPERS:

- 7.1 Front and rear bumpers are mandatory.
- 7.2 Shall be fabricated of steel
- 7.3 Center of bumpers, front and rear shall be 18” from ground (plus or minus 1 inch)
- 7.4 Front bumpers
 - 7.4.1 Shall be a minimum of 4” wide and or maintain 4” of spacing between tubes
 - 7.4.2 Shall be as wide as the front of the frame
 - 7.4.3 Shall extend in front of front wheels
- 7.5 Rear Bumpers

7.5.1 Shall be a minimum of 4" wide and or maintain 4" of spacing between tubes

7.5.2 Shall be no wider than the outside edge of rear tires

7.6 No sharp edges.

8. SIDE KICK OFF BARS:

8.1 Shall be fabricated of steel.

8.2 Shall extend to the outside edge of rear tires at a minimum.

8.2.1 + Or - 1 inch past the outside edge of the tires maximum.

8.3 No sharp edges.

8.4 No solid bars allowed.

8.5 One piece of sheet metal may be added vertically to the outside edge of kickoffs for the purpose of deflecting exhaust noise or increasing signage space. No wicker bills or material of any kind will be allowed to be mounted so that any down force is created. Must meet safety tech official's approval.

9. SEAT:

9.1 Shall be constructed of aluminum.

9.2 Shall be securely fastened.

9.2.1 A minimum of 6- 3/8" grade 8 bolts and locking type nuts

9.2.2 2 bolts in bottom of the seat

9.2.3 2 on the back of the seat shall be no further than 16" from bottom of seat

9.2.4 2 bolts on the back of the seat within 6" vertically above the base of the seat

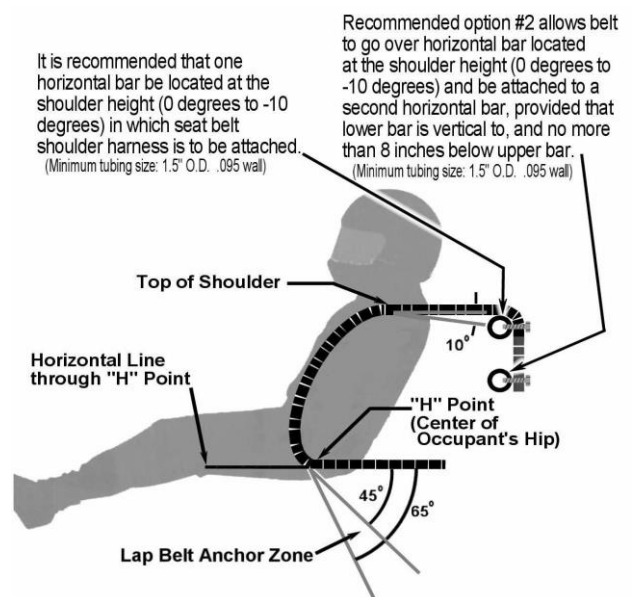
9.2.5 3/8" fender washers shall be installed on each fastener surface that is in contact with the aluminum seat

9.3 Full head & shoulder containment seat is mandatory.

9.4 Head and Neck system (HANS) or similar restraint system is mandatory.

10. SEAT BELT AND SHOULDER HARNESS:

10.1 Nylon safety belts and harnesses are required. It is required that each driver be fastened in with at least a 5-point safety harness, including 3 inch wide lap belt, two(2) 3 inch wide over the shoulder straps (as it passes over the head and neck restraint device) and crotch straps. No sternum latches allowed. No "Y" or "V" belts allowed. All belts and harness apparatus must have the manufacturers date tag attached and dated from approximate time of purchase. Maximum usage is three (3) years from the date on the belt. It is highly recommended that any manufacturer's tags that pass under any adjuster be removed and kept for technical inspection. All belts must be installed in a manner so as not to contact sharp objects and must not have knots, twists or tears in the installation. All seat belts must be bolted solidly to the roll cage with approved eyelets designed for this purpose. Seatbelts that are contaminated by oils, greases, fuels will not be allowed. There cannot be any holes, tears or fraying of any belt. Proper Seat belt mounting will be strictly enforced.



11. STEERING:

- 11.1 Steering type optional.
- 11.2 Quick release steering wheel mandatory.
- 11.3 Center of steering wheel shall be padded.
- 11.4 Minimum of 2 U-joints on the steering shaft to create a collapse zone.

12. WINGS (OPTIONAL):

- 12.1 A wing is defined as an air foil that allows air to flow over a surface and under a surface with the intention of developing down force by accelerating the air speed under the surface of the air foil.
- 12.2 Only one wing shall be allowed
- 12.3 Wings shall not obscure the view of traffic to the car behind
- 12.4 Shall be independently suspended above and away from the car.
- 12.5 25 sq. ft. maximum combined surface area for any part of the wing creating down force.
- 12.6 Side boards:
 - 12.6.1 Must be symmetrical
 - 12.6.2 Must be mounted symmetrically
 - 12.6.3 Maximum size of each sideboard is 10.2 sq. ft.
- 12.7 Maximum of one - 1" wicker bill shall be permitted on the wing only and cannot be installed on any other area of the car.
- 12.8 No Driver adjustable wings
- 12.9 No mechanically or hydraulically adjusting devices allowed

13. TIRES:

- 13.1 Hoosier (3035 and 3045) 11" wide tires only.
- 13.2 Left front tire optional.
- 13.3 Each car/driver starts the season with 6 tires. At the end of each racing event, each car/driver that takes the green flag in the main event receives 1 additional tire to be run later in the season, (example: After competing in 5 race nights, driver A has taken all 5 main event green flags and has a total of 11 tires which includes the 4 on the car). Tires will be tracked by a designated Tech Official.
- 13.4 Competitors will be allowed a 6-tire bank on the cars' first night of competition and one (1) additional tire for each race meet completed.

14. WHEELS:

- 14.1 Steel or Aluminum only (No Composites)
- 14.2 Shall be no more than 12" maximum width
- 14.3 Wheel studs shall be a minimum 5/8"

15. SUSPENSION

- 15.1 Wheel base 90" minimum
- 15.2 Tread width 70" maximum
- 15.3 Measured from the inside of the tire sidewall to the outside of the opposite tire sidewall at spindle height.
- 15.4 No operator controlled, computer controlled or automatic weight transfer, weight shifting or weight altering devices or techniques. No chassis, wing or shock adjustments are allowed from the driver's compartment (except brake bias)

- 15.5 No oil filled hubs
- 15.6 No ceramic bearings
- 15.7 No coating internal parts

16. SHOCKS:

- 16.1 Only 1 shock absorber per wheel
- 16.2 Twin-tube shocks ONLY
 - 16.2.1 No mono-tube shocks
 - 16.2.2 No gas charged shocks
 - 16.2.3 No canister shocks
- 16.3 Single adjustable shocks are permitted
 - 16.3.1 No more than one adjuster per shock.
 - 16.3.2 No double, triple, or quad adjustable shocks

17. BREAKS:

- 17.1 Shall lock all four wheels.

18. WEIGHT:

- 18.1 2100 lbs. pre-race with driver
- 18.2 Maximum 56% left side weight
- 18.3 All lead must be painted white with the car number clearly legible and fastened securely between the frame rails.

19. ENGINES:

- 19.1 Chevrolet Performance CT350 Circle Track Crate Engine Part #19258602
****This is the only permitted engine option for the modified coupe division****
- 19.2 Chevrolet/GM Seals are REQUIRED
 - 19.2.1 Unsealed or rebuilt engines are not permitted
- 19.3 Any modification to the engine which changes or enhances performance is NOT permitted
 - 19.3.1 No grinding or lightening of the engine, block, or components
 - 19.3.2 No vacuum pumps

**Tech officials reserve the right to impound a competitor's engine at any time. The removal of the engine will be performed by the owner/driver of the car at the racetrack. CNS Officials will determine a random engine dyno to determine the legality of the engine in question. If the engine is determined to be legal, the competitor will retrieve their engine from CNS Officials. If the engine is determined to be illegal, the engine becomes property of CNS Officials.

20. CARBURETOR:

- 20.1 One **stock** 4 barrel 650 cfm carburetor only
 - 20.1.1 Must be HP 4150 platform (i.e. Proform, Willys, Demon, Quick Fuel... etc.)

21. TRANSMISSION:

- 21.1 Standard 3 or 4 speed Transmissions
- 21.2 No Automatic Transmissions allowed
- 21.3 All cars shall be self-starting
- 21.4 All cars shall have a working clutch
- 21.5 Internal-clutch type transmissions (Bert, Brinn, and Falcon) are allowed
- 21.6 No gear ratio within the transmission is permitted to have a ratio closer than 1.23:1
- 21.7 No coating internal parts

22. DRIVE SHAFT:

- 22.1 Drive shaft must be constructed of steel
 - 22.1.1 Minimum 2" O.D. .120" wall tubing
 - 22.1.2 shall be painted white
 - 22.1.3 Shall have car number on drive shaft

23. REAR END:

- 23.1 Quick change and Ford 9" rear ends only
- 23.2 Minimum of a 9" ring gear in Ford 9" rear ends.
- 23.3 Minimum of 10" ring gear in all quick change rear ends.
- 23.4 No aluminum carriers
- 23.5 No live axle rear ends
- 23.6 Maximum final drive ratio of 5.30:1
- 23.7 No oil filled hubs
- 23.8 No ceramic bearings
- 23.9 No coating internal parts
- 23.10 No in and out boxes

24. EXHAUST:

- 24.1 Mufflers shall meet all current noise restrictions at local racetracks (95 dB)

25. FUEL:

- 25.1 ~~Track fuel only. No exceptions.~~ 602 Mod Coupe will run CNS 91 Clear Gas Only.
- 25.2 No additives of any kind are allowed
- 25.3 No pump gas

26. FUEL SYSTEM:

- 26.1 Fuel cells mandatory
- 26.2 Fuel cells shall have foam installed in the cell
- 26.3 Fuel Cells shall be enclosed in Metal Can
- 26.4 Shall be securely mounted between frame rails
- 26.5 Refueling shall take place outside of the vehicle
- 26.6 Filler tube shall be installed so that the person filling the tank remains on the outside of the car
- 26.7 Manual fuel pumps recommended.

- 26.8 Electric fuel pumps must be wired to the ignition switch. An impact switch is mandatory and must be mounted to the chassis or roll bar. Electric pumps shall be mounted outside of cockpit.
- 26.9 Fuel shut off valve mandatory
 - 26.9.1 Valves shall be clearly marked
 - 26.9.2 Valves shall be accessible from the outside of the car the car
- 26.10 Fuel Tank Flapper Valve MANDATORY on all fuel cells
- 26.11 No belt driven fuel pumps
- 26.12 Fuel cell rollover valves mandatory

27. IGNITION:

- 27.1 Ignition type optional
- 27.2 No magnetos
- 27.3 No crank triggers

28. ELECTRICAL SYSTEM:

- 28.1 Battery shall be securely fastened between frame rails
- 28.2 Battery shall be equipped with a suitable cover if not gel or AGM filled
- 28.3 Ignition switches
 - 28.3.1 Shall be clearly marked ON and OFF
 - 28.3.2 Shall be easily accessible to a person outside the car
- 28.4 Master switches mandatory
 - 28.4.1 Shall be mounted in center of dash
 - 28.4.2 Shall be clearly marked ON and OFF
 - 28.4.3 Shall be easily accessible to a person outside the car
- 28.5 No Traction control devices (electrical or mechanical).
- 28.6 All batteries located inside the driver compartment must be gel or AGM filled.
- 28.7 Battery terminals must be covered by a nonconductive material.

29. COOLING SYSTEM:

- 29.1 1 Quart (minimum) Overflow tanks are mandatory
- 29.2 Water only
 - 29.2.1 No alcohol
 - 29.2.2 No ethylene glycol (antifreeze)
 - 29.2.3 Water wetter or similar products shall be permitted
- 29.3 Cowling in front of radiator for the purpose of deflecting air into the radiator is permitted. One box for the purpose of cooling only shall be permitted. The box shall not exceed a 10° angle up or down and shall not extend further than 12" forward of the radiator. The cooling box must be symmetrical.

30. FIRE SUITS:

- 30.1 All drivers are required to wear minimum one or two piece single layer fire suit with current SFI rating and in good condition
- 30.2 Nomex underwear is required with single layer fire suits
- 30.3 Racing gloves are required
- 30.4 Racing shoes are required.
- 30.5 All safety equipment shall be inspected periodically

31. HELMETS:

- 31.1 Shall be Snell SA2010 or newer
- 31.2 No open face helmets.
- 31.3 Head and neck restraint systems are mandatory.

32. MISC:

- 32.1 All drain plugs shall be drilled, securely installed, and safety wired
 - 32.1.1 Rear ends
 - 32.1.2 Transmissions
 - 32.1.3 Oil pans, tanks, and plugs
- 32.2 Minimum 2.5 lbs. fire extinguisher mandatory
- 32.3 Fire systems with at least one cockpit discharge nozzle are recommended

33. TRANSPONDERS:

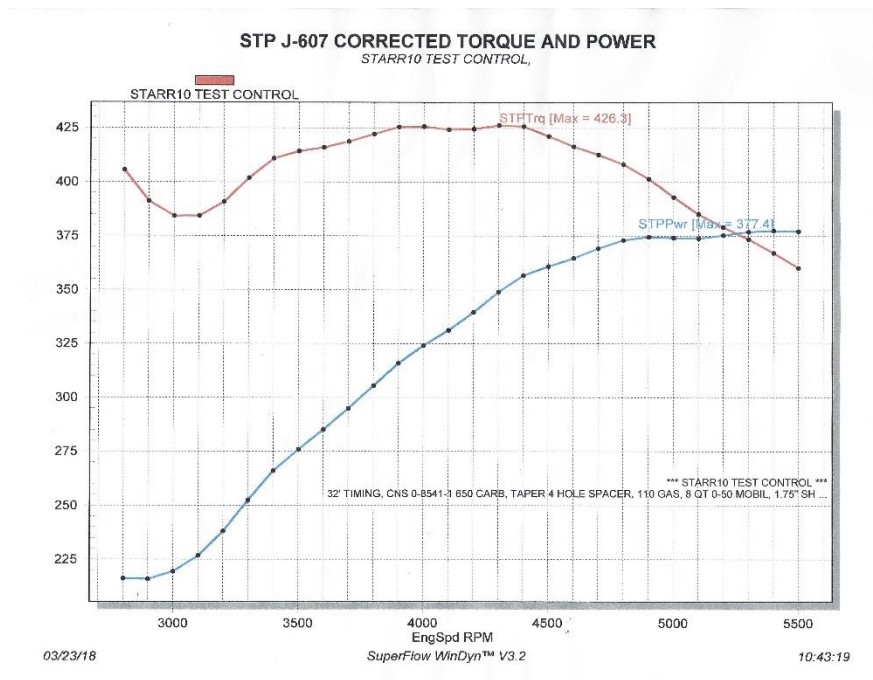
- 33.1 Transponders will be mounted no farther forward than the rear of the driver's seat (a minimum of 106" from the leading edge of the front nerf bar). Transponder must have an unobstructed view of the racetrack.

34. RADIOS:

- 34.1 Spotter to driver communication is mandatory when the car is on the racing surface.

35. Mod Coupe 602 Engine Protest Procedure

- 35.1 The Baseline Dyno for a 602 Crate Engine is STP 377 Horsepower and STP 426 Torque. There is a maximum tolerance of 10 Horsepower equaling 387 max H.P. and 10lb/ft. Torque equaling 426 lb/ft.



35.2 In the event of a Protest, the engine will be removed from the car complete as-run in competition (minus exhaust) by the car owner and will be taken to G.A.M. (Greeley Automotive Machine) to be placed on their engine dyno with a set of CNS headers installed. If the engine is not within 10 H.P. or 10 lb/ft of torque of the baseline Dyno of STP 377 H.P. and STP 426 torque, then a CNS 650 Holley will be installed and the engine will be re-tested. If the H.P. and torque falls inside of the parameters listed above, the carburetor of the protested motor will be confiscated by CNS and the engine returned to the owner.

If with the CNS Carb, the engine still fails to meet the H.P. and Torque parameters of max. 387 STP H.P. and max. 436 STP torque, the engine will be confiscated by CNS. If the owner wants to arrange for a second dyno of their choice, the process must be accompanied by a representative of CNS to get their dyno numbers. If the motor again fails to meet the H.P. and torque requirements, the findings will be presented to the Tech Committee for a final decision.

35.3 The only approved Valve Spring (other than the stock GM component) is a PAC 1210X.