



2017 Open Wheel Modified Rules

A. Engine. Weight & Spoiler:

GM Crate 602 or 604 Engines and Ford/Mcgunegil Crate motors; with Holley carb #80541-1 (650 cfm). Minimum 2300 lbs. with 10" spoiler

Any engine 358c.i. or less with any 4 bbl. carb. Minimum 2400 lbs. with 8" spoiler

Any engine 358.1 c.i. or more with any 4 bbl. carb. Minimum 2450 lbs. with 5" spoiler

All weights are after completion of race with driver. No burn-off or tolerance.

No head claim allowed.

Crate Motor and Shock claim is allowed.

B. ENGINES

Engines must be based on American Factory push-rod type design. Must be naturally aspirated (carbureted). Steel Blocks Only. No electric fuel pumps. No fuel injection. Must have operating self starter.

GM Crate Motor 602 (#88958602) and GM Crate Motor 604 (#88958604) are approved for competition. Both motors can run a Holley #80541-1 (650 cfm) 4bbl. carburetor.

ALL GM CRATE MOTORS ARE REQUIRED TO HAVE FACTORY SEALS OR EAST BAY RACEWAY PARK APPROVED RE-BUILDSEALS.

Rebuilds of the 602 and 604 crate motors will be allowed to replace the standard OEM piston with .005 oversize Mahl piston #930127805 ONLY. These rebuilds must be done by either Robert Delgado or Jimmy Dodge and have proper seals installed.

The head claim is not allowed on these crate motors, however, a complete engine claim of \$3,500 on GM 602's and \$5,500 on the GM 604 motor will be allowed. All engine claims must be made with proper claim form and required cash given to main flagman on front straight immediately following conclusion of event. If driver goes out turn one gate, there will be no claim allowed. Driver will not be allowed to receive cash from anyone else on front straight.

The FORD Crate motor, part #M-6007-D347SR is approved for competition in the Open Wheel Modified class. The engine must be as supplied by Ford Motor Company or McGunegil Performance Engines as for all components and specs.

The heads, part #M-6049-Z304DA must have 2.02" intake and 1.60" exhaust valves. NO PORTING OR ANY POLISHING ALLOWED.

The only intake allowed is the Edelbrock Victor Jr., part #M-9424-D302

The only camshaft allowed is hydraulic roller camshaft, part #M-6250-F303. 1.65 ratio rockers ONLY.

The only carburetors allowed on this engine are the Holley 4412 (passing track gauges) or the Holley #0-808541-1, 4150 Series, 650HP.

All carburetors must pass East Bay Raceway Park tech gauges.

The minimum weight for any car with this engine is 2450 lbs. after completion of the event.

The maximum spoiler for any car with this engine is ten (10) inches.

The head claim rule in this class is not allowed on this engine, however, there is a complete engine claim of \$7,700.00.

East Bay Raceway Park reserves the right to alter or change these rules at any time with proper written notification to keep a level playing field for all competitors.

CARBURETOR

1. Must use one (1) 2-bbl. carburetor or one (1) 4-bbl. carburetor only.

FUEL TANKS:

1. 32-gallon maximum NO ELECTRICAL FUEL PUMPS

2. FUEL: Racing gasoline or alcohol allowed.

DISTRIBUTORS: OPTIONAL – NO MAGNETOS – Any single battery fired ignition system okay.

NO TRACTION CONTROL DEVICES OF ANY TYPE

FRAME

Factory production complete 1960 or new perimeter American rear-wheel drive passenger car frame only. NO sports car frames. Frames must extend back to

behind drivers seat. Frame cannot be widened or narrowed. Front crossmember may be notched and boxed for radiator and /or steering clearance only. Minimum wheel base is 108 inches both sides. Maximum overall width (front or rear). Shall not exceed 78 inches from outside of tire to outside of tire. Outside of tires must be widest part of car. No part of car can be lower than four inches from ground except from crossmember and oil pan. Frames may only be cut at point no further forward than 36" from center of rear-end housing. Factory or tubular manufactured lower a-frames OK. Both side a-frames must measure same from bushings to ball joint.

ROLL CAGE

Minimum 1.5 inch O.D. with a minimum thickness of .095 inch for main cage. Drivers head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum on crossbar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

Minimum of three driver side-door bars required, at least 1.5-inch O.D. and .083-inch wall thickness, as parallel with ground as possible, and perpendicular to driver. Must be welded to front and rear of roll cage. Passenger side must have at least one cross-door bar, horizontal, or angled, minimum 1-25-inch O.D. Driver's side steel door plate, 18-gauge or .049-inch minimum thickness, must be securely welded to outside of door bars. Plate must cover area from top door bar to bottom door bar and from rear hop down-post to five inches in front of seat. Must be visible for inspection.

BODY

Must be same width, front to rear, and paralleled to frame. Engine compartment must remain open (no side panels). Hood must be enclosed at rear. Must have front and rear window posts. Driver and passenger side windows must have a minimum of twelve-inch opening, measured at center of window. Nose piece may have 1" fins or each side for strength. Rear tail light panels are optional. No aerodynamic tunnels.

DRIVER COMPARTMENT

All window openings must be a minimum twelve (12) inches. Must have a minimum of three windshield bars and full window screen (minimum 1" x 2"). Minimum .125-inch aluminum, or .060-inch steel, complete floor pan required. Must go past back of seat. Driver must be completely sealed off from racetrack, drive line, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. No drive activated devices to adjust anything on car except brakes will be allowed (i.e. wheel base or weight jacking). No mirrors

SHOCKS

One steel body, one piece, non-adjustable shock per wheel only. Two additional steel shocks allowed on rear suspension (one on top of rear end-one on torque arm).

No coil over shocks with small springs, air shocks, or remote reservoir shocks. Schrader valve shocks allowed. No aluminum bodied shocks. SHOCK CLAIM RULE: All shocks on any car are claimable for \$250 per shock. This must be done by driver on front straight, immediately following completion of feature event.

Properly filled out claim form & \$250 per shock must be given to main Flagman before leaving racing surface to go to tech. If driver leaves racing surface, there will be no claim allowed.

Only drivers finishing on the lead lap can claim any shocks off of any car finishing ahead of them.

No claim allowed on any car finishing behind claiming driver.

Any driver refusing a legal claim will be disqualified and will not be allowed points or money for that event and driver or car will not be allowed to compete in the next 2 racing events.

Second offense for refusing a legal claim, driver or car will not be allowed to compete in next 6 racing events.

Coil over eliminators or coil over shocks with minimum 4.5" spring allowed.

SPRINGS

Steel only. One coil and /or leaf spring per wheel only. One additional spring allowed on rear suspension. Any coil spring must be at least 4.5 inches O.D. No torsion bars or air bags.

REAR END/SUSPENSION

Any "live axle" type rear end allowed. Steel or aluminum bird cages allowed. Steel tubes only. No aluminum tubes allowed. No sprint car style open tube rears. No aluminum trailing arms.

No wide 5 HUBS. Minimum 4 1/2" springs anywhere on suspension. No coil over springs. Torque arms with 4 1/2" springs O.K.

BRAKES:

A: All cars must be equipped with a working braking system.

4 wheel brakes are optional. Right front shut-off valves or taking RF caliper off is allowed. The remainder of the brake rules will remain as written.

This is for the East Bay Raceway Park regular season or special events ONLY, NOT for the Sunshine State Modified Tour WinterNationals events!

After talking with Mr. Driggers of the UMP organization, the rules for brakes during the Sunshine State Modified Tour WinterNationals and Volusia Speedweeks in February will remain the same and using either the shut-off valve or taking the caliper off will be cause for disqualification during those events. Just giving you a heads up for those events.

B; Only magnetic steel rotors allowed. Drilling, lightening and/or any alteration to the brake rotors or calipers will not be allowed.

C: Only stock O.E.M. or Wilwood #120-7197, Afco #6630311 or #6630310 calipers are allowed.

D: Only stock O.E.M. rotors will be allowed. Single disc brake rotors or scalloped brake rotors will not be allowed.

TRANSMISSIONS

Optional. Must have neutral and working forward and reverse. Must be able to go forward and backward with engine running. NO in/out boxes. Bert, Brinn or automatic allowed.

Clutch type transmissions must be equipped with an explosion proof steel bell housing. If not available for your engine, a shield of at least 1/2 inch X 6 inches covering the clutch area 360 degrees securely fastened in place and fabricated from magnetic steel will be allowed.

ENGINE LOCATION

Rear of engine (bellhousing flange) must be mounted 72 inches forward from the center line of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Eleven-inch height minimum from ground to front center of crankshaft.

TIRES AND WHEELS

Hoosier Medium, Hard, A40, A40S or H only. The minimum durometer rule will be announced in drivers meeting and will apply to all tires.

Special note: for all 50 lap races, tire samples will be pulled from winner, 2nd place and a random position and sent for lab test to make sure tires are not treated with softening chemicals. Some samples may be pulled from heat race tires, also. Samples from heat race tires may or may not be sent to lab.

We will stock the Hoosier Medium and Hard tire in the tire shop. The Hoosier A40, A40S or H will be special order, paid in advance only. We are opening this rule to help cars from other tracks to be able to participate without having to buy 4 tires.

NO GRINDING OR REMOVING OF FACTORY MARKINGS.

Grooving and siping of tires is allowed.

Eight-inch steel wheels only. Steel bead lock on right side only.

No tire softeners. No soaking of tires. No preheating of tires. No chemicals of any type which alter softness of rubber allowed on or inside tire except oxygen or nitrogen. If found, tires will be confiscated, driver will receive a minimum of \$500 fine, loss of all points accrued to that date and/or possible suspension. This could turn into a EPC problem if it continues.

No snow chains.

SPOILERS: CHECK RULES ADDENDUM AT FRONT OF THESE RULES FOR PROPER SPOILER HEIGHTS.

Side braces maximum 10" high. Side braces must match spoiler height. 1" fins on each side of nosepiece allowed. NO spoilers, wings, tunnels or aerodynamic enhancing devices allowed on car except on rear deck or nose piece.

FRONT SUSPENSION

All components must be steel and in stock location. Rubber, nylon or steel lower A-Frame bushing only. All lower A-Frame mounts and bolt holes on frame must be in stock location. Tube

type upper A-Frames allowed, can be moved, cross shaft may be aluminum.

Lower A-Frames stock or square tube manufactured replacements. Square tube replacement a-frames must have same measurements between bushings and ball joints as stock and should

measure the same on both sides.

BUMPERS

All bumpers must be rounded and turned back towards frame. NO Rough or jagged ends allowed.

STEERING

Stock steering box only. Tie rods optional.

MUFFLERS:

East Bay Raceway Park is located in Hillsborough County, State of Florida, therefore, we are required to abide by the rules and regulations of the Environmental Protection Commission of Hillsborough County. These rules and regulations require us to make it mandatory that each and every car competing at East Bay Raceway Park has a sound deadening device (muffler) installed properly and in proper working order at all times. This is a county ordinance and will be strictly enforced.

The required and mandatory muffler for use at East Bay Raceway Park is the Schoenfeld 112535 or 112530. This is the only approved muffler and must be as supplied by the manufacturer. Any alterations of any kind will be cause for disqualification from that event.

Even with muffler, the maximum decibel level allowed is 98 decibels, measured at trackside. Any car measured above the 98 decibels will be required to make changes to get under the 98 decibel level. If there is any question about muffler,

Tech man will need to see inside the muffler, if he can not see inside the muffler while on car, you will be required to take muffler off car to prove that muffler has not been altered.

The penalty for altering a muffler or losing a muffler in any race will be disqualification from that race and forfeiture of all monies and/or points for that race. This penalty does not effect any race except the race in which the muffler was declared illegal or missing. (i.e. heat race does not effect feature race or vice versa) If it happens in heat race, you lose starting position for feature event and must start in rear of next event whether it is feature event or another qualifying event. As long as muffler is in place and in proper working order, you will receive all points and/or monies for that particular race. For the regular season, the penalty of starting in the rear for the next 2 weeks does not apply to the muffler rule.

DRIVESHAFT

No aluminum driveshaft. Carbon fiber driveshaft allowed. No titanium driveshaft.

Body Measurements:

1. All roofs must be full size. The roof may not be mounted more than 12"(twelve inches) behind the rear axle. Wings, roof spoilers or aerodynamic ground effects of any kind will not be permitted.

Front to back minimum of 41 inches, maximum of 56".

Side to side minimum of 44", maximum of 50"

All flat type roofs will be allowed a maximum one (1) inch difference in height between front and rear of roof.

All curved type roofs will be allowed a maximum of five (5) inches in the front and two (2) inches in the rear. The break (or peak) of the roof must be within six (6) inches of center of roof.

Wedge roofs or dished roofs will not be allowed.

The rear roof supports may not extend past the front side of rear upright of the roll cage on either side.

Both sides of car minimum of twelve (12) inches clearance between top of door and bottom edge of roof. Maximum of eighteen (18) inches.

2. Overall minimum height at peak of roof is forty-two (42) inches from ground.

Maximum of fifty-two (52) inches.

3. Rear deck minimum height is twenty-eight (28) inches. Maximum of thirty-eight (38) inches from ground.

4. Front and rear bumper minimum height is sixteen (16) inches. Maximum of twenty (20) inches from ground.

5. Front bumper maximum of forty-two (42) inches from center of lower ball joint.

NO NOSE PIECES STICKING OUT FARTHER THAN FRONT OF BUMPER OR WIDER THAN FRAME HORNS.

Must have a minimum six (6) inch ground clearance.

6. Rear bumper minimum of thirty-four (34) inches and maximum of fifty-one (51) inches from center of rear axle.
7. Doors must be mounted a maximum of seventy-two inches from center of rear axle. Top of the doors must remain in line with rear engine plate. The bottom of the doors may extend a maximum of eight(8) inches forward of the rear engine plate.
8. Rear quarter panels minimum of thirty-four (34) inches from rear axle to rear top of deck. Maximum of forty-eight (48) inches.
9. Wheel base minimum of one hundred eight (108), maximum of one hundred twelve (112) inches.
10. Maximum body width at the bodies widest point will be sixty-eight (68) inches.
11. Maximum rear width of car must of car must be sixty-seven(67) inches at the widest point. Minimum of fifty-three(53) inches.
12. Minimum ground clearance will be four(4) inches.
13. The sides of the motor compartments must remain open. A five(5) inch drop on either side of the hood will be allowed. The firewall on driver's side must meet up with the front of door. NO tunnels behind doors allowed. No aerodynamic devices allowed in, under or on car except rear spoiler. An 18" X 18" rock guard panel will be allowed on right side of engine compartment for protection of engines with a right side oil filter.
14. NO side fins and/or flanges of any kind along the length of the entire car (hood, front, nose, roof and/or rear quarter panels) will be allowed. Maximum one(1) inch fins along both sides of nose piece will be allowed.
15. On the left side, the rear of the door may flare out six(6) inches for tire clearance. The bottom of the flare must be curved and rounded, not pointed or sharp in any fashion. This flare should still fall within the maximum body width of sixty-eight(68) inches.
16. Maximum rear spoiler width is sixty-seven(67) inches. Maximum rear spoiler height is eight(8) inches from rear deck for East Bay Rule Motors. Side braces maximum two(2) inches in front and eight(8) inches in rear. Maximum rear spoiler height is ten(10)inches from rear deck for all GM Crate Motors. Side braces maximum three(3) inches in front and ten(10) in rear. Maximum length of side braces is twelve inches for both spoilers.
17. The drivers compartment must be sealed from the engine and the racetrack. The rear bubble of the hood should be closed and sealed from the driver.
18. The maximum slope/rake of the interior sheet metal "shelf" from front-to-rear is four(4) inches. The interior sheet metal must remain flat and level from side-to-side. The top of the interior must be flush with the top of door and quarter panels.

All other rules are governed by East Bay Raceway Park Open Wheel Modified rules. These rules will be experimental and may be adjusted or amended as needed to

provide fair competition for all cars.
THIS IS A PROTEST DIVISION.

Any other variances from these East Bay open wheel modified rules must be approved in advance by East Bay Raceway Park tech.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended entirely as a guide for the conduct of the sport and in no way guarantee against injury or death to any participant, spectator or official.

The race director or Head Tech Inspector shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. ANO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR DEVIATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials and is final and binding.

On occasion when situations arise that are not covered by written rules herein, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

The Management of East Bay Raceway Park

