



2026 Open Wheel Modified Rules

SHOCKS:

One steel, non adjustable, shock per wheel. All shocks must collapse completely. One additional shock allowed in pull-bar area. External or internal bumps ok. No threaded body, front coil-over, air, or remote reservoir shocks. (Schrader valve are OK) Front half may be shielded. One or all shocks may be claimed per event for \$300 each. Claimer may choose which shock(s) to be claimed.

Anyone finishing in top 5 can claim shocks, springs

CHASSIS/FRAME

- 1. Basic IMCA/ UMP chassis rules. Unless otherwise noted.**
- 2. Weight jacks must be within 1” of center line. Stock Clip MUST come past back of engine block.**
- 3. Factory production US car frames. Frame complete in front of firewall.**
- 4. Frames may NOT be widened or narrowed. Front cross member may be notched for radiator clearance. Minimum frame height from ground is 4”.**
- 5. Wheelbase: Minimum 108”. Maximum 112” Stock front clip ONLY.**
- 6. Rear of frame may be altered to accept leaf or coil springs. NO fiberglass springs or lift bars allowed. No rear torsion bars.**
- 7. Rear of bell housing flange at least 72” forward from the center of axle. Engine offset within 2” of centerline of front cross member. Minimum engine height should be 11” from front center of crankshaft to ground. —**

TRANSMISSION, DRIVELINE, REAR END, BRAKES

- 1. No Direct drives. Must be able to shift forward and reverse with engine running. BERT, Falcon, Brinn type transmissions allowed.**
- 2. Drive shaft may be steel, carbon fiber, or aluminum . NO fiberglass allowed. Must be painted white.**
- 3. No altering of brake rotors or calipers. No single disc brake scalloped or drilled rotors. Must be OEM.**

4. All Calipers OEM. No machining or lightening. aluminum (Ok).

5. Any steel approved OEM passenger car or truck rear end allowed (housing and carrier). OEM rear end must use full or mini spool. Quick change rear end OK. Must use steel axle tubes and 10" ring gear with steel or aluminum spool. Only steel axles allowed. No torque dividing differentials

SUSPENSION

Steering box must bolt in factory place on frame, NO center steering or rack and pinion. All steering components must be stock OEM. NO aftermarket drag links or center links(ok) . May use tube and HEIM style tie rods.

2. Power Steering pump may be mounted to the bell housing.

3. Stock passenger car spindles only. No fabricated or aftermarket spindles. IMCA approved 3-piece spindles OK.

4. Tube uppers ok . Must be steel

5. No aluminum suspension parts allowed unless listed.

6. Own style lowers A Frames .Stock or aftermarket(Keyser, Allstar, etc)OK. May have HEIM type ends. MUST be stock measurements half inch tolerance. Maximum width front or rear is 78" ZERO tolerance. Measured from outside of tire to outside of tire. Maximum 1" wheel spacer allowed front and rear.

7. Leaf spring. 3 link or 4 link rear suspension allowed.

8. 4 bar rods must be steel rod with HEIM's. No spring or biscuit style 4bar rods allowed.

9. Lift bar, torque arm or pull bar allowed.

10. Any coil spring (\$150 claim rule) must be at least 4 1/2" OD. Right front spring MINIMUM 8" tall. Left rear spring MINIMUM 10" tall.

11. The upper front coil spring must be flat and support the spring 360 degrees.

12. The lower front coil spring mount may have single step to prevent spring rotation and accommodate the open end of the spring. The step of the lower front coil spring mount must not exceed 1" in height. The lower spring mount must be welded integral component of the lower control arm. When installed the lower end of the spring must be supported 360 degrees. — —

Engine rules

Engine Option #1

602 Gm sealed crate engine / certified crate builder 2400lbs under specs from GM yellow book

-GM 602 Crate Motor ONLY.

PART#88958602/19258602/88858602 - May rebuild. Must be by (yellow book) NO EXCEPTIONS and sealed to claim 2400 lbs

We also allow the quicksilver 357 CT ENGINE - 8M0156572

-One 4 barrel carburetor. NO Super bowl system allowed.

Carb claim rule \$1500 Maximum 1" spacer. (Zero tolerance) may not intrude into carb or intake. One gasket per surface max .070" allowed. - No Tri-Y or merge collectors. Header claim rule \$600.

Engine Option #1 claim rule.

\$9000 as it comes from GM. Anyone in top 5 can claim an engine finishing in front of them. NO back claims. In event more than one team claims an engine, team finishing farthest back has first right.

Engine Option #2: Must claim 2600Lbs

- 1. 362 cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block – part #31161111.**
- 2. Any cast iron 23 degree steel heads. No porting or polishing cylinder heads. No aluminum heads.**
- 3. Max valve size: 2.02” intake, and 1.6” exhaust.**
- 4. Any intake manifolds. No porting or polishing.**
- 5. Steel or cast cranks and rods. No exotic material cranks or rods (ex.: aluminum or titanium)**
- 6. Flat top pistons only.**
- 7. Any flat tappet camshaft only. No roller cams.**
- 8. Timing chains only. No gear drives.**
- 9. Stud mount rockers only. No stud girdles.**
- 10. Stock diameter valve springs only. 1.260” maximum O.D. Beehive springs allowed, 1.320” maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.**
- 11. Driver’s finishing in the top 5 may claim/purchase the engine of any car finishing ahead of them. Claim fee is \$11,000.**

Engine claimed will be long block/engine only and WILL NOT include any accessories, carburetor, water or fuel pump, wires, distributor, etc. Refusal of claim will result in immediate disqualification and penalized the same as an engine that was found illegal inside the seal system (infraction penalty #1 below).

Engine Option #2 Claim Procedure:

- Competitor, either driver or car owner, finishing in the top five of the feature race, must hand the SCR Tech Man or**

track official \$11,000 cash within ten (10) minutes after the checkered flag falls on the feature race.

- Engine will be removed, confiscated, and inspected by officials or certified engine builder at an agreed upon time and place upon being claimed. If legal, competitor claiming engine will receive the engine only, as is. If engine is found to be illegal, driver being claimed will be penalized as outlined in infraction penalty #1 below and claiming driver will receive refund of their claim money.

Engine Option #2 Infraction Penalties:

1) Any violation of the engine rules and specs internally or within the seal of the engine will result in the driver and/or owner being disqualified from that event. A fine of \$1000.00 will be levied by the track to return to competition for the remainder of the season.

2) Any violation of the engine rules and/or factory specs outside the sealing system of the engine will result in the driver being disqualified from that event. A fine of \$1000.00 will be levied by the track to return to competition for the remainder of the season.

Carburetor Rules

1. Engine Option #2 – 500 CFM 2 barrel only.

2. 2 Barrel carburetor will be checked with go-no-go gauges top to bottom.

3. Either engine Option may run 1” maximum carburetor spacer, .040” tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070” maximum thickness allowed.

4. Engine Option #1 – may run one (1) four-barrel carburetor only. Chevrolet Performance 602 Circle Track Engines perform best with a quality 650 CFM carburetor.

5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed.

6. All carburetors (for both engine options) must have conventional “Holley-style” straight or down leg boosters. NO exceptions.

NO super bowl type carburetors allowed.
Willy’s Equalizer Carburetor OK for competition.

No Traction Control device’s of any kind allowed.

FUEL

- Pump gas, racing gas or e85 . No alcohol, nitrous-oxide, nitrous methane, propylene oxide allowed.

WEIGHT

2400lbs with Gm or certified Rebuilders seals
2600lbs with Engine Option#2
- 1lb per lap burn off in heats, B-mains, and A-main event.

TIRES/WHEELS

American Racer Hard or Extra Hard, Stocker Hard, G60 or Hoosier H500.

Any Hard or Extra Hard compound may be run on all 4 corners. If it is a Hard compound, it is legal.

Tires may be siped and grooved

- 8" wheels (steel only). Bead locks ok .

-Chemical analysis. Tires that do not conform to benchmark will be deemed illegal. - Tire protest \$120 with \$120 acceptance fee - First offense loss of points and money from night tire was checked -Second offense \$1000 fine plus 500 points -3rd offense \$5000 fine 1 year suspension and loss of all points to date .

PROTEST

Complete engine tear down, Sealed-engine \$1,600, Unsealed engine \$1200, \$200 acceptance fee. \$200 to tech man, \$200 to track. \$1000 to winner of protest (sealed engine) \$600 to winner of protest (unsealed engine). All engine tear down will be done in agreements made by track officials.

Anyone caught cheating within bolts/seals will result in D/Q from that event and suspension for the remainder of the season, \$1000 fine before they can return racing the following season. Anyone caught cheating outside the seals / bolts on engine as in valve springs, locks, retainers, etc will result in DQ from that event, \$500 fine.

Body rules

IMCA , UMP, Mid East, South East body rules allowed. Spoilers up to 4" high are optional

