

Poinsett County Raceway

Economy Modified Rules

2008

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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

MODIFIEDS SANCTIONED RULES EXCEPT FOR THE FOLLOWING:

Safety

1. All cars must have a working fire extinguisher mounted securely within the drivers reach.
2. All cars must have a minimum of 3 (Three) 1/4 rods in front of the driver. NO CONCRETE REINFORCEMENT STEEL.
3. All cars must have a window net over the drivers window.
4. Drive shafts must be painted white and have a 360 deg. loop around them.
5. All weight must be painted white with the car # on them.
6. Drivers must wear full fire suites including gloves and shoes.
7. Drivers must wear a full face helmet with at least a SNELL rating of 95.
8. If you loose your front or rear bumper you will not be able to compete.

Motor Rules

1. ENGINE 362 max cubic inch with GM 350 block & stock (3.48") stroke crank. No 400 BLOCKS. Ford 361 (351 stock block & stroke) Mopar 370 (360 stock block & stroke). Flat top pistons.
2. CAMSHAFT LIFT RULE: .480" measured at the valve (Valve can only move .480" at top of the valve). OR Engine must pull 16" of vacuum at 1200 RPM. Aluminum roller rockers allowed. NO ROLLER CAM SHAFTS OR ROLLER LIFTERS.
3. No ALUMINUM heads. OEM Cast Iron Heads only. SR or Vortec heads OK. NO SVO, SB2, No angle plugs allowed, . 2.02" intake & 1.60" exhaust valves max. 23 degree heads only. No port matching of intake to heads. No porting, polishing, acid dipping, or anything similar allowed to heads or intake.
4. No mismatching of engine parts. GM to GM, Ford to Ford.
5. No ALUMINUM parts except for intake manifolds, pulleys, valve covers, radiator, water pumps, roller rocker arms and flywheel.
6. All Parts GM to GM Ford to Ford.

Motor Claim

Motor claims will be \$550.00 cash and swap. \$50.00 goes to wrecker for pulling engines. LONG BLOCK ONLY, Only the top 4 finishing cars may be claimed. Only the driver may make the claim. To make a claim, you must have finish on the lead lap, drive your car to the tech area and hand the cash to the Tech Official within 5 minutes from the end of the race. If you refuse to swap, you will lose all money and points for that night. Second refusal, driver will lose all money for that night and be suspended for the remainder of the season. No driver (CAR) may claim more than ONE motor during the racing year.

Claim does not include the following:

1. Flywheel
2. Pressure plate
3. Headers
4. Starter
5. Sending units & switches for oil pressure & water temperature
6. Clutch ball
7. Throw out bearing
8. Water pump
9. Distributor
10. Clutch
11. Bell housing
12. Carburetor
13. Motor mounts
14. Carburetor adapter
15. Fan & pulleys
16. Clutch arms
17. Dip Stick
18. Fuel Pump
19. Plug Wires

Carburetor and Fuel

1. Carburetor can be no larger than a Holley #4412 500 CFM 2 barrel and must pass inspection from top side with gauge. Bottom of carburetor can be no longer than 1 11/16" in diameter. (Must be stock Ventura 1-3/8") May run Rochester 2 barrel not to exceed 500 CFM.
2. Alcohol and racing fuel ok. NO ADDITIVES except top end lube.
3. No belt drive fuel pumps, mechanical only.

Rear Spoiler

1. All competing makes and models must use a rear spoiler not to exceed 8 inches tall. To be measured from deck to full length of spoiler including wicker bill & angles.
2. All competing models will be permitted to use 3 spoiler braces.

3. Spoiler braces will be permitted to have up to a ½ inch break in them.
4. Rear fuel cell panel optional.

Weight

1. Weight with driver after race 2500 lbs minimum. **ALL WEIGHT MUST BE BOLTED DOWN AND PAINTED WHITE WITH CAR # ON IT.**

Tires and Wheels

1. Hoosier Asphalt take-offs. NO Recaps. G-60, American Racer. Grooving allowed. NO tires softer than a 55 compound allowed. Hoosier IMCA tires allowed.
2. Steel wheels only, 8" or 10" maximum. Bead lock on right rear only. No New Tires

Transmissions

1. Standard: OEM 3 or 4 speed only - clutch, fly-wheel & pressure plate - 10" minimum. Automatic must have working 10" torque converter minimum. No direct drive or mini clutches, no Bert or Brinn transmissions.
2. Aluminum flywheel ok.

Tear Down

1. Any car winning 3 features will be tore down.
2. Refusal to tear down loss of points and winnings for the night.
3. 2nd refusal loss of points and winnings for the night and suspended for the remainder of the season.

Ignition

1. Ignition MSD 6AL allowed with \$500.00 claim on complete system.
2. No MAG type distributors.
3. No Crank fire ignition systems.
4. Only one 12 volt battery is allowed.
5. Any driver in the "A" feature race that believes another driver is running Traction Control through his ignition system may claim the Distributor, MSD (or other control Box) and Coil for \$500.00 outright purchase. If you refuse to sell, you will loose all points and money for that race night. If you refuse a second claim you will loose all money for that race night and all points for the season plus suspended for the remainder of the season. All new parts are approximately \$450.00 so there is NO reason not to sell unless you are cheating. . No driver (CAR) may claim more than once during the racing year.