

V8 Rules

Modoc Cars

602 Crate 3000 lbs.

Built engines 3250 lbs.

Any engine larger than 362ci 3400 lbs.

Weight must be posted on left side of car.

If not posted, will go to highest weight.

- * Any Carburetor must have stock choke horn (amendment to rule book)
- * Any 1960 or newer American made sedan with a stock factory wheelbase (1 INCH TOLERANCE)
- * All cars will be required to have at least a 4-point roll cage. Rollcage must be welded to the frame rails and all connections must be welded. All cages must be minimum diameter of 1 1/2 inch and minimum wall thickness of .090 .
- * A minimum of 3 horizontal in drivers door, and minimum 2 bars in passenger door.
- * Must have stock front firewall and both sides of the floor pan to rear of drivers seat, **(Steel firewall and floor allowed covering the car door to door 16 gauge) (weight will be added if not in stock location, a small tolerance will be given.) Crush panels or open short length panels ok**
- * May repair or patch the firewall and floor pan
- * May use racing steering wheels with quick release hub
- * Must have at least 3 windshield bars in front of the driver.
- * Must have a 3-point release type seat belt and at least 3 inches wide at shoulder
- * Racing seat required
- * Boxing of drivers compartment ok
- * Must have a inspection panel
- * Unibody may be tied together
- * Front and rear clips most remain complete(STOCK)
- * No jig built cars (**meaning no scabbed over late models frames**)
- * No Mixing of frames. Example: No Camaro front clip with metric rear
- * Fuel cell mandatory, must be in a container. Can alter floor to mount cell, but must be sealed
- * May replace stock dashboard with sheet metal

- * Must have bumpers front and rear
- * Aluminum and steel bumper ok, it must fit properly
- * Must have front tow hook
- * No radios. No mirrors
- * Stock frame rails may be repaired with 3X2 tubing. Most of the stock frame must remain. (**it must be approved by the series**)

Headers

- *May run any header

Body

- * 5 inches high x 60 inches wide REAR SPOILER (measurement is with bends)
- * **Body MUST remain stock appearing Quarters can be no more than 2" outside of spoiler at top. 60" spoiler).**
- * Side supports no higher than 5 inches in the back, 12 inches long at the bottom ,3 inches high at the front, . no more than 3)
- * MUST have stock roof and rear posts. May sheet metal over the quarters. Sheet metal body ok
- * If roof post aren't stock then they must have stock dimensions (weight may be added)
- * Body must be stock appearing.
- * No Asphalt bodies
- *No Fiberglass BODIES
- * No flat deck type bodies
- * No Late Model type bodies or noses
- * No sloped nose pieces and flares (**no IROC, MDE, Dominator type**)
- *. All bodies must be mounted straight up.(centered)
- * All bodies are subject to approval by the technical inspector. (**install it right the first time**)
- * Fiberglass hoods ok
- * May run aftermarket nose and tail piece
- * Rocker panels not required
- *Body must match frame

*Body must be centered on car

* aluminum body parts ok

*nose must match make of car. 70s model nose on a 70s model Camaro, Metric car must have a regal Monte Carlo or any 80s noses that go with a metric car. Unless its a strut car. IROC ok

Wheels

* Steel wheels only

* wide 5s allowed must have steel adapters

* 8-inch wheels only

* Beadlocks ok

* Hoosier tires h500s and American Racer 500

Suspension

* All suspension parts must be OEM stock replacement (unless otherwise stated in the rules)

* Stock mount shocks in stock location.

* Float rear-end housing measurements vary

* Heim end Shocks on the rear (rear only) (May raise for Hiems shock)

* No adjustable shocks (**no Schrader valves**)

* Changing of springs ok.

* No jack screws on the front (**strictly enforced**)

* no jack screws on the rear of Camaro

* Adjustable Cups ok

* No Chrysler leaf springs

* No fiberglass leaf springs

* Mixing of different model suspension parts ok . (**but no cutting or grinding to make work. must bolt right on and be stock replacement**)

* Screw jacks or adjustable shackles on the rear ok

* Disc brakes ok

* Dual master cylinders allowed. Dual master cylinders may be driver adjustable

* No brake shut offs

* Trailing arms must be stock, in stock location, and length, May use offset bushing or mono balls (**may modify stock arms on top of rear end**)

* No adjustable holes in frame of any kind for anything. (must use stock frame holes only) repair will be ok by series.

* May relocate any non adjustable top A-frame towers, May run tube upper arms(nonadjustable arms). towers CANNOT be adjustable

* may cut stock upper arms

* Lower control arms must be stock. stock location

* Stock OEM spindles only

* No Aluminum brake calipers

* Stock type steering box only.

* No 5th shock pull bars , or reese bars (no traction enhancing parts)

* Aftermarket power steering pump ok

* steering quickener ok

* Any steel Driveshaft

ENGINE

Option #1

* 602 crate

* No altering of the 602 crate of any kind (must be sealed)

* Any carb

Option #2

All parts must have a stock, part, or I. D. number

* No **titanium** parts of any kind

* GM 350 C.I.D., Ford 351 C.I.D., Chrysler 340 or 360 C.I.D. Engines

*.060 for bore plus .010 wear

* Engines must be mounted in stock location center

of chassis, #1 spark plug must be in line with or in front of upper ball joint

* Engine must be the make of the car

* No big block

- * NO 400
- * Stock stroke for engine used (3.48" chevy)
- * May run racing gas,
- * Deck may be surfaced, but pistons may not exceed the top of block
- * Engine balancing permitted..

PISTONS

- * Any flat top piston
- * No dome pistons permitted

CAM

- * Any flat tappet hydraulic cam (no 4-7 swap)
- * No gear drive or belt
- * Any timing chain

HEADS

Factory Replacement heads

- * World Product head #4360

RHS head #12400

Engine Quest CH-350-I

Dart #10024360

- * OEM Factory heads ok
- * 70cc Open Chamber Heads
- * Closed Chamber double hump Heads
- * 3 ANGLE VALVE JOB OK
- * 1" bowl cut
- * NO VORTEX
- * NO BOWTIE OF ANY KIND
- * No angle plug heads
- * No mismatching of Cleveland or Windsor heads ,Ford production Iron head only.
Mopar production Iron head only
- * No porting and polishing on heads. (No alterations)

- * May run 1.52 long slot stock type stamped steel rocker arms, stock ratio roller tip ok (1.52 COMPS OK)
- * No Aluminum rocker arms
- * Stud girdles ok
- * No valve lash .000
- * Lifters must be stock diameter to make of engine. Example .842" Chevrolet, or .875"Ford.
- * No Cheater Lifters
- * May run screw in studs 7/16 ok and guide plates
- * Any retainers and locks
- * May run poly locks
- * Stock type valve springs only (1.265) valve spring size
- * No Beehives
- * No double valve springs
- * undercut valves ok
- * Valve size 1.94 intake 1.5 exhaust

RODS

- * Stock length rod of make
- * Example (Chevy 5.7 connecting rod – H or I beam)
- * 7/16 rod bolts ok
- * No aluminum , titanium, carillo rods

CRANK

- * 48 pound crankshaft (will be weighted with pilot bushing, cam gear, bolt, and washer)
- * Crankshaft must be stock stroke
- * Steel crankshaft ok
- * No knife edge or winged cranks
- * no billets

DISTRIBUTOR

* HEI style distributor with coil in cap permitted only. NO MSD ignition boxes -MSD module ok

*Rev limiter OK. MUST NOT be mounted in driver compartment.

CARB.

Any carburetor must have choke horn.

Nesmith Carburetor rules apply to Nesmith engines.

INTAKE

* 1 inch spacer on intake ok (no higher than 1.250 with gasket)

* Any Dual Plane low rise aluminum or cast iron intake- (**no highrise.or,air gap allowed**)

* Intake no higher than low rise manufacture specs, (If the manufactures specs say its a highrise, its a high rise.)

* Carb pad height will be no higher than A-B measurement (**4.55**), A-B measurement is without spacer

* No porting ,cutting or polishing of any kind

* No bowtie or marine intakes

TRANS- DRIVELINE

* Stock type Trans only(must have reverse)

* no direct drive

* Stock type clutch one deck and pressure plates only (13 lbs both) springs not mandatory

* No triple disc

* Automatics must have stock diameter torque converter. No racing transmission (**no dummy converter**)

* NO racing transmissions (no Jerico type trans)

* Flywheel must weigh 14 lbs

* May run Nodule iron flywheel

* No Aluminum flywheels

REARENDS

* Stock rear end

* Disc brakes ok

* Floater 9 inch ok

* May change gears

* GM cars may run Ford 9”.

Protest

\$1000 – Full Tear Down.

Top End – Heads, Intake, Bore and Stroke – \$600

70% Goes to Winning Driver and 30% Goes to Tech Director & Promoter.