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2018 (E) MODIFIED RULES

SAFETY: See general rules and procedures.

ROLL CAGE: Minimum tubing thickness .095". Minimum outside diameter 1.5". Must be 4 post design with rear upright loop supported with tubing running down to the rear of car. Top hoop must have 1 crossbar preferably running from right rear to left front. All support bars forward of roll cage must be lower than stock hood height. Door bars must be .083" minimum thickness. 3 bars minimum, 4 suggested. Door bars must be welded to roll cage-front and rear and be parallel to frame.

BRAKES: Must have brakes on all 4 wheels. Brake shut offs are permitted. Calipers may be steel or aluminum single piston OEM style only, steel rotors only.

EXHAUST SYSTEM: Headers may dump outside of engine or rear of engine and must not point directly to the ground. Mufflers can be run, securely attached, and easily detectable.

FUEL CELL: 32-gallon maximum capacity – Completely enclosed in a steel enclosure. Fuel cell must be protected in rear by roll cage tubing. Cell may not be lower than protective tubing. Top siphon fuel cells only. Tech inspectors can reject any fuel cell mounting they deem unsafe.

BATTERY: Must be mounted securely and fastened across the top.

FUEL: Racing gasoline or methanol – no nitrous oxide or power additives.

WEIGHT: No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2-1/2" bolts minimum. Weight may not be attached to rear bumper. All cars must weigh 2400 track scale pounds with the driver after the race at speedway scales.

FRAMES: May be cut at a point no further forward than rear of engine block or 1950 or newer. American passenger car factory production frames allowed only. Frames may be cut in rear at a point no further forward than the rear of engine block, both sides. Frames may not be widened or narrowed and must be able to support the roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from ground.

FRONT SUSPENSION: Steel aftermarket parts may be used as stock components. This includes lower tubular A-frames. Stock passenger car spindles only. No tubular or fabricated spindles allowed. Tubular type upper and lower A-frames permitted. Lower control arms cannot be moved, (exception: may weld shock mount on lower control arm). Upper A-frames may be moved and have aluminum cross shafts. Coil springs minimum 4-1/2" diameter only (no coil overs) and must be mounted in stock position. No coil-over eliminators may be used. (Mono balls will be accepted.)

A) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

STEERING: Front steer type frames must have steering box mounted on left frame rail ahead of front cross member. Rear steer frames must have steering box mounted behind cross member on left frame rail. Power steering with a steering quickener is permitted. No rack and pinion steering. Stock type steering boxes only. All steering linkage must be steel components.

SHOCKS: Steel only- 1 working shock per wheel and no hydraulic, ratchet or electric weight jacks anywhere on car. No externally adjustable shocks. Dummy shock can be used in placement of eliminator. (Be prepared to pull shock off to show it's a dummy any team not willing to pull shock off will be disqualified). Dummy shocks may be confiscated at end of evening by Sharon Speedway officials for testing. Schrader Valve shocks are allowed.

WHEELBASE: Minimum 108", maximum 112".

REAR END: Any passenger car or truck type rear end permitted. Quick change allowed with steel tubes (NO SLIP TYPE DIFFERENTIALS). NO ALUMINUM tubes with STEEL sleeves.

REAR SUSPENSION: May be coil spring (minimum 4-1/2") diameter or steel leaf springs. Coil-over eliminators or steel/aluminum coil-over kits may be used with coil springs. Lowering blocks (aluminum or steel) may be used with leaf springs. No aluminum birdcages, brake floaters or trailing arm mounts allowed. Panhard bar, panhard brackets and trailing arms may be steel or aluminum. One (1) spring per wheel!

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DRIVESHAFT: Must have a protection loop completely around. Loop must be .25" thick x 2" wide steel minimum and mounted no more than 6" back from U-joint in driveshaft. Drive shaft must be steel or carbon fiber.

TRANSMISSION: Must have forward and reverse gears and be able to shift to forward or reverse with engine running. Bert and Brinn type transmissions are permitted. Stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM cases and bell housings.

ENGINES: Must be able to be used in conventional passenger car without alteration. No machine work on outside of engine. No dry sump oil systems (racing type wet sump oil pans permitted). 6-cylinder motors allowed dry sump oil system. One four-barrel carburetor naturally aspirated, no fuel injection, no electric fuel pumps, no magnetos. Rear of engine must be at least 72" forward from the center line of rear axle. No more than 2" engine offset. Minimum height 11" from center of crank to ground, no aluminum blocks.

GM CT525 is allowed but must meet all GM specifications and be factory sealed or sealed by a certified RUSH or Crate USA rebuilder. (Note: cars utilizing the 525 must meet all other rule requirements)

RADIATORS: May be aluminum, steel, or brass and must fit under hood line and be located in front of engine fan.

BODIES: (Refer to drawing at bottom of rules.)

A.) 12"min 24" max

C.) The maximum roof height of 54" inches. 5" max slope.

D.) The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A six-inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. Hood must slope towards the nose of the car (No Reverse Rake to the Hood).

G.) The top of the doors must not extend forward of the rear engine plate. The bottom of the doors may extend a maximum of 12" inches past the motor plate toward the front of the vehicle.

H.) Front roof post width 16"max at the bottom. Roof post at the bottom rear must then go upward at a 90 degree angle. The front roof post must be in a straight line from top to bottom and must come down to the deck with a max 2" step (P).

I.) Wheelbase: Minimum 108", maximum 112".

J.) Door panel 32"max 26"min.

K.) 72" max.

L.) 12"-18" door opening height.

M.) With a level, must have no more than 2" clearance at rear roof, and 5" at top front. Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope measured with a level from highest point minus the stiffener to lowest point. No more than one-half (1/2) inch stiffener allowed at the rear of the roof.

N.) Maximum deck length 120".

O.) Rear corner panel length from center of hub to back 48" max, 34" min.

P.) 7" max at top rear, gradual slope from roof to this point when using sail panel as spoiler side with max spoiler height of 5". The spoiler may be fabricated from lexan or aluminum. The Sail panels must be the same design and size on each side (Both open with same opening dimension or both closed). Maximum bow of sail panel is 4". 8" max spoiler allowed if the sail panel remains separate from the spoiler sides. When using 8" spoiler, sail panels can be no higher than 4" from deck at end point, spoiler supports shall be same height as spoiler at rear and 4" tall max at front and 24" min total length, sail panel may not be farther back than leading edge of spoiler support on 8" spoilers. Maximum spoiler width will be 68" on 5" or 8" spoilers.

Q.) 2" interior drop allowed. Must be flat side to side at firewall and rear deck bar. Needs to be a gradual taper starting at firewall and dropping to 2" at middle interior support (behind seat) and then gradually tapering back up to rear deck bar. Drop from side to side must come in from side a minimum of 4" before flattens back out. Doors + quarters must mount flush with top of interior and not stick above interior. Drop will be checked with straight edge across from right side to left side and must be no more than 2" anywhere across top deck.

R.) Maximum height of 38" inches. The top of the interior must be flush with the top of door.

S.) Maximum width of nose at any point will be 45". The nose piece shall not be attached any further back than the radiator. The MD3 modified nose and Dominator nose will be legal. All aluminum fabricated nose pieces can have a 2 1/2" lip on each side of nose piece (length of the nose). The nose piece must have a minimum of four (4") inches from the ground to the bottom edge of the nose piece. Noses must be flat from top to bottom (No curving of nosepiece).

T.) Hood max width is 68" max 24"min. No narrower than radiator.

U.) The maximum roof width will be 52" inches with a minimum of 44" inches.

V.) The maximum roof length will be 57" inches with a minimum roof length of 40" inches

W.) On the left side the rear bottom of the door may flare out six (6") inches for tire clearance. The bottom of the flare must be curved and rounded not pointed in any fashion. No wheel skirts of any type will be allowed.

X.) The maximum body width at the body's widest part will be 72" inches. The maximum deck width will be 68".

Rear wheel openings must remain same on both sides of car and maintain a minimum 2" wheel clearance.

FRONT BUMPER: Must be mounted to end of frame, with bottom loop parallel to the ground. Minimum 1-1/4" tubing must be used. Rear bumper may be tubing or square stock and must protect fuel cell. Center of bumpers must be at least 18" from ground. No sharp edges. Bumper cannot extend more than 42" from center of front wheel. Farthest point of nose/bumper cannot be no more than 42" from center of front wheel hub. Bumper must be leading edge of the car.

NERF BARS: Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

WINDOWS: Driver's side window and passenger side window must remain open except for support angles in roof pillar openings. Support angles cannot extend past the front roof line. Roof pillars must be in place. Window nets are recommended. Also a screen is HIGHLY recommended in cockpit to deflect debris from driver.

WHEELS: Maximum 8" steel production racing wheel may be used. Bead lock wheels may be used.

TIRES: Any 8" tire. No tire softening or treating of any sort. (Sharon Speedway reserves the right to confiscate any tire for chemical testing. Tires must meet factory benchmarks.)

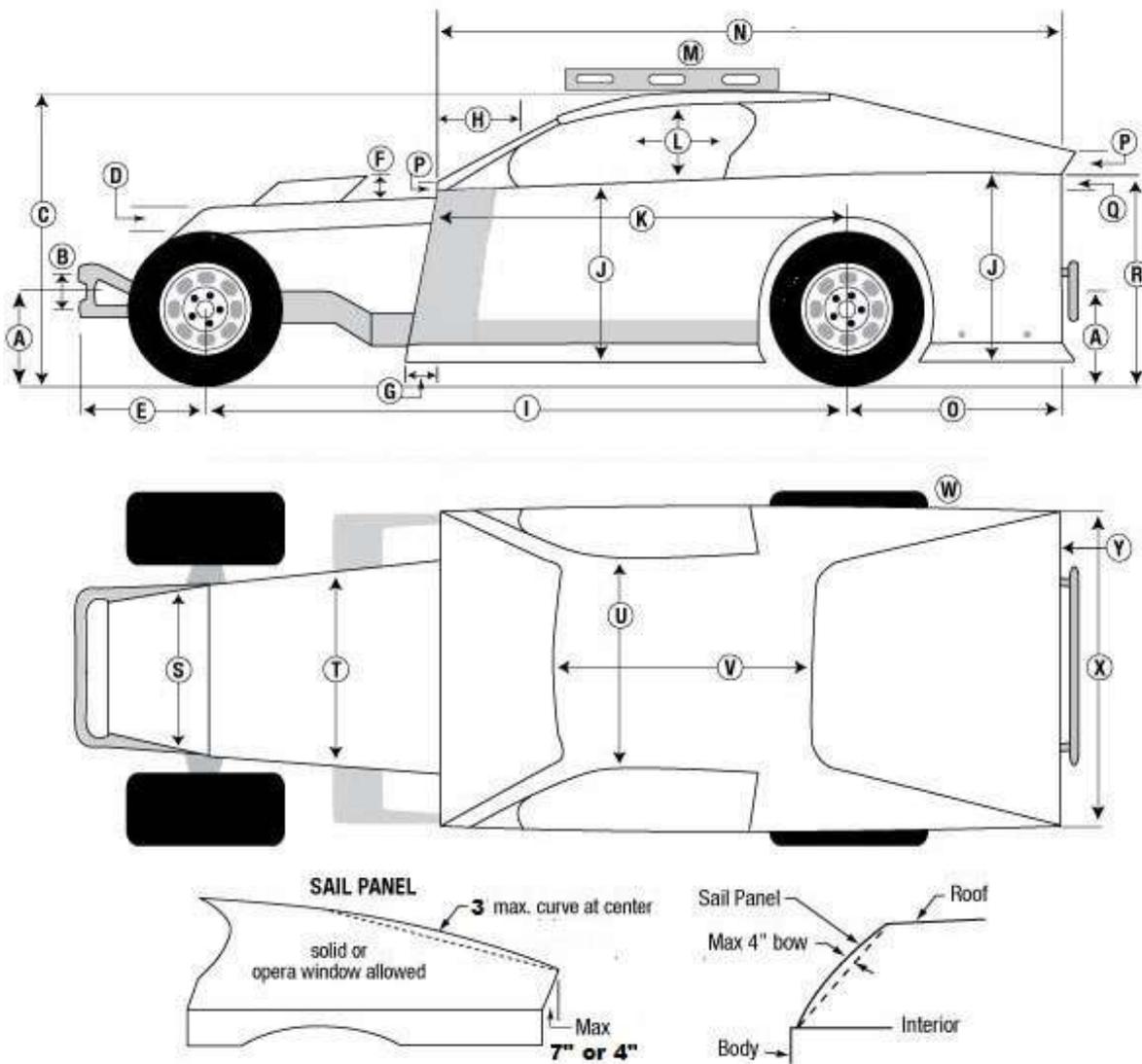
NUMBERING: All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width Side fins and/or flanges of any kind along the length of the entire car (hood, and/or roof) will not be permitted. Duplicate numbers will be modified by Race Director.

TRANSPONDERS/RACECEIVERS: All cars must utilize a working AMB TRANSPONDER and be mounted on rear motor plate. A working RACEceiver (one way radio between Race Director and Flagman with drivers) is required at all times on the speedway. The frequency is 454.000.

MISCELLANEOUS: No radios (transmitting or listening devices) or mirrors permitted. Mirrored finished stainless or other materials are not permitted, if used for the same purpose as a mirror. No car will qualify without inspector approval. All cars must be available for inspection prior to advertised time of driver's meeting. All race cars are subject to inspection by officials at any time.

TRACTION CONTROL: No traction control of any kind – mechanical or electronic allowed. Only one ignition box allowed and it must be located in engine compartment. All wiring from distributor/magneto to ignition box or tachometer must be in plain view for inspection and have no splices or interruption in these wires. Speedway will have the right to confiscate any part of the ignition system for further inspection. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.

BODY DIAGRAM:



PAYOFF UNLESS OTHERWISE STATED:

1-13 cars

1. 400
2. 350
3. 275
4. 175
5. 150
6. 135
7. 115
8. 105
9. 100
10. 95
11. 85
12. 80
13. 75

Tow \$50

14-23 cars

1. 500
2. 400
3. 300
4. 200
5. 175
6. 140
7. 125
8. 120
9. 115
10. 110
11. 105
12. 100
13. 100
14. 100
15. 100
16. 100
17. 100
18. 100
19. 100
20. 100
21. 100
22. 100
23. 100

Tow \$50

24+ cars

1. 1000
2. 700
3. 400
4. 300
5. 200
6. 175
7. 140
8. 125
9. 120
10. 115
11. 110
12. 105
13. 100
14. 100
15. 100
16. 100
17. 100
18. 100
19. 100
20. 100
21. 100
22. 100
23. 100
24. 100

Tow \$50

+ pit pass (if B main is run)

NOTE: The preceding rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable standards and requirements for such events. By participating in these events, all participants are deemed to have complied with these rules and regulations. **No expressed and/or implied warranty or safety assurance shall result from publication of, or compliance with, the preceding rules and regulations. They are intended as a guide and are in no way a guarantee to any participant, driver or official, against injury or death.** Any of the preceding rules may be subject to revision if it is felt that the change would be in the best interest of safety or the Division. Track Officials have the right to make decisions and to rule accordingly, in the interest of safety, without recourse from drivers and/or owners. Track Officials will decide anything not covered in the preceding rules and regulations if, and when, it becomes necessary.

OFFICIALS DECISIONS ARE FINAL

REV. 3/15/18