

WILD BILL'S RACEWAY

MODIFIED RULES 2010

1. SAFETY: Snell 2000 helmet required and must be worn at all times car is on track (SA 2005 recommended). Roll bar padding (fire retardant recommended) driver compartment. SFI approved full fire suit, fire retardant neck brace, and gloves required (shoes recommend). Driver-side ribbon or mesh window net (minimum 16" x 20") required. Window net to be mounted so latch is at top front of window. Five point safety belts, sub belt, shoulder harness required. Belts and shoulder harness must be mounted securely to roll cage and are recommended to be no more than two years old. Kill switch required within easy reach of driver and must clearly be marked "OFF" and "ON".

2.FRAME: Factory production complete 1964 or newer perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frames may only be cut at point no further forward than 36 inches from center of rear end housing. Maximum 2 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left side frame rail. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Front cross member may be notch and boxed for radiator and/or steering clearance only. Minimum wheel base is 108 inches both sides. Maximum is 112 inches. 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 the car. No part of race car can be lower than 4 inches from ground except front cross member and oil pan.

3. ROLL CAGE: Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with a minimum wall thickness of .095 inch for main cage, frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum 1 cross bar 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.

4. DOOR BARS: Minimum 3 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 doorplate, 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 hoop down post to 5 inch in front seat. Must be visible for inspection.

5. BODY: Body must be same width, front to rear, and parallel to frame. Engine compartment must remain open (no side panels). Hood must be enclosed at rear. No pane; in front of right door to engine compartment. No inner panels. No car covers. Must have front windshield and rear window support posts. Driver and passenger side windows must have at least 12 inch opening, measured at center of window, between lowest point at top of window, whether roof or roll cage,

highest point at bottom of window, whether interior or body. May use lexan in rail panels. May utilize flat half-windshield, with no wings, mounted to roll cage. Must be fiberglass full size roof, rounded in all directions and mounted to quarter panel in stock manner, cannot mount to interior. No wings. Maximum 4 inch plastic or aluminum skirting allowed on bottom of doors and quarters. No reflective attached; no car will be permitted on track with any body panel missing. Any body panel that comes off of the car while on the track without contact or collision will be disqualified for the entire event.

6. DRIVER COMPARTMENT: must have a minimum of 3 windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and not further back than steering wheel. Minimum .125 inch aluminum, or .06 inch steel, complete floor pan required. Aluminum high-back seats only and must be bolted in next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be completely sealed off from racetrack, drive-line, engine, fuel cell, canisters, and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted driver and left side door bars. No devices that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No mirrors or reflective sun visors.

7. FRONT SUSPENSION: All components must be steel, unaltered approved OEM, in stock location and replaceable by stock parts. Rubber, nylon, or steel lower A-frame bushings only, no offset or bearing type. All lower A-frame mounts and bolt holes on frame must be in stock location. Only altering allowed on lower A-frame is welded shock mount. Weight jack must be in original centerline of spring tower. Tube-type upper A-frames allowed with or without aluminum/steel cross shaft and mounts can be moved. Must use OEM ball joints. Front sway bar only, must be unaltered, approved OEM.

8. STEERING: All components must be steel, unaltered approved OEM, in stock location. Steel steering shafts and Knuckles only. Steering quickened, steering wheel and quick release may be aluminum. Cockpit steering wheel kept on left side. Outer tie rod end and adjustment sleeve may be replaced by a minimum .625 inch steel rod end and steel tube. Stock passenger car or truck spindles only, can be ground for brake caliper clearance only. Bolt on spindle savers allowed. Aftermarket OEM replacement Pinto spindles allowed, spindles must be right and left and of same design.

9. SHOCKS: One steel non-adjustable shock per wheel only. One additional shock allowed on rear suspension. No bumpers or stops. No threaded body, front coil-over, air or remote reservoir shocks. No Schrader valves. Front half may be shielded.

10. SPRINGS: One steel, non progressive coil spring, and/or steel leaf spring per wheel only. One additional spring allowed on pull bar or lift bar, may be progressive. Any coil spring must be at least 4.5 inches O.D. No torsion bars or air bags.

11. REAR SUSPENSION: All components must be steel. No cover allowed. All trailing arms/links bars must be tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel/aluminum coil-over kits allowed - must conform to shock and spring rules. One mechanical traction bar (pull or lift not both). Rubber bumpers allowed only on pan

hard bar and mechanical traction bar. No sway bar. No chains or cables (except on front of lift bar). Minimum 19 inch long pan hard bar, measured straight line, center to center.

12. REAR END: Any steel approved OEM passenger car or truck-type rear end allowed. safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle cap, and drive flange. 1 inch inspection hole in center section required. Full steel spool, steel mini spool, or welded rear ends only. Steel axles only. No quick change devices, or combered rear ends. One-piece drive flange only. No torque dividing differentials. No scalloped ring gears.

13. BUMPERS AND RUB RAILS: Steel bumpers must be used both front and rear at all times and securely mounted with minimum .375 inch bolts. Must be made of minimum 1.25 inch O.D. tubing, .065 inch wall thickness on front- .095 inch wall thickness on rear. Two bar front bumpers must be mounted frame end to frame end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Rear bumpers and nerf bars can be no wider than tires; outside of tires must be widest part of the car. Rear bumpers must resemble diagram. Rub rails and nerf bars must be steel. Top of bumpers front and rear must measure 18 inches from ground plus or minus 2 inches.

14. TIRES AND WHEELS: Wheels must be steel. Wheels must measure 15 inches tall and 8 inches wide (15 x 8) no exceptions. Wheels must weigh 19 pounds minimum with no tire mounted. No extreme bead wheels. May use bead lock wheel on right rear only. External, steel bead lock only and in cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. One foam type or plastic mud cap allowed, no more than a maximum of 2 inches per wheel at any times. Must have a minimum of .5 inch of tread sticking out of lug nut at all times. Must use unaltered American Racer Tire, G-60 (kk704) with IMCA stamped on sidewall (2006 season only) or must use unaltered Hoosier tire with IMCA stamped on side wall. No softening, conditioning, grinding, or grooving of tires. Light grinding of tires OK for deglazing purposes only. Any combination of above tires on car OK.

* Note: IMCA approved wheels recommended.

15. BRAKES: must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers cannot be lightened. All brake lines must be visible. Vented rotors only, no scalloped rotors. Rotors may be re-drilled for different bolt pattern or larger studs. No brake shut off or pressure sensitive devices. One proportioning device, front to rear only. Rear rotors may be aftermarket, minimum .810 inch thickness.

16. EXHAUST: Must be mounted to direct exhaust away from cockpit. No exhaust sensors. Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header.

17. FUEL SYSTEM: Mechanical or belt driven fuel pump only and must be mounted at front of engine. Racing fuel cell required, maximum 32 gallon capacity must be in a minimum 18 gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of 4

inches ahead of bumper, minimum ten inches above ground. Must mount with minimum 2 .125 inch thick solid steel straps, 2 inches wide around entire cell. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of the cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. Pick-up must be on top or right side of cell. Limit of one standard fuel filter. No cool cans. No top flow air cleaner housings. One naturally aspirated carburetor only, may be 2 or 4 barrel. No adjustable carb spacers. No fuel injection allowed. Electric fuel pumps not allowed. No adjustable carb spacers.

18. FUEL: Gasoline or alcohol. No performance-enhancing additives. Upper cylinder lube allowed. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from entire event and \$250.00 fine for your first offense.

19. WEIGHT: Car must weight 2,450 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment or outside body, or above interior decking. Weight cannot be attached to bumpers. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two .5 inch bolts. No titanium, magnesium, or carbon fiber products, parts, or components. No gun-drilled, hollow bolts, or studs. Steel fasteners only.

20. BATTERY & STARTER: One 12 volt battery only, must be securely mounted and shielded. Positive post must be covered. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race. Reverse mount starters on OEM case transmissions only, see transmission rules for specifics.

21. GAUGES AND ELECTRONICS: No transmitting or listening devices, timing retard controls, digital gauges, or electronic monitoring computer devices capable of storing of transmitting information except tach. No adjustable ignition control boxes. Only one 12 volt ignition box allowed must be out of drivers reach. No additional ignition accessories allowed. Only change allowed to ignition box is one high end rev limiter setting. This setting can be changed through one chip only, or an internal setting inside box. No electronic traction control devices (\$1,000 fine) and suspended for one calendar year.

22. TRANSMISSION & DRIVE SHAFT: Must have at least one gear forward and one reverse, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. OEM production type or after market transmissions will be allowed 3 speed, 4 speed automatic. No five speed transmissions, "in and out" boxes, or quick change devices allowed. Functioning shifter must be in stock location on transmission on all OEM production transmissions. All belt drive pumps must be mounted on front engine. Transmission must be one of the following designs.

(A) All OEM manual gear type transmissions must have a standard OEM case and must have a working disc type clutch or approved cone-type coupler or disc-type coupler inside an explosion-proof steel bell housing. One flywheel only, minimum 8.5 inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing,

which must be steel and/or aluminum. Bell housing can have only a hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Flywheel must bolt to engine between clutch assembly and crankshaft and all driveline components within bell housing must rotate while car is in any gear. Standard or reverse mount starter allowed must directly engage flywheel.

(B) All automatic transmissions must remain in OEM stock appearing automatic case, with a functioning stock appearing pump. Original bell housing may be replaced with aftermarket steel housing. Must have an approved scatter shield or blanket. Scatter shield may be constructed of .25 inch x 3 inch steel, 270 degrees around flex plate.

© All after market transmission must be IMCA approved. Must be aluminum case, with internal clutch. All aftermarket transmissions must bolt to explosion-proof steel bell housing, and utilize a full minimum 13 inch 153 tooth steel flex plate, with starter mounted in stock location. No coatings or paint allowed on transmission case.

(D) Minimum 2 inch diameter steel drive shaft must be painted white. Steel slip yokes only. 360 degree drive shaft loop required and must be constructed of at least .25 inch x 2 inch steel, or 1 inch tubing, mounted 6 inch back from front u-joint.

23. ENGINE LOCATION: Rear of engine (bell housing flange) must be mounted minimum 72 inches forward from the centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. 11 inches engine height minimum from ground to front center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground between frame rails.

24. ENGINE: Any American make engine allowed. Steel heads, block, and oil pan only. OEM block only, except no GM bowtie, Ford SVO, or Chrysler W-2 blocks. Flat tappet cam/lifters and stud mounted rocker arms. Stud girdles OK. NO shaft mounted rocker arms. NO mushroom lifters, cannot alter lifter bores. OEM firing order cannot be changed. All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Casting and fittings must not be changed. NO machine work on outside of engine. "Wet" oil system only.