

**LAKESIDE SPEEDWAY
2018 E-MOD RULES**



1. Engine: (No Crate Motors)

a. **Location**-Rear of engine (bell housing flange) must be at least 72 inches forward from the centerline of the rear axle. The center of the crankshaft must be within two and one-half (2 ½) inches of centerline of the ball joints.

b. **Size**-Maximum size of engine block:

1. 350 General Motors (GM) .060 max. / 351 Windsor Ford .060 max. Ford /

360 Chrysler .040 max

Ford base engines will be 289,302 & 351 (Windsor). Maximum Ford engine size is 362.

Chrysler base engines 340 or 360

All engine parts must be Ford to Ford, Chrysler to Chrysler, GM to GM(no mix or match)

2. Harmonic balancer on GM minimum 6 ¾”.

3. Smaller engine allowed. No stroked engines allowed.

4. Original Equipment Manufacturer (OEM) firing orders cannot be changed.

5. 9 to 1 compression max.

c. **Heads**-GM approved castings: 14079267, 3986336, 3986339, 3986339x, 3986388, 3932441, 376445, 3928454, 3932454, 393493, 3876487, 3973487, 3973487x, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, and 3970126.

1. No Vortec heads. 76 cc. min., stock, no performance heads (no double humps, no 292-041 & 292-041-186 castings, no LT1, no bowtie, no center bolt valve cover or aftermarket allowed).

2. No porting or polishing, 3/8ths non shouldered screw in stud allowed, no guide plates, GM maximum valve size 1.94 intake and 1.60 exhaust valve maximum. No 2.02/1.60 allowed. 305 heads on 305 only. Ford maximum valve size: 1.84 intake and 1.60 exhaust.

3. No Bee Hive valve springs allowed.

4. Ford-No angle milling of cylinder heads, No GT40 or GT40p head castings. No aluminum heads. No high performance and no boss heads.

d. **Pistons**-Any flat top, 4 valve, 2 valve, unbrow, or dish piston allowed. Not allowed: domed pistons of any kind, lightweight pistons, or gas ported pistons.

e. **Crankshaft and Rods**-Stock appearing, no lightweight, and no h-beam rods. Stroke must match block. 3.48 for GM, 3.50 for Ford.

f. **Valve Springs**-Chevy 1.260 max. PRC 1000 spring 90# @ 1.750 seat pressure and 275#

@ 1.250 open pressure or Ford 1.460 max. diameter single valve spring with flat dampener.

g. **Rocker Arms**-1.5 ratio only, no tolerance. Self-aligning rockers allowed. No roller tip or roller rockers allowed.

h. **Camshaft**-Hydraulic camshafts only. GM-455 maximum lift at valve or .303 at the cam. Ford-456 max. lift at valve. No roller cams.

2. Transmission:

a. Must have all working gears, reverse and neutral positions.

b. Functioning shift levers in stock location.

c. Steel OEM style/size flywheel. No aluminum. No billet flywheel. Bolted directly to end of crankshaft. Flywheel must weigh 15lbs. minimum.

d. Stock manual transmissions: Clutch must be 10.4 inch minimum full face clutch, stock appearing pressure plate, stock spring type disc, no solid hub. Clutch assembly must weigh 15lbs. Working clutch inside of explosion proof steel bell housing with one hole for throw out bearing lever or hose. No mini-clutch.

e. Bell housing must cover 270 degree around top of clutch and flywheel area. Approved scatter shield constructed of minimum .125 by 3" steel.

f. All components must rotate consistent with engine rpm while car is in any gear.

g. No Bert, Brinn, Falcon, Tonganoxie or Layne transmission allowed.

h. **Ford:** C-4 or C-6 unaltered transmission with full size working torque converter. No dummy converters.

i. GM Option #1

1. Unaltered 3 or 4 speed in OEM production case.

2. No 5 or more speed.

j. GM Option #2

1. Unaltered 3 speed automatics.

2. No TCI, CNR, etc. type torque converters. Must have a working stock torque converter. Converter must measure 10.5 inches. No dummy converters.

3. No 2 speed power glides.

k. Converters will be teched with heat gun and visual inspection.

l. Car must be able to idle in any gear.

m. External lines for transmission cooler only.

3. Carburetor:

a. 4412 Holley only. Must pass go no go gauge. No modifications except removal of choke

butterfly. No polishing. Stock means stock. Changing jets allowed. Choke horn must be intact. Engine must have a manual fuel pump stock location (no electric fuel pumps, no belt driven fuel pumps).

4. Intake:

- a. 2 barrel cast low rise unaltered intake allowed.
- b. GM-Edelbrock 2101, or Star Performance #9101, or Renegade #Ren72001
- c. Edelbrock 3701 also allowed, do not confuse this with 2701. 2701 is not allowed.
- d. Ford-2121 or 2181
- e. No porting or polishing. No gasket matching.
- f. You can use carburetor adapter Mr. Gasket part #1933 or 1929 or Transdapt #2087. **You may also use a Billet or Phenolic adapter; all adapters must remain unaltered with straight through holes, no machining, no tapered. Total maximum thickness of the spacer and gaskets cannot exceed, 1 and 3/16" inches.**

5. Oil Pans:

- a. Extra capacity circle track pans allowed. Oil pumps must mount in stock location, no dry sumps allowed.
- b. Must have 1" inspection hole above oil level for tech inspection. Crankshaft & rods must be visible or pan will have to be removed.
- c. Track will not replace gaskets or seals.

6. Starter:

- a. Engine must have working starter in stock location.

7. Headers:

- a. Any collector type header allowed. Exhaust must be directed away from areas of possible fuel spillage. No 180 degree headers. No step down or Y type headers.

8. Driveshaft:

- a. 2" diameter, painted white, steel, steel slip yokes only. Loop constructed of .25"x2" steel or 1" tubing mounted 6" back from U joint.

9. Rear End/Gear:

- a. Steel OEM Ford non chambered rear end allowed.
- b. Floater allowed.
- c. All components must be steel except lowering blocks, axle caps, and drive flange. Centered in chassis.
- d. Safety hubs (floater) allowed.

- e. No quick change devices.
- f. Inspection hole required.
- g. **Full spool and Mini spools allowed.**
- h. Rear end must be locked.
- i. Ring gear, center section, and yoke cannot be lightened.
- j. Solid steel axles and one piece drive flanges only. No gun drilled axles.
- k. Maximum required gear ratio is 5.29. Other gear options are 5.14, 5.00 and 4.86.

10. Rear Suspension:

a. Option #1-3 link

1. Must use minimum 16" center to center of heim joint lower trailing arms.
2. Wheelbase minimum 108" and maximum 112" both sides.
3. No swing arms.
4. Solid pull bars required.
5. No spring bars, rubber bushings, or any type of torque device.
6. Pull bar must be mounted solid.
7. No rubber or any cushion in mounting bracket.
8. Pull bar must mount on top and central on rear end housing. Must be in line with axle and in line with driveshaft. 1" tolerance. Keep it straight. Do not offset 1" in back and 1" in the other direction in the front.
9. May use a minimum of 23 inch long pan hard bar located behind rear housing. May also use minimum 19" long J bar mounted to "steel" pinion bracket. Center to center of heim joints.
10. 4.5 inch minimum outer diameter x 13" tall maximum springs must mount directly over housing center and "straight up". No leaning of the springs are allowed.
11. **Rear springs may have a tolerance of 5 degrees from vertical measured with a straight edge on spring and a digital angle gauge.**
11. Springs must be tethered to lower mount.
12. No bird cages or floating mounts allowed.
13. Must use steel upper weight jack.
14. No shock type eliminators.

b. Option #2-Steel multi leaf springs.

1. Same type spring on left and right sides.

2. No mono leaf or floated leaf springs.
3. No composite leafs.
4. Adjustable lowering blocks allowed.
5. No 90/10 shocks on top.

11. Front Suspension:

- a. Suspension components must match frame and be in stock location.
- b. Parts must be OEM or OEM type replacements from same type of suspension except upper A-frame and upper A-frame mounts.
- c. Tubular upper allowed.
- d. Tube type upper A-frame. With or without aluminum or steel cross shaft and mounts can be moved.
- e. No lower tubular A-frames allowed.
- f. Nova lowers allowed on small metric stub.
- g. No fabricated spindles.
- h. Steering box stock and in stock location.
- i. No center steering.
- j. **Rebuildable ball joints and 3 piece Speedway spindle will be allowed.**

12. Brakes:

- a. Disc or drum brakes may be used front and rear.
- b. No aluminum disc or brake calipers allowed.
- c. Right front brake shut off allowed.

13. Shocks:

- a. No coil over shocks. No QA1 or Bilsteins.
- b. One shock per wheel only.
- c. No dampening shock above rear end.
- d. Allowed shocks: Pro-SB or WB/ or AFCO Series 12, 14, 15 **or Integra 4200 series.**
- e. We must be able to identify shocks. If not identifiable a DQ will result.
- f. **No rebuildable shocks allowed, no bump stops allowed. No pressure adjustable shocks.**

14. Battery:

- a. All batteries must be mounted safely with positive cable end covered.

15. Kill Switch:

- a. **Required within easy reach of driver and clearly marked "ON/OFF". A Master On/Off Switch MUST be placed behind the driver seat and clearly marked On and Off. This way all Safety Crews and Officials know when they reach your car where to find the On/Off switch on all cars.**

16. Ignition:

- a. 12 volt only, HEI dist. only, OEM firing order and cannot be changed.
- b. Ignition cap, rotor, coil, and module must remain OEM.
- c. No ignition boxes, remote coil, or accessories.
- d. Keep wiring visible for inspection.
- e. No traction control devices.

17. Safety:

- a. Quick release window net secured at the bottom with latch at top. Window net must be bolted/mounted to the Roll Cage.
- b. No mirrors or communication devices.
- c. No weights or loose objects in driver's compartment.

18. Seat & Seat Belts:

- a. Racing seat mandatory.
- b. All cars must be equipped with an approved quick release type seat belt and shoulder harness securely fastened to frame and roll cage.
- c. Seat belt material should be at least 3 inches wide and cannot be older than 3 years.
- d. Seat and steering wheel may be located to suit driver's taste, but must be kept on left side of car.
- e. No center steer.

19. Fuel & Fuel Cell:

- a. No E-85 or E-98 allowed.
- b. Pump gas only.
- c. No oxygen bearing additives.
- d. No pressurized fuel systems.
- e. Racing fuel cell required up to 32 gallon.
- f. Minimum 20 gauge steel container. Securely mounted behind rear axle. Secure with 2" wide straps .125 thickness circle the entire cell.

- g. Cell mounts should be steel securely welded to frame or cage.
- h. Fuel cell vents including cap vent must have check valves.
- i. Flapper valve required under cap.

20. Wheels & Tires:

- a. American Racer G60-15 KK704 or Hoosier G60-15 IMCA stamped is the only tires used.
- b. Grooving, sipping and grinding allowed.
- c. Bead locks allowed on right front and right rear only.
- d. Tire must durometer 55, no tolerance.
- e. No doping or softening of tires.
- f. No aluminum wheels.

21. Frames:

- a. Factory production complete full American passenger frames only.
- b. Frame rails must extend to a point beyond the base of driver's seat. Rear clip may be fabricated out of tubing.
- c. Front and rear pick-up loop required, otherwise bumpers or other pick-up point will be used.

22. Roll Cage:

- a. Must consist of continuous hoops not less than 1 1/2 inches outside diameter and must have a wall thickness of at least .095 inch.
- b. Must be frame mounted in at least 6 places.
- c. Body mounted roll cages not acceptable.
- d. Roll cage must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector.
- e. Driver's head must **not** protrude above cage with helmet on while strapped in driver's seat.
- f. There must be at least 3 horizontal bars at driver's door welded to front and rear of roll cage members.
- g. Driver's door bars must be plated.

23. Weight:

- a. Minimum weight is 2500 pounds with driver after race.
- b. No tolerance.
- c. All lead weight must be mounted securely, with 2 weight clamps & 1/2 inch bolts.

d. Lead must be painted white and have car number on the lead.

24. Wheel Base:

a. Minimum 108" and maximum 112" both sides.

25. Bodies:

a. IMCA Northern Sport Mod or USRA B Modified type bodies.

b. 5" spoiler max. with 3 braces max.

c. 12" square minimum on window opening.

d. No more than 5" roof slope.

e. No more than 1" roof stiffener turned downward.

f. Hood installed no higher than 2" above deck and no reverse rake in hood.

g. Install side panels flush with deck height.

h. Rear tailgate panel optional.

i. No side engine covers.

Note: The E Modified class is the most entry level modified class around and these body rules are intended to be inclusive and easy to follow which will provide easier entrance into modified racing. However, any attempt to gain an advantage in body design will not be tolerated.

26. Bumpers:

a. Bumpers must be used front and rear.

b. Front bumper must be mounted on frame end and be of a semi-circle configuration with the bottom loop parallel to the ground.

c. Front bumper must be 10 inches high from bottom bar to top of top bar.

d. Material must be 1 ¼ inch minimum, 2 inch max. OD steel pipe.

e. Rear bumpers may be constructed of pipe, square tubing, but must not have sharp edges.

f. Rear bumpers and nerf bars must not extend beyond width of rear tire.

g. Bumpers must be able to support car when lifted by wrecker.

27. Tear Down Rules:

a. Any car that wins a race "will" be subject to a bumper to bumper inspection.

b. Including but not limited to removal of intake, head, lifters, transmission, and gear. \$50.00 will be added to tear down participants purse if found to be legal.

c. Any failure "will" result in disqualification for the night with No Pay. It will also result in

loss of points for the night.

The weekly DQ will result in other competitors moving up in pay as well as points according to their finishing positions that night.

The spirit and intent of these rules is to maintain the integrity of “Modified/Stock” car racing.

In recent years, “Modified/Stock” car class rules have moved away from the original intent of maintaining an entry-level or cost-effective class that is easy as possible on the common man’s wallet!

Help us keep the integrity of the rules by conforming and abiding by the rules in keeping with the intent of safeguarding entry-level and cost-effective racing!

Do not read between the lines, if something is not in this rule book, do not assume you can make things up on your own, ask questions clarification if you are unsure of anything.

The assigned Technical Inspector has the final say in rules clarification.

Although these rules were designed around already existing “like” car classes in the general area, there are differences, read carefully, “I didn’t know” is not an excuse. Main thing, “JUST HAVE FUN”.

Questions regarding these rules may be forwarded to either:

Director of Competition: Karen Darling – 660-229-0952

General Manager – Pete Howey – 913-299-9206