

2018- MODIFIED Rules

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All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted.

Red MyLaps transponders are required on all cars. Rental units are available from the speedway.

1. BODY: (See diagram) No composite or plastic body panels allowed except roof rock guard and hood scoop. Body must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250" side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. Plastic nose must be mounted in an approved manner and can extend no further back than front of hood. Nose piece must remain inside confines of front bumper and be no lower than two inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12" opening (height and width), measured at center of window, between lowest point at top and highest point at bottom. Sail panels may not extend ahead of back of seat. May use Lexan in sail panels. Roof must be fiberglass or aluminum, full size and rounded down in all directions (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5" rolled down rock guard allowed on roof front. Maximum four" roof sides allowed. Maximum 1" ridge down sides of roof. Maximum 1" rear roof stiffener (must face down). Rear spoiler permitted, Rear Spoiler surface- 8", maximum total material, by 68" max width. A 3/4" maximum break-over at the top edge is allowed. Spoiler may not be wider than the car. A maximum of three side spoiler supports may be used. Spoiler recommended to be made of transparent material. No additional fins, lips, or wings allowed. Maximum 4" plastic skirting allowed on bottom of doors and quarters. No reflective doors or quarter panels. Body may be maximum 1" outside of rear tires (both sides) for clearance. Car number must be minimum 4" thick and 20" tall and clearly visible, on both sides and roof of car; 6" tall on rear and front if possible.

2. FRAME: 1950 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame may stop at mid plate of engine, remainder must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36" forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum 2" wide by 4" tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108", maximum 112", both sides. Maximum overall width shall not exceed 78" from outside of tire to outside of tire. No part of frame can be lower than 4" from ground.

3. ROLL CAGE: Must consist of continuous hoops, minimum 1.5" O.D. tubing, with minimum wall thickness of 0.095" for main cage, frame-mounted in at least six places. Recommended: low carbon or mild steel. 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 one 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: All driver side door bars and uprights must be minimum 1.5" O.D. with 0.083" wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25" O.D. with 0.083" wall thickness, and one top door bar, minimum 1.5" O.D. with 0.083" wall thickness. Steel door plate, 18 gauge or 0.049" minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to 5" in front of seat. Must be visible for inspection.

5. DRIVER COMPARTMENT: Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125" aluminum, or 0.060" steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375" bolts, 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 sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

6. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell-rated SA2005 or SA2000 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16"x20" ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

7. FRONT SUSPENSION: All components must be steel. Steel aftermarket parts may be used as stock components as long as they mount in the stock location Tubular upper and lower control arms are permitted. Upper A-frames may be moved and have aluminum cross shafts.

8. STEERING: No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625" steel rod end and steel tube; spindles can be ground for brake caliper clearance only; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

9. SHOCKS: No front coil-over, air, or remote reservoir shocks.

10. SPRINGS: One steel, non-progressive coil spring per wheel only. One additional spring allowed on pull bar, may be progressive. All coil springs must be at least 4.5" O.D. No torsion bars, air bags, inner liners or spring rubbers allowed. Steel or composite leaf spring allowed.

11. REAR SUSPENSION: No independent rear suspension. No covers allowed. All trailing arms/link bars must be solid tubing, may be steel or aluminum. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators or steel or aluminum coil-over kits allowed - must conform to shock and spring rules. One mechanical traction pull bar allowed. No lift, brake or sway bars. Rubber bumpers

allowed on pull bar or panhard bar only. Solid safety chains securely mounted frame to axle housing only (cannot be mounted to any floating device), no springs or rubbers allowed. Minimum 19" long panhard bar, measured straight line, center to center.

12. REAR END: Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. 1" inspection hole required in housing. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. Quick change rear ends permitted. One piece drive flange only. No torque dividing differentials. No scalloped ring gears.

13. BUMPERS: (See diagram) Steel bumpers must be on front and rear and welded, or securely mounted with minimum 0.375" bolts. Rear bumper must be capped, constructed of solid square, or minimum 1.25" O.D. tubing with 0.095 wall thickness (similar to diagram), maximum 6" beyond rear deck, no wider than 5" outside of rear frame rails. If wider than 5" outside rear frame rails must be bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25" with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25" O.D. tubing with minimum 0.065 wall thickness (maximum 0.095") 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" apart, measured center to center.

14. TIRES/WHEELS: Any 15"x8" Hoosier or American Racer tire allowed. No chemical softening, conditioning. Aluminum, composite or steel spacers allowed. May use a bead lock, on right side only. External, steel bead lock only and it cannot make wheel any narrower than 8" and no wider than 8.75". Foam type or plastic outer mud cover allowed on all wheels. Must be securely mounted.

15. BRAKES: Must operate at all times on all 4 wheels. Brake shut off are permitted. Calipers maybe steel or aluminum single piston OEM steel only. Steel rotors only

16. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Collector length maximum 9". Turn down (maximum 10") allowed.

17. FUEL SYSTEM: One naturally aspirated two- or four-barrel carburetor only. No type of fuel injection allowed. Two carburetor throttle return springs are required. Mechanical or belt driven fuel pump only. Racing fuel cell required, maximum 32 gallon capacity, must be mounted by at least two steel straps, no less than 2" wide x 1/8" thick all the way around the cell. The use of 1"x1"x.065 wall sq. tubing is recommended. Using a minimum of two bars around the top, bottom, and sides of the fuel cell. All fuel cells must be mounted securely to the frame. No part of the fuel cell should be lower than the protective tubing. Protective tubing should be no wider than 6" on both sides of cell. Cells must have check valves, and bladders are highly recommended. Fuel cells with fuel pickup located in the top of cell ARE MANDATORY. Fuel cells with bottom feed pickups are not permitted. Retrofitting a bottom feed cell will be permissible, but bottom feed opening must be plugged. A cap on the exposed bottom fitting will not be acceptable as plugging.

18. FUEL: Gasoline or alcohol. Racing fuel allowed. NO performance-enhancing additives. Upper cylinder lube allowed with alcohol only. Fuel sample may be taken from any car at any time.

19. WEIGHT: Minimum weight limit of 2,400 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment, above interior deck or outside body. 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 0.5 inch bolts.

20. BATTERY/STARTER: One battery only, must be securely mounted, outside of driver's compartment. Car must have capability of starting unaided on demand, without being pushed or pulled.

21. ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic

monitoring computer devices capable of storing or transmitting information except memory recall analog tach. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev control easily accessible facing up or out for inspection. All wiring must be visible for inspection. No electronic traction control devices.

22. TRANSMISSION/DRIVESHAFT: (A) 3 speed, 4 speed manual, and automatic types are allowed. Aftermarket racing transmissions are allowed as recognized by the track. No "IN and OUT" boxes. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards. No type of quick change transmissions permitted.

(B) O.E.M. type transmissions, with stock type single disc in bell housing, must be equipped with explosion proof steel bell-housing.

(C) If an explosion proof type bell housing is not available for your engine, or if you prefer, you may construct a shield of at least 1/2" x 6" steel covering the clutch area 180 degrees, and be securely fastened.

23. ENGINE COMPARTMENT: Rear of engine (bell housing flange) must be mounted at least 72" forward from centerline of rear axle. Engine offset must be kept within 2" of centerline of front cross member with engine level. Minimum 11" engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit, and away from areas of possible fuel spillage.

24. ENGINE SPECIFICATIONS: Any American made engine permitted. Engine block must be steel, no lightweight engine blocks allowed. All engines must be able to be used in conventional passenger car without alterations. Engine "cast in" mount locations cannot be removed or altered. Castings and fittings must not be altered. No machine work on outside of engine, or on the front or rear of the camshaft. 'Wet' sump oiling system only and must be operative. Battery type ignitions only. NO magnetos allowed. Maximum of one ignition system and / or multiple spark discharge box allowed. An ignition system includes, but is not limited to: multiple spark discharge box, coil, battery, etc. One spark plug per cylinder

(A) CRATE ENGINE: Must use unaltered sealed GM #88958604 crate engine upon inspection, any different, altered or missing GM seal bolts will result in disqualification. All cars utilizing a GM604 crate engine must clearly display on both front roof posts the word CRATE. Must be contrasting in color from body, minimum 2"l. Markers not acceptable. Crate cars will receive 100lb weight brake.

25. TECHNICAL PROCEDURES

- A. Any competing car must be presented to the tech man or tech area upon request. Only the driver or some competent official may accompany the car during the procedure.
- B. No feature will be declared official until the tech man is satisfied.
- C. All technical protests must be made with the tech official within ten minutes of the completion of the race. The winner is the only car who may be protested- In order to make a protest against the winner; the protesting car must have finished in the top five and on the lead lap.
- D. Any protests must be made to the proper official in an orderly and dignified manner. Protests of the winner will be allowed only if presented coherently and as the tech team sees fit. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.
- E. Fees: Protesting car must put up a \$200 nonrefundable supervisory fee, additional items include \$200 to pump engine, \$250 per part protested, \$500 to remove head, \$1500 for complete tear down.
- F. Any other violation found during the inspection that was not part of the protest will still result in disqualification.

26. PENALTIES The technical rules contained here have been assembled with great concern toward maximizing competition and minimizing costs. Rule violations will not be tolerated. Major violations will

result in disqualification, loss of points, and prize money earned. Depending on the severity and the intent of the violation, there could be a suspension from future racing activity at the speedway. Minor violations will be considered major if they are not corrected in the grace period allowed by the tech team. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. Any claiming must be done in an orderly manner, in cash, and under the conditions previously specified. If at any time the conduct of any team member, driver or associate becomes a discredit to the speedway, the sport, or himself, they will be removed from all racing activity at the track. Owners/ drivers are responsible for the behavior of all individuals associated with the car and may suffer similarly. These rules have been designed to facilitate the orderly conduct of and establish minimum or maximum requirements for the events. No express or implied warranty of safety shall result from publication or compliance with these regulations.

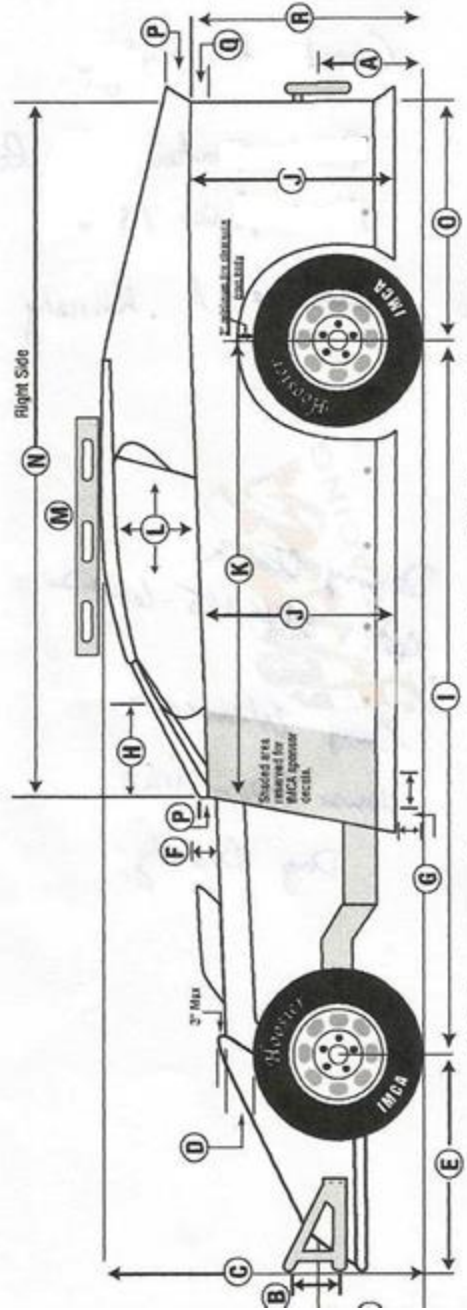
Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final.

- A** 20" max. 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 54" max. 42" min.
- D** Hood 6" max. drop (sides), sealed off from driver's compartment and max. 3" rake.
- E** 42" max.
- F** 6" max. scoop cannot extend past front of hood.
- G** 4" minimum; Door may extend maximum 6" past block at bottom on both sides.
- H** 19" max., must be same on both sides.
- I** 112" max. 106" min.
- J** 31" max. 22" min.
- K** 72" max. or not past back of block at top. Left side may extend forward to cover foot box if necessary.
- L** 18" max. 12" min. opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N** 120" max. 106" min.
- O** 48" max. 34" min.
- P** 4" max. at front and rear, gradual slope from roof to this point. See drawing for tolerances.

- Q** Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of door and quarter panels. An optional escape hatch from driver to passenger door to provide 12" opening allowed.
- R** 38" max. 28" min.
- S** Min. 24" nose must be flat and flush with sides.
- T** 66" max. 24" min., no narrower than radiator.
- U** 52" max. 44" min.
- V** 56" max. 41" min.
- W** Tires max 1" inside body both sides.
- X** 66" max. 53" min. measured at top of interior deck, must be same front to back.
- Y** IMCA decal required on filler panel.

REAR FILLER PANEL: 8" min. / 90 degree angle. Must be solid, attached to deck, extend to quarter panels, securely fastened.

SAIL PANELS: Must slope down from rear edge of roof and extend from roof to rear of car and be the same on both sides. May extend 2" maximum past rear edge of interior deck. Must mount within 2" of outside edge of interior decks.



All body measurements are max. unless otherwise specified. Dimensions have zero tolerance.

