



2019 MODIFIED DIVISION

Last Revised 2019-03-13

Please read the Laird International Raceway General Rules in addition to these Divisional Rules.

All rules are subject to the discretion of the tech official(s) and track management.

IF IT DOESN'T SAY YOU CAN, YOU CAN'T!

GENERAL (A)

1. No mirrors allowed or anything that may resemble a reflective device or material.

BATTERY (B)

1. Must be securely mounted and shielded.

BODIES (C)

1. **RIGHT-SIDE OF CAR MUST HAVE NERF BARS THAT RUN PARALLEL TO OUTSIDE OF TIRE. THIS APPLIES TO CAR FROM FRONT RIGHT TIRE TO REAR RIGHT TIRE AND ALSO FROM REAR RIGHT TIRE TO REAR BUMPER. NO EXCEPTIONS!**
2. 1970 or newer American compact passenger car only, no panel vans or station wagons.
3. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. Full or half windshield required, Lexan recommended. May utilize a half-windshield flat, with no wings mounted to the roll cage. Must have a minimum of three windshield bars in front of the driver.
4. Firewall and floorboards are mandatory.
5. Sail panels must closely resemble examples shown on body diagram.
6. All cars must be numbered with large legible numbers on both sides of the car and on the roof. Numbers on the roof and sides of the car must be contrasting colour from the body, and be at least 4 inches thick and 20 inches high.

7. Engine compartment will remain open, no side panels, hood sides may have maximum four inch drop. Maximum hood scoop height is six inches.
8. Bodies must not extend further forward than the bell housing of the block. Rear of bodies must have a solid panel at least eight inches in height.
9. Full or half windshield required, Lexan recommended.
10. Rear Spoiler Max 4" high, 60" wide. Max. 42" from ground to top of spoiler.
11. Ten (10) square feet of Lexan placed anywhere on the car is permitted.

BRAKES (D)

1. Must be operated on all four wheels and must lock up all four wheels during inspection.
2. No brake shut off devices allowed. Proportioning valve allowed, front to rear.
3. Single piston calipers only. Must be steel O.E.M.

BUMPERS (E)

1. Bumpers must be used both front and rear.
2. Two bar front bumpers must be mounted frame end to frame end with the bottom loop parallel to the ground. Must be made of 1.25 inch tubing and must be able to support car if lifted by wrecker.
3. Rear bumper, nerf bars and bodies must not extend beyond width of rear tires and must not contain any sharp edges. Rear bumper may be constructed of tubing or flat stock and must protect fuel cell. Rear bumper no more than two inches wider than the body on each side.
4. Front bumper no wider than frame horns and no less than 24"

CARBURETOR (F)

1. Must be a 500 CFM 2 Barrel Holley with stock venturis, metering blocks and boosters, horn stays on, and choke plate can be removed.
2. Carb exchange can happen at Tech Official's discretion without warning.

DRIVESHAFT (G)

1. Drive shaft loop is required and must be constructed of at least .250 by 2 inch steel and be mounted no more than 6 inches back from the front of the drive shaft.

2. Drive shaft must be painted white.

3. "New" must be steel.

ELECTRICAL (H)

1. All vehicles must have capability of starting without being pushed or pulled.

2. A kill switch is required within easy reach of the driver. This switch must be clearly marked on and off.

3. No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on all cars.

ENGINE (I)

*GM Crate engine option for 350/350 hp. P.N.88958602 including spec. carburetor.
Call for details.

1. No aluminum blocks.

2. Any American make engine may be used as long as rear of engine (bell housing flanges) is mounted at least 72 inches forward from the center of the rear axle. Engine offset must be kept within 2 inches of centerline of front cross member.

3. NO MAGNETOS!

4. No dry sump systems allowed.

5. No external oil pumps allowed.

6. Maximum 360 cu.in.

7. Cast iron OEM heads only. Must have OEM numbers and remain stock.

8. 155 lbs. compression max. checked with all spark plugs out.

9. Roller cams allowed.

10. Full roller rockers allowed.

EXHAUST (J)

1. Must be mounted in such a way to direct spent gases away from the cockpit of vehicle and away from areas of possible fuel spillage.

2. Straight out IMCA style headers or center dump manifolds only.
3. No louder than 100db @ 100'

FRAMES (K)

1. Factory production frames from American passenger cars 1960 and newer only.
2. Frames may be cut in the rear only at a point not further than 36 inches from center of rear end housing.
3. No tube type or Camaro front clips, must have frame rails protruding back.
4. Front cross member may be notched for radiator and/or steering clearance only.
5. Minimum frame and body height from ground is four inches except front cross member.
6. Front suspension must be unaltered O.E.M. except for upper A frames.
7. Stock passenger car spindles only, no fabricated spindles of any kind.
8. No aluminum or fiberglass suspension or rear end parts allowed.
9. In cockpit steering may be modified to suit drivers needs, but must be kept on the left side of the cockpit. No center steering allowed.
10. Heim joint and swedge tubes allowed to replace stock tie rod ends.
11. No front wheel drive, no 4-wheel drive allowed.
12. Rear of frame may be altered to accept leaf or coil springs, any coil spring must not be smaller than 4.5 inches in diameter.
13. No hydraulic, ratchet or electric weight jacks anywhere in or on the car.
14. No torsion bars allowed in rear suspension.
15. Minimum wheelbase of 108 inches both sides. Max. wheel base 112.
16. Max overall width, front or rear shall not exceed 81 inches from outside of tire to outside of tire. (track width)
17. Minimum 4'' for ride height.

18. Stock O.E.M. centerlink.

19. Aluminum cross shafts & swedge tubes allowed.

FUEL SYSTEM (L)

1. Racing fuel cells required and must be enclosed in metal container and also mounted securely in rear of axle protected by roll cage tubing.

2. Fuel must be a minimum of 4 inches ahead of rear bumper.

3. No part of the fuel cell will be lower than protective tubing. Protective tubing must cover the rear and extend past both sides of the fuel cell.

4. Cell to be no lower than 8 inches from ground.

5. No Nitrous Oxide or any other performance-enhancing additives of any kind.

6. Gasoline is the only fuel being used.

IGNITION SYSTEM (M)

1. After market electronic distributors permitted, must be stock type housings, equipped with magnetic pick-up, driven & mounted in stock location.

2. Single or dual point camshaft driven distributors are permitted.

3. No computerized, crank trigger systems permitted.

4. No magnetos permitted.

5. MSD box mandatory and must be located in a way that it is out of the reach of the driver when sitting in the driver seat, with the Rev Limiting Chip facing to the right side of the car (away from the driver) All boxes will have a common four wire trailer type plug with a minimum six inch tail and may be exchanged by tech officials at anytime. 6400 RPM chip supplied by LIR.

INTAKES (N)

1. The following intakes are **mandatory**:

a) Small block Chevy #2701

b) Vortec #2716,

c) Ford #7121 - #7181 - #7183

d) Mopar #2915.

These are IMCA legal Edelbrock 4 barrel manifolds.

2. Maximum 1" adaptor plate.
3. Stock crate motor intake (#12366573) also allowed.

REAR AXLE (O)

1. Any passenger car type or truck rear end may be used.
2. No aluminum allowed, except lowering blocks, axel cap, and drive plates.
3. Quick change rear ends will be allowed, steel axle tubes only.
4. No cambered rear ends. "New" No truetracs or Detroit lockers. Spools only.
5. No Final gear ratio rule.

ROLL CAGE (P)

1. Must consist of continuous hoops no less than 1.666 inch outside diameter and must have a wall thickness of at least .095 inch.
2. Must be frame mounted in at least six places.
3. Roll bar padding required in driver's compartment.
4. Driver's head must not protrude above cage with helmet on and strapped in driver's seat.
5. Roll cage must be securely supported and braced.
6. Low carbon mild steel tubing is recommended.
7. No brazing or soldering allowed.
8. Protection of feet is mandatory.
9. No brace bars forward of any cage may be higher than stock hood height.
10. Main cage no further forward than engine plate.
11. A minimum of three driver side door bars, at least 1.5 inch OD, must be as parallel with the ground as possible, and located perpendicular to the driver to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the vehicle. The side door bars must be welded to the front and rear of the roll cage members.

SAFETY (Q)

1. Approved drivers side window net with quick release mechanism attached to roll cage is mandatory.
2. Five point safety belts, sub belt with shoulder harness required.
3. Helmet is mandatory and must be atleast Snell 2005 and must be in good repair
4. Seat must be mounted inside frame rail and ahead of rear tire.
5. 5 lb. fire extinguisher mounted on board mandatory.
6. All pit areas must have an ABC Fire Extinguisher visible to track officials.

SHOCKS (R)

1. Heavy duty shock absorbers may be used if similar to original equipment.
2. Shocks must be available to all competitors.
3. A maximum of one shock per wheel is permitted. Additional shocks in other locations permitted.
4. No coil over shocks front or rear. No homemade coil over shocks used anywhere in car.
5. No external adjustments are permitted on any shock. No external method to pressurize the shock with gas will be permitted.
6. No aluminum shocks permitted.
7. No racer rebuildable or revalvable shocks permitted.
8. All shocks must be sealed (such as welded or crimped).

SUSPENSION (S)

1. Aluminum wheels, hubs calipers, A-frames spindles or any other aluminum suspension parts, ARE NOT ALLOWED.
2. NO PLASTIC.
3. Mono ball joints are allowed.
4. Cast spindles only. No fabricated spindles are allowed.

5. Aluminum cross shafts are allowed.

TIRES (T)

1. American Racer Slick track spec tire purchased from LIR.
2. The track may request any tire, from any driver, at any time for impound. It is mandatory that any impounded tires be put back on the car or replaced with a new tire purchased at the track.
3. Soaking, softening or altering the tire is prohibited. Any tires suspected of being altered will result in DQ.

TRANSMISSION (U)

1. NO FOUR SPEEDS.

2. Only OEM production type transmissions allowed.
3. Must have at least one gear forward and one reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backwards.
4. All manual gear type transmissions must have a working clutch inside a SFI approved explosion proof steel bell housing.
5. Aluminum flywheels OK.
6. Any race type clutch will be confiscated by LIR.
7. Automatic transmissions must have a scatter shield 270 degrees around the flex plate or flywheel.
8. Automatic transmissions must have full size **functional** torque converter.
9. NO DIRECT DRIVES.

WEIGHT (V)

1. Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area.
2. Any weights added to other areas of vehicles must be securely mounted and painted white and have car number on it.
3. Car must weight 2450 lbs post-race, with driver in car in race trim.

4. No Left Side Weight Percentage
5. Minimum weight ride side = 950 lbs

WHEELS (W)

1. 8" steel with 1" lug nuts.
2. Calipers cannot be lighted and must be O.E.M.
3. Rotors may be re-drilled for different bolt pattern or larger studs.

Michigan Modifieds

Michigan Modifieds may now run in the Laird Modified Division with the following provisions:

1. Tires: 970 American Racers
2. Total Weight = 2400 lbs minimum
3. Minimum weight right side = 1000 lbs
4. Each infraction of an LIR Modified Rule will require an addition of 50 lbs of weight to the minimum of 2400 lbs. Example: Running Aluminum heads will require an added 50 lbs, Brinn type transmission – add 50 lbs.