

## 2026 Modified Rules – final

Modified are the only open wheeled cars racing at the Speedway. These purpose-built racecars have been around for decades and are a staple in Northeastern race venues. These rules, very similar to the local touring modified, was done to help strengthen the class. We understand these rules are not perfect however we do request they not be interpreted as opportunities to cheat and/or discover loopholes to gain advantage. We shall always welcome and work to accommodate all who respectfully meet the spirit of the rules and desire to join us racing Modified at Wiscasset Speedway.

NOTE: Since it would be both impractical and nearly impossible to list within the confines of any rulebook, all the modification, adaption and infractions that could and would be illegal, it shall be understood for the purpose of rule enforcement that only those items that are specified in this book are allowable and permissible. In addition, The Wiscasset Speedway management reserves the right to penalize anyone who violates these rules.

**1 Body:** Bodies may be Tempo, Cavalier, Mustang, Daytona, Gremlin, etc. American passenger cars only. No panel vans or station wagons. Must be full sized roof. No side skirts. Bodies will not extend beyond the back of the engine block.

**1.1 Air Flow Devices:** No air flow devices allowed. No wings or ground effects allowed inside or outside of vehicle. Vertical or airfoil or any other aerodynamic devices will not be permitted anywhere on the car. No under car panning permitted.

**1.2 Appearance:** May use any body style.

**1.3 "B" Pillar:** No add-ons to the fore side of pillar.

**1.4 Construction:** No part of the car shall have a forward overhang of more than 36 inches as measured from the front spindle pin forward. No part of the body may extend forward of the front bumper.

**1.5 Height:** No body part may be closer than three (3) inches to the ground.

**1.5.1 Quarter:** Panels behind rear axle housing must maintain a minimum ground clearance of eight (8) inches.

**1.5.2 Roof:** Must be a minimum of 44 inches from ground with car at three (3) inch frame height. The original roof line of vehicle shall be maintained with a maximum two (2) inch drop, rear to front.

**1.6 Numbers:** All car numbers must be registered with Wiscasset Speedway. Car numbers must be a minimum of eighteen (18) inches high and three (3) inches wide.

**1.6.1 Doors:** Will be painted in contrasting colors to the car on both doors. Reflective chrome, gold or prism numbers are not permitted.

**1.6.2 Roof:** Numbers will be visible as read from the grandstand side of the car. Reflective chrome, gold or prism numbers are not permitted.

**1.6.3 Tail:** The car number must appear in six (6) inch high numbers on the right rear tail piece.

**1.7 Panels:** Fiberglass, metal, or plastic duplicate of body parts are permitted. Handmade or aftermarket body parts may be constructed of fiberglass, metal, or plastic.

**1.7.1 Deck Lid:** The deck lid must remain no lower than the bottom of the spoiler and carry forward at least thirty (30) inches in a parallel form. The rear deck is not too sunk down and used as an additional spoiler or air deflection device in any way.

**1.7.2 Door:** Maximum height of door/quarter ledge is thirty-four (34) inches measured from the ground to top edge.

**1.7.3 Engine Compartment:** Engine compartment will remain open. No side panels.

**1.7.4 Hoods:** Hood sides may have a maximum four (4) inch drop and must be enclosed at rear edge.

**1.7.5 Interior:** Panel on right side of car may extend from top of transmission tunnel and must be 1 inch below top of door if not running full windshield.

**1.7.6 Nose:** Panel may not exceed the width of the front clip utilized. Panel max width is forty-five (45) inches. Nose forward ball joint location width dimension. Front nose is to be no higher than the top of the air cleaner at any point.

**1.7.7 Quarters:** Must not exceed sixty-six (66) inches between the right and left quarter.

**1.7.8 Roof:** Must be a minimum of forty-five (45) inches x forty-five (45) inches. Five Star pavement modified roof as manufactured allowed.

**1.7.9 Right Rear Quarter:** Panel to be no further than two (2) inches to the inside of the inner sidewall of tire and must be eight (8) inches from the track surface.

**1.7.10 Rear Deck:** Deck lip not to extend more than forty-five (45) inches behind center of rear axle and to be the same height as quarter panels as not to act as air tunnel for spoiler.

**1.7.11 Sail Panels:** May run all the way to spoiler must be one continuous line of taper down to maximum height of two inches at spoiler.

**1.8 Spoiler:** Must be centered on center line of car. No boxing permitted. The top four (4) inches of spoiler must be made of clear Lexan. Competitors must be able to see through spoiler.

**1.8.1 Blade Surface:** to be located at the rear of the deck lip. Deck lip must be seventy (70) to ninety (90) degrees of spoiler.

**1.8.2 Bracing:** Maximum of four (4) turnbuckle spoiler braces permitted.

**1.8.3 Height:** Maximum rear spoiler height from ground to topmost edge is thirty-nine (39) inches.

**1.8.4 Size:** Blade surface five (5) inches x sixty-six (66) inches.

**1.9 Tail Piece:** Rear of bodies to be solid panel at least eight (8) inches. Must touch bottom edge of rear deck lid and be at a ninety (90) degrees angle to track surface.

**1.10 Windows:** Must have full or half Lexan windshield. Windshield must go from roof to dash, and from "A" pillar to center line of roof.

**1.10.1 Side:** Both side windows must have a minimum of twelve (12) inches vertical opening from front to back.

**1.10.2 Quarter:** Must be open or clear Lexan.

**1.10.3 Rear:**

## 2 Chassis:

**2.1 Bumpers:** Center of front bumper must be eighteen (18) inches from ground (tolerance two (2) inches). Center of rear bumper must be sixteen (16) inches from ground (tolerance two (2) inches).

**2.1.1 Front:** Maximum front bumper length not to exceed 18 inches from mounting point on chassis. Front bumper must be mounted frame end to frame end, with bottom loop parallel to the ground.

**2.1.2 Rear:** Constructed of tubing, channel or flat stock, and must protect fuel cell. Bumper must not extend more than one inch beyond width of rear tires and must not contain any sharp edges. Tethers or safety cable is mandatory, must be attached to the bumper and the rear chassis to prevent bumper from being dislodged.

**2.2 Design:** Minimum four (4) point roll cage is required. In addition to the required four (4) point roll cage, the structure may extend to the front as far as the radiator support and to the rear to sufficiently protect the fuel cell. Left side must have a minimum of four (4) horizontal bars with spacers. Right side must have a minimum of three (3) horizontal bars with spacers or an "X" and two (2) horizontal bars.

**2.3 Door Plate:** A minimum of sixteen (16) gauge steel plate of sufficient length and width as to protect the driver must be welded to the roll cage.

**2.4 Drivers Box:** The driver compartment tub (to the right and to the rear) to be constructed from a minimum of twenty-two (22) gauge steel or .040 aluminum. The driver foot box and firewall to be constructed of a minimum of twenty-two (22) gauge steel. The area immediately beneath the driver, floorboards, foot box and the vertical panels surrounding the seat area (front and rear firewalls and transmission tunnel) must be constructed of twenty-two (22) gauge steel and be of welded construction.

**2.5 Fire Walls:** Firewalls and floorboards and mandatory. Front and rear firewall must be completely sealed from the driver compartment with sheet steel similar in thickness to existing car structure and securely welded.

**2.6 Frame:** Frames may not be widened or narrowed and must be able to support cage on both sides. No Jeep, Bronco, or 4-Wheel drive frames allowed. No front wheel drives. Metric frames are ok. Also, Camaro or Nova Clips. When mounting Camaro or Nova Clip or Howe replacement a minimum measurement from lower control arm to tube frame twenty-four and one half (24½) inches.

**2.7 Front Clip:** Factory production 1968 or newer perimeter American passenger car front frame full clip only. Howe fabricated Camaro, Impala or Chevelle front clip may be substituted with twenty-five (25) pound handicap. Port City, Lefthander modified front clips permitted, as long as all suspension measurements are the

same as the fabricated Howe Camaro clip. No modifications to clip permitted except for upper control arm mounting, spring pocket boxing for clearance of use of coil over mount shock/spring, radiator clearance and mounting and trimming of forward front cross member for center link clearance. Stock clip must extend forward in stock produced form beyond all suspension mounting points to include steering box and idler arm mounting positions. NO cutting, raising, shortening, of factory front cross member. If yours has been cut, then a solid bar or eighth (1/8) inch thick box plate must be securely welded to the bottom of the cross member to replicate its stock height and dimension.

**2.8 Fuel Cell:** must be a steel container with a check/rollover valve in the vent line; secured with two (2) straps front to rear and two (2) straps left to right. The minimum dimension of strap material is eighth (1/8) inch x one and one half (1½) inch. Fuel cell may not be offset.

**2.9 Height:** Minimum frame height from ground is three (3) inches.

**2.10 Interior:** Interior area of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear (fuel cell) compartment. This may be constructed of aluminum with a minimum of .040 thicknesses.

**2.11 Main Hoop:** The front and rear roll cage hoop must have a minimum height of thirty-eight (38) inches measured from the top of the frame to the top of the roll cage.

**2.12 Nerf Bars:** Will run parallel to the ground and have round ends. Bars not to extend more than one (1) inch outside of tire.

**2.13 Pipe:** Minimum roll cage tubing specification one and three quarter (1¾) inch x point zero nine five (.095) inch DOM or seamless tubing.

**2.14 Rear Clip:** Rear frame may be altered to accept leaf, coil spring, or coil-over.

**2.15 Seat:** Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

**2.16 Seat Belts:** Mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details).

**2.17 Steering Column:** A fabricated steering column must have a minimum of two (2) U-joints positioned so as not to allow the steering wheel to be pushed rearward in the event of a collision. Must have steering column stop. All steering wheels must have a center pad.

**2.18 Tethers:** N/A

**2.19 Welds:** All welds are to be of high quality and must surround the joint completely. Absolutely no butt welds or sharp edges anywhere.

**2.20 Wheelbase:** One-hundred and eight (108) inch wheelbase minimum.

### **3 Drive Train:** Chevrolet engines only.

**3.1 Drive Shaft:** Driveshaft must steel and be painted white.

**3.1.1 Loop:** Is required and must be constructed of at least ¼ inch X 2" steel. Must be mounted no more than six (6) inches back from front of driver shaft.

**3.2 Engine/Built:** Custom built engines must meet the following: GM made V8 engines only. No aluminum or other soft metal blocks will be allowed. No stroking or de-stroking will be permitted. No dry sumps oiling systems. No angle milling permitted.

**3.2.1 Block:** Stock production blocks only. Must retain all OE dimensions. Only modifications permitted are standard boring and decking. Cylinders may be bored up to .045".

**3.2.2 Camshaft:** Hydraulic cam only. No roller. Maximum allowable lift is .450 measured at the valve. Chain driven only.

**3.2.3 Carburetor:** Must use part specified in rule 5.2.1

**3.2.4 Compression:** Maximum compression ratio of 10.99:1.

**3.2.5 Crankshaft:** Crankshaft is stock production steel only. Stock stroke +/- .020. No knife edging or lightening. Only nominal engine balancing is allowed. Minimum allowable weight is fifty (50) pounds. Rod and main journals must remain OEM size.

**3.2.6 Cylinder Heads:** Stock production steel cylinder heads only. No bowtie allowed. Heads must remain stock with the exception of the installation of screw in rocker arm studs and push rod guide plate installation. Angle milling is not permitted.

**3.2.7 Displacement:** Maximum GM-358 cid, small blocks only.

**3.2.8 Height:** Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of eleven (11) inches from the ground.

**3.2.9 Lifters:** Hydraulic only. No roller.

**3.2.10 Manifolds:**

**3.2.10.1 Exhaust:** Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

**3.2.10.2 Intake:** Intake: Factory cast iron two (2) barrel. Or the following Edelbrock performer intakes are permitted. GM =2101, 2116, 7116. No porting, polishing or modifications permitted (including chemical porting). Port matching is NOT permitted.

**3.2.11 Mounts:** Stock or solid mounts.

**3.2.12 Oil Pan:** Any wet sump pan allowed. Maximum seven (7) quart capacity. Minimum depth of pan from mounting rail to base of pan will be seven (7) inches.

**3.2.13 Pistons/Rods:** Any Flat Top piston with a minimum of two (2) valve reliefs will be allowed. No portion of piston can protrude above block deck surface. Stock or sportsman type connecting rods only. Stock length for engine only.

**3.2.14 Rocker Arms:** 1.5

**3.2.15 Valve Train:** All retaining parts must be magnetic.

**3.2.15.1 Stud Girdles:** are not permitted.

**3.2.15.2 Springs:** Maximum O.D. 1.250".

**3.2.15.3 Valves:** Maximum intake valve size 1.94".  
Maximum exhaust valve size 1.50".

**3.3 Engine/Crate:** GM #88958602.

**3.3.1 Block:** Unaltered.

**3.3.2 Camshaft:** Unaltered.

**3.3.3 Carburetor:** May use any of the carburetors specified in rule 5.2

**3.3.4 Compression:** Unaltered.

**3.3.5 Crankshaft:** Unaltered.

**3.3.6 Cylinder Heads:** Unaltered.

**3.3.7 Displacement:** Unaltered.

**3.3.8 Height:** Centerline of crankshaft, harmonic balancer or equivalent, and must be located a minimum of eleven (11) inches from the ground.

**3.3.9 Lifters:** Unaltered.

**3.3.10 Manifolds:**

**3.3.10.1 Exhaust:** Modified exhaust headers may be used. Exhaust system may be painted, coated, or wrapped with a high temperature coating.

**3.3.10.2 Intake:** Unaltered.

**3.3.11 Mounts:** Stock motor mounts may be replaced with solid mounts.

**3.3.12 Oil Pan:** Stock or Moroso #21319, or 604 stock oil pan permitted

**3.3.13 Pistons/Rods:** Unaltered.

**3.3.14 Rocker Arms:** Unaltered.

**3.3.15 Seals:** We will except any sealed crate motor. Factory seals, RPM seals, Redline seals, B&M seals, etc. Wiscasset Speedway has the right to inspect any engine at any time. Remember, your decision to race at Wiscasset Speedway on any given day is your full understanding and consent to abide by Wiscasset Speedway engine rules. Sealed or unsealed, we reserve the right to inspect any engine at any time and pass or fail determines the outcome. All crate motors must be sealed. If not properly sealed, the motor must adhere to built motor rules.

**3.3.16 Valve Springs:** Unaltered.

**3.4 Exhaust:** Exhaust system must be mounted in such a way as to direct spent gases away from areas of possible spillage of fuel. Headers may be used but must be pointed away from the ground. All cars must have working muffler, passing a maximum of one hundred (100) decibel noise test fifty (50) feet from the track. Exhaust may exit by the nerf bars but may not extend beyond them.

**3.5 Headers:** Exhaust must be collector type header. No one hundred eighty (180) degree headers allowed. Left exhaust header must exit on left side, right header on right side. Only headers allowed are IMCA type – no cross over headers.

**3.6 Location:** Engine offset must be kept within 2 inches of the centerline of the cross member. [Within one (1) inch of center].

**3.6.1 Front to Rear:** Motors must be a minimum of seventy-two (72) inches from the center of the rear end to the end of the engine block.

**3.6.2 Height:** Centerline of crankshaft harmonic balancer or equivalent must be located a minimum of eleven (11) inches from the ground.

**3.7 Muffler:** Must run Schoenfeld Part #112535, 3.5"x11" or Part #12530, 3.0" x 11".

**3.8 Radiator:** Any radiator that fits under the hood is allowed.

**3.9 Rear Ends:** Any passenger OEM car type or truck rear end may be used. No aluminum or fiberglass suspension or rear end parts. Locked rear end, spool type only.

**3.9.1 Axles:** All rear ends must have racing axles for safety if not running floater. Min axle size for floaters is 1.200 and weight is 7lbs

**3.9.2 Camber:** No cambered rear ends.

**3.9.3 Carrier:** Stock open (non-posi) carrier is permitted; use of steel mini spool is permitted.

**3.9.4 Materials:** No aluminum, magnesium or titanium permitted, except for lowering blocks and axle cap. No ceramic coating of internal rear end parts.

**3.9.5** No quick-change devices allowed.

**3.9.6** If you run a floater, you must run steel hubs and steel drive plates, no aluminum.

**3.10 Transmissions:** Only OEM production type transmissions will be allowed. Three (3) speed or Four (4) speed and automatic. No Jericho type or straight cut gear type transmissions permitted. No Five (5) speed. No in and out boxes. No buttons or couplers. Must be clutch operated. No ceramic coating of internal transmission parts.

**3.10.1 Case:** Must be of stock production OEM configuration.

**3.10.2 Clutch:** Minimum clutch diameter is 7.25 inches. Steel discs and pressure plates only, must mount to back of engine in stock location. Clutch or torque converter must be inside of bell housing. If using stock type clutch, car must be equipped with explosion proof steel bell housing. If using multi disc clutch, you may use standard bell housing. Clutch must be mounted inside of bell housing.

**3.10.3 Fly Wheel:** Steel flywheel only.

**3.10.4 Gears:** Must have at least two (2) gears forward and one (1) reverse gear and must have neutral. Fourth (4<sup>th</sup>) gear must be one (1) to one (1). No other gear may be higher than 1.28 in transmissions.

### **602 CRATE ENGINE REBUILD OPTION:**

With the limited availability and current high cost of 602 crate motors, Wiscasset Speedway is offering the option for race teams to rebuild their current engine. This option is **AVAILABLE FOR THE 2025 SEASON AND ONLY WITHIN THE FOLLOWING SPECS**. Rebuilt engines will be subject to re-seal by Wiscasset Speedway tech dept.

- ARP head bolt kit
- ARP 3/8 rod bolt kit
- ARP main bolts
- GM factory steel timing cover
- Any timing pointer
- GM fuel pump push rod #03704817
- Any steel fuel pump plate
- GM or Victor head gaskets (5746 only)
- GM or FELPRO intake gaskets MS90131-2
- GM or Clevite CB663P MAX .010 under (NO coated brgs)
- GM or Clevite MS909P MAX .010 under (NO coated brgs)
- CAM BERRINGS (no coated brgs)
- GM or Hasting rings ONLY 2M139 or 2M48860 STD .020
- GM factory pistons or Sealpower H-815-DCP .020

- Valve spring retainer kit - GM
- Valve springs - GM
- Valve locks - stock GM or PIO PF555HD
- Intake valve - GM or Manley 10576-8 Intake cutter VSI-A05732 or FT-45039W3
- Exhaust valve – GM or Manley 10577-8 Exhaust cutter VSI-A20624
- GM or Double Roller timing chain kit LT-98100 ONLY (installed straight up – no bushings or offset keys)
- Oil pump - M155HV only
- Any oil pump spring
- Oil pump driveshaft IS-55E
- Oil pan - GM factory only
- P.A.S.S Mod only Moroso oil pan 21319
- GM distributors must have stock springs
- Any vacuum advance eliminator kit
- NO engine balancing of any kind
- NO camshaft regrings of any kind

Includes but not limited to: HYD lifters, Balancer, Rockers, Push Rods, etc

## 4 Electrical: 12-volt systems only.

**4.1 Battery:** Must be in a sealed battery box and properly secured. Battery must have protective cover.

**4.2 Coil:** One working coil only.

**4.3 Distributor:** GM HEI stock type distributor only.

**4.4 Fans:** Engine and driver cooling fans permitted.

**4.5 Ignition System:** No crank trigger systems, no magnetos, boosters, or other devices allowed. No aftermarket electronic ignitions. No systems with external box allowed. Any battery powered ignition system produced for highway use is allowed.

**4.6 Pumps:** No electric fuel pumps.

**4.7 Starter:** Must be in working order.

**4.8 Transponders:** Must be installed on left side eleven (11) inches from centerline of rear end. Refer to Transponder diagram under General Rules.

## 5 Fuel:

**5.1 Anti-Siphon:** Mandatory Oberg Fuel Safety Check Valve SV0828.

**5.2 Carburetor:** Holley or Holley based. Polishing, grinding or drilling holes in the body of the carburetor will not be permitted. Choke horn may be removed with a square cut. No taper or bevel may be cut into the body of the carburetor. Boosters may be aligned but may not be changed. Size and shape must not be altered, and height must remain standard. The following are the parameters of the three allowable carburetors.

### MUST PASS CARB TOOLS

**5.2.1 500 cfm:** Holley based #4412. Must not exceed the following specs:

Venturi bore: 1.373-1.377

Throttle bore: 1.6855-1.6856

Booster O.D.: .620(+ or -) .010

Booster I.D.: .380 (+ or -) .003

Combined throttle shaft & plate: .1868-.2008

**5.2.2 650 cfm:** Holley based #80541. Must not exceed the following specs:

Venturi bore: 1.248-1.252

Booster: O.D. at parting line: .626-.630, Booster I.D.: .442-.446

Boosters O.D. top & bottom: .614-.618. Booster length: .720 (+ or -) .010

Throttle shaft & plate (primary): .1745-.1765

Primary & secondary throttle bore: 1.6855-1.6865.

**5.3 Cells:** Approved and manufactured for racing.

**5.3.1 Canisters:** Minimum twenty-two (22) gauge steel, around fuel cells are required and must be located in back of the rear window. There must be a complete steel firewall between the fuel cells and the driver's compartment. No holes will be allowed in the firewall.

**5.3.2 Filler Tube:** The fuel cell must be filled from behind the firewall.

**5.3.3 Height:** Fuel cells must be securely fastened and protected if they hang below the rear bumper. A minimum of an eight (8) inch ground clearance between the bottom of the fuel cell and the racetrack.

**5.4 Filters:** Must be of metal construction.

**5.5 Lines:** Any line containing a combustible material must be steel and routed outside of the driver compartment.

**5.6 Pumps:** No electric or belt driven fuel pumps.

**5.7 Spacers:** One non-tapered spacer/adaptor up to one (1) inch thick.

**5.7.1 Gaskets:** Two (2) .070 thick gaskets will be allowed.

## 6 Safety:

**6.1 Battery:** Must be in a sealed battery box and properly secured.

**6.2 Fire Extinguisher:** Minimum three (3) pound fire extinguisher mounted with quick release metal bracket within reach of driver when belted in. Extinguisher must be operational with full gauge reading.

**6.3 Fluids:** Car must not have fluid leaks of any kind.

**6.3.1** Must have a minimum one (1) quart capacity sealed overflow container.

**6.3.2** Water and a cooling additive only. No antifreeze allowed.

**6.4 Padding:** Any bar within the drivers reach must be padded with an approved fire-resistant product. Pipe insulation is not acceptable.

**6.5 PPE:** Personnel Protective Equipment.

**6.5.1** One- or two-piece long sleeve SFI approved fire-resistant suit in good condition and free of rips, tears or holes. Fire resistant shoes and gloves.

**6.5.2 Helmet:** Full face must meet or exceed the Snell 2015 standard. Must have face shield. Glasses, goggles, or open face helmets are not permitted.

**6.5.3 Head and Neck:** Support/restraint safety device highly recommended.

**6.5.4 Under Garments:** We encourage the use of fire-resistant underwear, socks, and head stocking.

**6.6 Radios:** Two-way communications shall be allowed; however, Wiscasset Speedway Management will require frequency registration.

**6.7 RaceCeivers:** Are mandatory equipment. Frequency 454.000.

**6.8 Scatter Shield:** Fly-wheel scatter shield must be used with single disc clutch when using a full flywheel.

**6.9 Seats:** Aluminum containment racing seat with right and left head supports. Seat must be mounted and attached securely to the cage. A support brace must be installed at the rear of the seat.

**6.10 Seat Belts:** Five-point quick release harness system in good condition mounted with three eighths (3/8) inch bolts minimum Grade 8 washers and locking nuts. These must be attached at two (2) separate points on the frame, equal distance from the seat back and not less than twelve (12) inches apart. (See manufacturer instructions for details). Sternum belts are highly recommended.

**6.11 Steering Wheel:** All steering wheels must have a center pad.

**6.12 Towing:** Towing identifiers are required. Two toe hook areas must be marked in the engine compartment and two in the aft section. This will be where tow hooks/straps are applied.

**6.13 Window Net:** Racing regulation window net with quick release attachment required to be securely installed on driver side window. Window nets must be securely fastened at all times when car is on racing surface.

## 7 Suspension: Front / rear suspension must in stock location. Heim ends permissible.

**7.1 Adjusters:** No driver-controlled chassis adjustments.

**7.2 Control arms:**

**7.2.1 Bushings:** Lower control arm bushings are limited to stock, steel or neoprene type only. No spherical bearing or heim end bushing type permitted.

**7.2.2 Lower:** Stock, unaltered lower "A" frames. Cannot be moved.

**7.2.3 Upper:** Tube type upper "A" frame allowed, can be moved and adjustable. Jacking bolts allowed.

**7.3 Materials:** No aluminum, titanium, or carbon fiber parts are permitted.

**7.3.1 Exception:** The only aluminum parts in suspension that are permitted are as follows: Lower spring cups rear, coil over kit assembly (to include cup-nut sleeve), chassis mounted pan hard and 3-point bar adjuster, trailing arm tubes, 3-point tube, front upper control arm cross shaft and tie rod sleeves.

**7.4 Steering:** Steering box must be OEM. Must utilize 700 series steering box only. NO rack and pinion. No aftermarket design steering box. Must remain within original bolt pattern for type of frame used.

**7.4.1 Pitman Arm:** Stock or aftermarket similar replacement. In cockpit steering may be modified to suit driver's taste but must be on left side of cockpit. No center steering. A single in line quickener is permitted.

**7.5 Shocks:** Any steel bodied shock allowed. Must remain completely unaltered with product number and manufacturer visibly identifiable. No gas adjustable shocks permitted.

**Qa1 63 series allowed - must be.**

**Front**

**6375-400**

**6375-500**

**6375-650**

**6375-850**

**Rear**

**6394**

**6394-6**

**6395-3**

**7.5.1 Claim:** All shocks subject to claim/swap by Wiscasset Speedway Management. Claim price will be two hundred dollars (\$200.00) per shock and can be exercised at any time.

**7.5.2** Titanium parts are not allowed.

**7.5.3 Rebound:** maximum rebound 16

**7.5.3 Bump Stops:** Bump stops allowed packers and springs allowed

**7.6 Spindles:** Stock passenger car spindles only. No fabricated spindles. No alterations (welding or heating) allowed on spindle arms. No Howe cast spindles. Aftermarket dropped spindles are permitted but are limited to the following: Bell tech part #2100 and Classic performance part#7078ds. Aluminum spindles are not permitted. Coleman steel safety hubs permitted

**7.7 Springs:** Conventional coil spring and shock, or coil-over suspension allowed. All springs must be magnetic steel only.

**7.7.1 Front:** Not to exceed \$200.00 each. No fiberglass graphite or exotic springs permitted.

**7.7.2 Rear:** Leaf spring max cost is \$175.00 each. No fiber glass lift bars. No torsion bars in rear.

**7.7.3 Weight Jacks:** Must be in original centerline with coil springs. No hydraulic, ratchet, or electric weight jacks anywhere in or on car. "No Bird Cages".

**7.8 Sway Bars:** Sway Bar: Sway bar may be stock, one-piece aftermarket or 3-piece aftermarket design. All components must be steel. Rear sway bars are not permitted.

**7.9 Third Link:** The rear center link may be a solid link or mounted in rubber bushings. No spring third links permitted.

**7.10 Tie Rods:** All rod ends are to be steel. Tube type tie rods ends permitted.

**7.11 Tread Width:** Maximum tread width front and rear is seventy-six (76) inches, measured from outside of wheel edge to outside of wheel edge as measured at the bead lip of the wheel. The front is measured at the front of the wheels; the rear is measured at the rear.

**7.12 Traction Control:** No traction control of any kind.

**7.13 Trailing Arms:** No spring-loaded arms permitted.

## 8 Weights: Chassis weights according to configuration. All weights with driver postrace.

### 8.1 Handicaps:

**8.1.1 Clip:** Howe fabricated Camaro/Impala/Chevelle front clip.....+25 lbs.

**8.2 Weights:** 2600 lbs. Cars will be scaled to determine overall weight postrace ready with driver in the seat.

**8.2.1 Left Side:** Maximum is fifty eight percent (58%). Must remain at or below 58% prior, during, and postrace.

**8.2.2 Ballast:** weight must be located outside of the driver compartment with each piece attached with a minimum of two (2) three eighths (3/8) inch bolts, washers and locking nuts. All weight must be lead with each piece painted white and display car number. Added weight must be securely bolted inside of frame rails, behind front spindles and in front of rear axle. No weight inside driver compartment. No more than two hundred pounds (200lbs) of bolt on ballast weight permitted.

## 9 Wheels/Tires/Brakes:

**9.1 Bleeders:** No.

**9.2 Brakes:** Any brake systems allowed. All four wheels must have working brakes. Brake bias adjustments are permitted.

**9.2.1 Calipers:** All calipers must be stock OEM. No floating brake calipers permitted.

**9.2.2 Hubs:** Must be of stock OEM heavy duty type only. No aftermarket replacement hubs. Stock, flange hub type or hat design.

**9.2.3 Rotors:** Must be steel. Aftermarket type must be as produced and be a minimum of .810 thickness straight vane rotor with no scalloped type permitted. Pad surface must be smooth with no lightening, coating, or heat disbursement machining.

**9.3 Tire:** Wiscasset Speedway Official Track Tire: Hoosier

Right Side: Hoosier 700, 27.0/9.0/15. Left Side: Hoosier 500, 26.5/9.0/15.

**9.3.1 Conditioner:** may NOT be used in the Modified division (new or used tires).

**9.3.2 Durometer:** All tires are subject to random testing. Sample testing may be conducted at any time.

**9.3.3 Penalties:** **Full disqualification, assigned 62 lineup points, forfeiture of all 4 tires that are on the car at time of infraction (removed from driver's available race tire inventory with NO replacement) Must start rear of heat and feature next 4 appearances**

**9.3.4 Replacement:** Should a tire be damaged during the race event; it shall be the responsibility of the race team to present the damaged tire that day and within a timely manner for inspection. All tire replacements must have a written record with Tech regarding inspection and approval for replacement. Only tires with 50% or more tread will be eligible for replacement. Replacement of damaged tires will be limited to three (3) for the season.

**9.3.5 Other:** No wrapping tires allowed on Wiscasset Speedway grounds

**9.4 Wheels:** Steel racing wheels max eight (8) inches wide as measured from bead to bead. No wide fives.

**9.4.1 Spacers:** ONLY authorized solid wheel spacers allowed.

All race car components, including sealed engines, may be subject to teardown/dismantle inspection at any time. Refer to General Rules, Tech Information Section.

The definition of OEM for the purpose of rule interpretation is a part specified by the manufacturer as being for a specific make, year, model of an automobile or commonly available thru a replacement parts supplier i.e.: NAPA, O'Reilly, Car Quest. This does not include GM Bowtie or Ford SVO.

DISCLAIMER: Motorsports at all levels pose a risk to your well-being. Following the rules set forth by Wiscasset Speedway in no way guarantees or suggests your safety.

Last edited: 12/2/2025