



**2012
Rule Book**



2011 I-Mod Champion: Mike Kingma



NOTE: Highlighted areas denote 2012 changes.

ALL RULES AND REGULATIONS ARE SUBJECT TO INTERPRETATION BY I-MOD OFFICIALS.

If these rules and regulations do not say that you can, then interpret these rules as **You can not!**

The Independent Modified Association is designed to be affordable for the working class racers. With this in mind, the I-MOD officials expect competitors and crew members to conduct themselves appropriately.

Any verbal and/or physical abuse of an I-Mod official by a competitor or crew member will result in disqualifications, loss of all monies for the evening, loss of all points to date, a minimum 1 year suspension and a minimum \$500 fine per person.

Fighting by any I-Mod competitor and/or crew member will result in the following: First Offense: Loss of all points to date, a minimum \$500 fine, and a 4 event suspension. Second Offense: Loss of all points to date, a minimum \$1,000 fine and a 1 calendar year suspension.

Threatening a competitor or crew member will carry the same penalties as fighting.

1. GENERAL MEMBERSHIP

- A.** Drivers are responsible for the conduct and actions of all crewmembers and any unsportsmanlike conduct shall be grounds for disqualification or punitive action as determined by an I-MOD official.
- B.** All persons and cars competing in an I-MOD event must be licensed and registered in good standing with the I-MOD Association. Non-licensed drivers and unregistered cars may not participate. In the event a driver change is necessary once the evening events have started, the replacement driver must also be registered with the I-Mod Association. Furthermore, the replacement driver must already be signed in for that evening's events under the I-Mod division. In the event a driver needs to make a car change, the replacement car must also be registered with the I-Mod Association and must already be signed in for that evening's events. Driver's license is \$50 per year. Car registration is \$25 per year. Temporary license good for one regular competition event only is \$20, no special events.
- C.** Decisions of I-MOD officials are final and binding without exception. The I-MOD Association reserves the right to amend the rules from time to time. In some cases, track rules may take precedence over I-MOD rules. Discrepancy shall be brought to an I-MOD official for interpretation.
- D.** To promote safety and equal competition, the following items must be obtained from I-MOD:
- 4-point roll cage kit
 - Driver's license
 - Car registration
- E.** All cars competing shall display Series & Contingency Sponsor decals located where I-MOD officials dictate. Any car not conforming to this rule will not be eligible for any monies or prizes donated for awards.
- F.** In order for any driver to be eligible for special awards outside of the final points finish award at the Championship Banquet, they must compete in at least fifty percent (50%) of the scheduled points races.
- G.** Drivers under the age of 16 without a valid state issued driver's license must contact the I-MOD Association for membership consideration.
- H.** I-MOD Association reserves the right to adjust race line-ups based on driver's experience.

2. GENERAL RULES

A. BRAKES:

- A racing style aluminum or plastic single master cylinder set-up is allowed. A stock single master cylinder may continue to be used.
- There are two Wilwood racing brake pedals allowed. Either the floor mount style, part number 340-1289 or the Swing style part number 340-1290. Or you may continue to use a stock brake pedal. **No Dual adjustable racing pedals allowed.**
- **Four wheel brakes are mandatory and must be functional.** Front brakes must be cast steel stock style OEM for 1978-1988 midsize GM metric frame. Rear brakes must be disc. **No Drum Brakes.** Stock midsize OEM GM metric calipers only on rear. OEM style rotors only on rear. Caliper brackets must be welded to housing. **No floating brackets.** No lightening or drilling of calipers. Any adjustable proportioning valve may be used. Right front may have shut off valve but must be functional when checked.

B. FUEL CELLS:

Racing fuel cells are required, maximum of 22 gallon capacity. Fuel cell must be enclosed in a steel container. Fuel cell must be mounted by at least 2 straps 2" wide x 1/8" thick around cell. Fuel cell must be protected in rear by roll-cage tubing mounted securely. No part of fuel cell shall be lower than protective tubing. Protective tubing shall be no wider than 6" on both sides of fuel cell.

C. FUEL:

Fuel must be gasoline only. **E85 will be allowed but is discouraged.** No racing alcohol, no methanol, no nitrous oxide, no power enhancing additives. The I-MOD Association reserves the right to test fuel at any time. The I-MOD Association reserves the right to drain competitor's fuel and replace that fuel at Association's cost at any time.

D. BATTERIES:

One 12 volt automotive style battery only. Battery must be mounted outside of driver's compartment. Batteries must be securely mounted and shielded.

E. BALLAST WEIGHT:

Loose objects and/or weights shall not be permitted in driver's compartment. All weight must be painted white and have car number on it. All weights shall be mounted with a minimum of 2 one-half inch bolts. All weights must be located under decking.

F. ALUMINUM:

No aluminum wheels, hubs, calipers, control arms, spindles, or any other aluminum suspension parts allowed. Plastic or carbon fiber wheels are not allowed.

G. WEIGHT RULE:

The first 7 finishers must weigh immediately after feature race, with driver and helmet in car. **MINIMUM WEIGHT IS 2,600 POUNDS, NO TOLERANCE.** Track scales are official and final. The I-MOD Association reserves the right to have additional cars weighed at finish of race or at any time during a competition event.

H. RADIOS:

No transmitting, listening devices, or computers allowed in car.

3. SAFETY

A. DRIVERS SUIT:

SFI approved full fire suit of a flame retardant nature shall be worn by all competitors. Fire retardant gloves are mandatory. Fire retardant neck braces and racing shoes are highly recommended.

B. SEAT BELTS:

5 point or 6 point safety belts are required and worn during competition. Harnesses shall be mounted securely to roll-cage and/or frame.

C. HELMETS:

Helmets are required and must be approved SHCA or Snell-type full coverage and shall be worn at all times the car is on the track.

D. FIRE EXTINGUISHERS:

Fire extinguishers are required and shall be mounted securely in the driver's compartment. On board fire systems permitted in place of fire extinguisher.

E. PADDING:

SFI approved padding required in driver's compartment where driver's head or limbs may come into contact with roll-cage.

F. SEATS:

Aluminum driver's seat only. No fiberglass or plastic seats. Driver's seat shall remain inside of left rail. 1/8" steel plate or 1/4" aluminum plate shall be mounted below driver's seat.

G. WINDOW NETS:

Mandatory Drivers window must have ribbon style window net with quick release latch. No Fishnet style nets allowed.

H. Arm Restraints:

Arm restraints may be used, but ribbon style window nets are still required.

4. FRAMES & CAGES

A. FRAMES:

Only GM 1978-1988 intermediate metric GM frames allowed. The frame must maintain its stock dimensions. Holes may not be cut for lightening. Frame may be cut in rear only, 5" behind center of rear springs. Rear frame rails must run parallel with side frame rails.

B. MAIN CAGE:

Must consist of main cage obtained from I-MOD including but not limited to 3 drivers side door bars, cage must be mounted in at least 6 places. Rear main hoop of cage must be mounted exactly 36 1/2" behind center body mount hole on OEM frame. This rear main hoop must be mounted at a 90-degree angle to the frame. **NO LAY BACK** **No brazing or soldering of main cage or hoops.** Roll cage shall be securely mounted, supported, and braced.

C. TUBING:

Low carbon mild steel tubing is recommended.

D. FRONT & REAR HOOPS:

Must consist of a configuration of front and rear hoops connected by tubing on the sides of side hoops. Driver's head may not protrude above cage with helmet on and strapped in seat.

E. FEET PROTECTION:

Protection of feet is mandatory with bar across back of engine with vertical bars and rub rails or similar protection.

F. FORWARD BRACES:

No brace bars forward of cage may be higher than hood height.

G. DOOR BARS:

Minimum of 3 driver's side door bars (as supplied by I-MOD) shall be mounted as parallel with the frame rail as possible and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undo difficulty in entering and exiting racecar. The sidebars must be welded to the front and rear of the roll cage members. A 1/8" steel plate measuring a minimum of 30 inches wide by 14 inches tall must be anchored to door bars from behind bend to rear main hoop. **No brazing or soldering.**

H. BUMPERS:

Bumpers shall be used both front and rear. Front bumper shall be mounted frame-end to frame-end with bottom loop parallel to ground. Bumpers must be made with minimum of 1 1/4" tubing and shall be able to support weight of car if lifted by wrecker. Ends of tubing shall be ground and capped as to eliminate sharp edges.

I. NERF BARS:

Rear bumpers and nerf bar shall extend to but not beyond width of rear tires. Rear nerf bars are mandatory from rear bumper extending forward to back of rear tire and anchored to frame at front on both right and left sides. **All bumpers, nerf bars, and mounting points shall be ground and capped in a way so as to not create any sharp edges.**

J. WINDSHIELD BARS:

3 vertical safety bars constructed of 3/8" minimum steel stock shall be centered in windshield area in front of driver and welded securely to roll cage.

K. DRIVE SHAFT & LOOP:

Steel drive shafts only. All drive shafts must be painted white. And a driveshaft loop is required and shall be constructed of a minimum of 1"x.095" tubing or at least ¼" thick x 2" wide steel material.

5. SUSPENSION

A. FRONT SUSPENSION:

Components must remain stock OEM for 1978-1988 GM midsize metric frame. Upper control arms may be after-market tubular steel. **NO ALUMINUM.** OEM upper mounting bracket must be used. Lower control arms must be stock OEM midsize metric and must be in stock location. **Stock OEM GM rubber bushing only in lower control arms.** NO POLYURETHANE, ALUMINUM, STEEL BUSHINGS or MODIFICATIONS TO THE BUSHINGS ALLOWED. Stock OEM GM midsize metric spindles only. Spindle savers will be allowed. No truck spindles of any kind.

B. STEERING:

No rack and pinion steering. Steering box must be OEM and remain in original bolt pattern for frame used. Steering quickeners are permitted. No center steering. Steering must be kept on left side of driver's compartment. Must use stock OEM GM midsize metric tie-rods, center link, idler arm, and pitman arm. No heim joints allowed.

C. REAR SUSPENSION:

Rear springs must mount in stock position. Rear trailing arms must be stock OEM GM midsize metric and mount in stock position. Trailing arms may be boxed for strength. **Stock OEM GM rubber bushings only in trailing arms and trailing arm mounts on rear end.** NO POLYURETHANE, ALUMINUM, STEEL BUSHINGS or MODIFICATIONS TO THE BUSHINGS ALLOWED. Lower trailing arms must be 19 ¼" center to center of bolt holes. Upper trailing arms must be 11 1/8" center to center of bolt holes. No heim joints allowed.

D. WEIGHT JACKS:

Weight jack bolts permitted front and rear.

E. SPRINGS:

All springs front and rear must be a minimum of 4 ½" diameter. **NO COIL OVERS.** Rear springs must mount in stock location. Rear spring buckets must measure no more than 3" from the highest point on the spring bucket down to the spring plate on the frame.

F. SHOCKS:

No aluminum shocks allowed. **Steel shocks only.** Only one shock per wheel. Rear shock must mount to factory trailing arm bracket on rear end. Rear shock must travel through factory upper spring mount and anchor solidly at frame or cage at top. **All shocks have a \$75 claim price.**

G. SWAY BARS:

NO SWAYBARS of any kind will be permitted.

6. BODIES

A. BODY SPECS:

Maximum body width is 66 ½". All bodies must be of open wheel design. Body side panels and sides of roof may rise above deck a maximum 2". Sides of hood may rise a maximum of 1" above deck and must remain a maximum drop of 4". Rear deck may not be over 20" from top of rear clip to rear of deck. Roofs are mandatory, a minimum of 41" wide by 32" long. No tunneling of decks, bodies or interiors. Top interior deck must be above front crossbar and front hoop bars.

It is recommended, but not mandatory, that the rear interior height and the right side interior height of the car have 12" clearance from the bottom of the roll cage to the top of the deck for safety reasons.

B. SIDEBOARDS:

Rear side boards are mandatory. Side boards shall be constructed of clear lexan or polycarbonate with 1/8" minimum thickness. Max of 2" wickerbill at top edge on both side boards.

Sideboard Specs	
Driver's Side	Right Side
Height - 30" max. 26" min.	Height - 18" max. 12" min.
Length - 60" max. 56" min.	Length - 60" max. 56" min.

Both side boards should be no further forward than the rear side of the rear cage post. Both side boards should be solid (no holes or venting). Both side boards must be mounted securely in an upright (vertical) position.

C. SPOILERS:

Rear spoilers are optional. If used, rear spoiler must be clear lexan maximum 8" tall from rear deck to top of spoiler, including wickerbill. No aluminum or steel. Front spoilers may be clear lexan or aluminum, and may not protrude above plane of hood and can not extend beyond rear of front bumper.

D. FIREWALL:

Firewall and floor boards are mandatory. 1/8" steel plate or 1/4" aluminum plate required below driver's seat. This is highly recommended for entire floor board.

E. ENGINE COMPARTMENT:

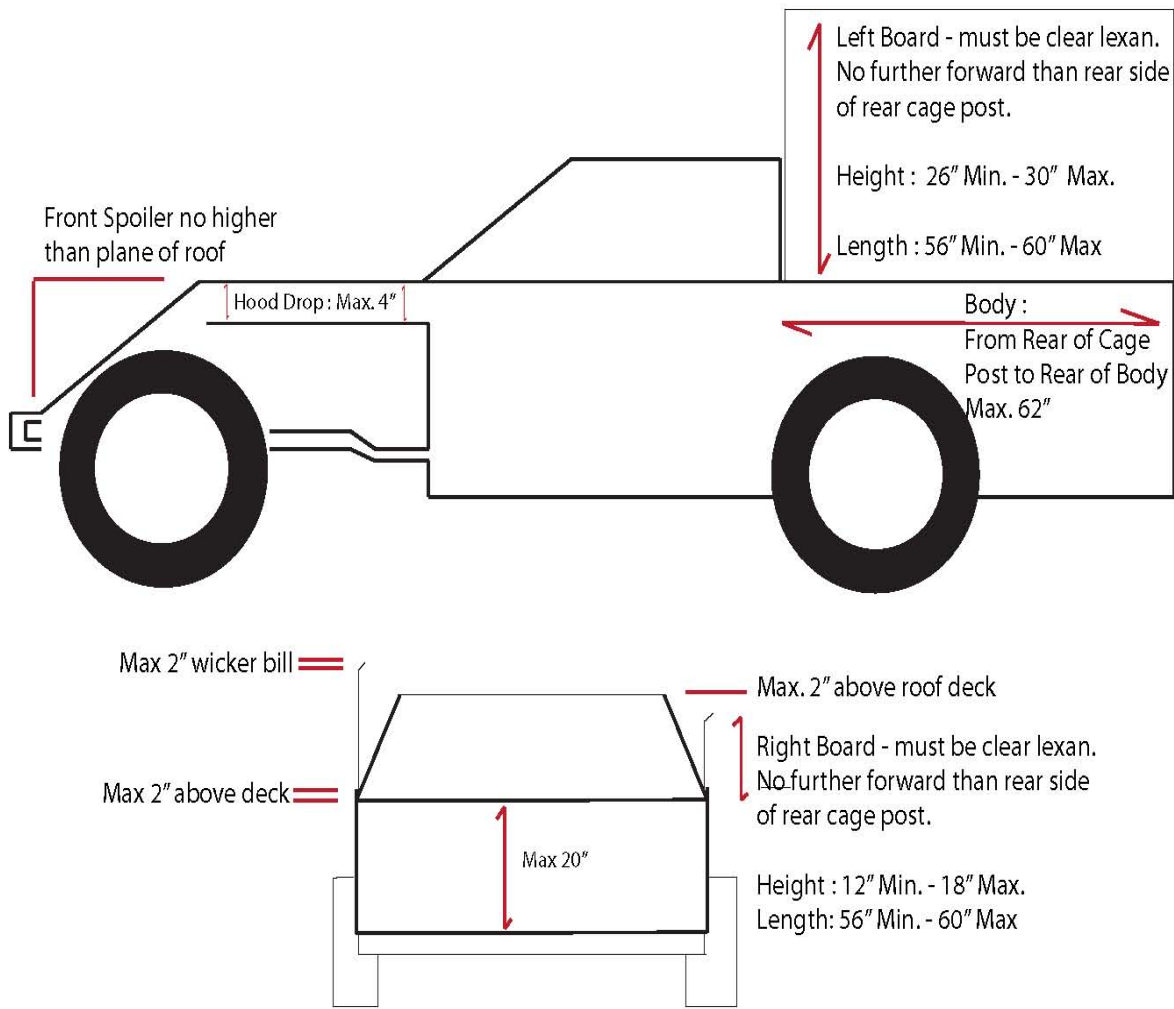
Engine compartment shall remain open, no side panels. Hood sides shall have a maximum 4" drop and must be enclosed at rear of hood. Hood scoops allowed maximum height of six inches.

F. BODY APPEARANCE & NUMBERS:

All bodies must be painted neatly. Numbers and lettering must be in contrasting color from body. All cars shall be numbered, with large, legible numbers (minimum 18" tall & 3" wide) on both sides and roof. Metallic lettering or reflective lettering are not recommended.

G. MIRRORS:

No rear view mirrors allowed on track smaller than 1/2 mile in length.



7. ENGINE

NOTE: A Crate Engine is available through GM that is legal and allowed. The part number for the long block is 12499529. This is an option and is NOT mandatory.

A. BLOCKS:

Only Chevrolet 305 or 350 cubic in. engines allowed. A maximum of .060" oversize bore allowed. A minimum of zero deck clearance allowed.

B. PISTONS:

Flat top or dish pistons only. **Flat top pistons must have 4 valve reliefs of equal size in each piston.**

C. CONNECTING RODS:

Stock Chevrolet 5.7 rods or Eagle SIR Part # SIR 5700 BPLW or SIR 5700 BBLW only. No polished beams. No aluminum or steel racing rods allowed.

D. CRANKSHAFT:

Only stock Chevrolet OEM GM 3.48" stroke crankshaft or Eagle ESP Caststeel Part # 103503480 only allowed. Crankshaft cannot be stroked, knife-edged, or drilled for lightening.

E. CAMSHAFT & LIFTERS:

Stock OEM 327-350 HP spec hydraulic cam only. NO #4-#7 swap. Cam specifications: @.050 dur. In.222 Ex.222 SAE Dur. In.290 Ex.290 Cam lift In.298 Ex.298 lobe centers In.110 Ex.118. Cam timing at .050 In.opens at 1btc closes 41abc Ex.opens 49 bbc closes (7) atc. Cam part numbers (Speed Pro) #CS179R, (Clevite) #1137, (Crane) #967601. **Hydraulic lifters only, no solid lifters, no roller lifters, no hydraulic roller lifters, and no mushroom lifters.**

F. ROCKER ARMS:

Stamped steel rocker arms only. Must be of stock configurations 1.5 or 1.6 ratio. No roller rockers or roller tip rockers.

G. CYLINDER HEADS:

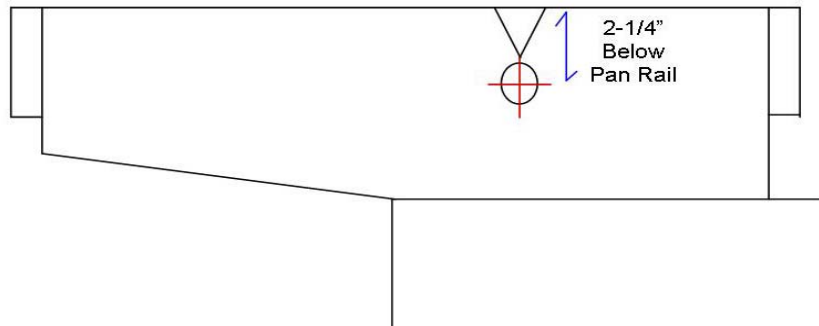
Stock GM heads only. GM part number cast on heads must end in 416, 450, 601, 624, 801, 882. Intake valve maximum size; 1.94. Exhaust valve maximum size; 1.50. No porting, polishing, or deburring on heads. No match porting to manifolds. 3 angle valve job permitted. Intake valves only may be unshrouded where grinding stone or cutter is used for 3 angle valve job or where seats are installed for 1.94 valves. Combustion chamber must be a minimum of 55 cc. Screw in rocker studs are allowed.

H. INTAKE MANIFOLD:

Stock GM low rise Quadrajets manifolds only. May be cast iron or aluminum. **No Bowties, High Performance, or after market manifolds allowed.** No match porting of manifold to heads. No porting, polishing, or machining on intake manifold.

I. OIL PANS:

Wet sump oiling system only. Steel oil pans only. Racing oil pans allowed. **Mandatory:** One inch inspection hole in all oil pans – no obstructions to crank and rods. Inspection hole is to be installed on the left hand (driver's) side of the oil pan directly inline with the dipstick kickout. The centerline of the plug is to be located 2 ¼" below the pan rail.



J. IGNITION SYSTEM:

Stock OEM style HEI distributor only. All ignition related parts must be under cap, coil must be inside cap. All ignition parts must resemble stock GM ignition parts.

K. CARBURETOR:

Stock out of the box Holley 4412 500 CFM carburetor only allowed. Only choke plate and shaft may be removed. Must retain full choke horn. No milling of throttle shaft or throttle plates. Must retain stock boosters, stock venturi bore 1 3/8", and stock throttle bore 1 11/16". Adapter plate between intake and carburetor can not exceed 1 ½" (including gaskets). No C&S, Barry Grant, etc. The I-MOD Association reserves the right to exchange carburetor with any competitor at any time.

L. HARMONIC BALANCERS:

OEM style harmonic balancers only. No fluid dampers allowed.

M. COOLING SYSTEM:

Cooling system may be modified. No radiators or coolers allowed in driver's compartment and shall not protrude above interior.

N. EXHAUST SYSTEM:

May use any header. Exhaust system must be mounted in such a way as to direct spent gases away from the driver's compartment of vehicle and from areas of possible fuel spillage.

O. ENGINE LOCATION:

Engine must be centered in the frame rails. **NO-OFFSET** Bell housing flange of block must be a minimum of 72" forward from the center of rear axle with rear axle sitting at ride height.

8. TRANSMISSION

- Standard production GM T.H. 350 automatic transmissions **only** allowed.
- Transmission must have 3 forward gears and reverse gear in working order.
- Only stock OEM style torque converters designed for the T.H.350 with minimum of 12" in diameter allowed only. No lock up converters, no hollowed converters, or trick converters allowed.
- Transmission coolers allowed.
- The I-MOD Association reserves the right to exchange torque converter and/or transmission at any time with any competitor. I-MOD also reserves the right to have competitors remove transmission and converter for inspection at any time.

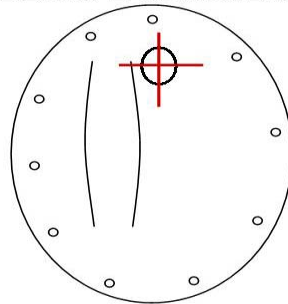
9. REAR AXLE

- Only GM 10 bolt (7.5" ring gear) rear-end or 9" Ford 58"-60" track width, conventional or floater will be allowed.
- A maximum gear ratio of 6.50 with 9" Ford differential. Ford Floaters will be allowed aftermarket rotors, but must use cast steel Stock style

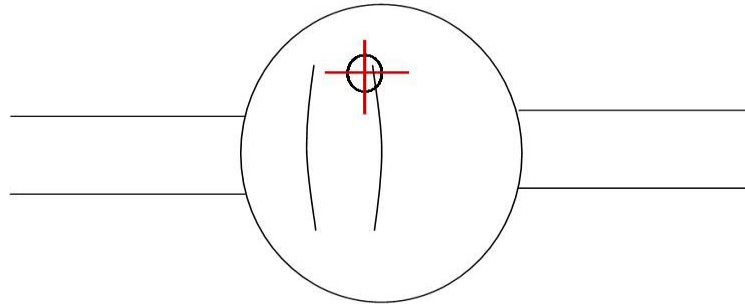
midsize OEM GM metric calipers on welded brackets. Locked, spool, or welded style carriers permitted. No aluminum spools or hubs. No hollow axles. No torque dividing differentials.

- **Mandatory:** all rear differentials must have a one inch inspection to facilitate inspection of internal parts. On a **Metric Differential**, the plug must be located in the rear cover over the center of carrier above fluid level to allow for ring and carrier inspection. On a **Ford 9" Rear Differential** the plug must be located at the further-most right of the ring gear bump out above the fluid level to allow for ring and carrier inspection.

Metric Differential:



Ford 9" Differential



10. TIRES & WHEELS

A. TIRES:

I-MOD spec tire will be the **Hoosier 27.5/8.0-15 WISS H40** and **Hoosier 26.5/8.0-15 WISS H40 Tires**. No recaps or tire softener of any kind allowed. No Grooving of tire allowed. Siping of tire is allowed.

American Racer 70/245-15SW (I-MOD Stamped Compound) will be permitted until **July 1, 2012**. **After July 1, 2012** Hoosier tires will be the only legal tire of the I-Mod Association.

B. WHEELS:

Racing type 8" steel wheels only. Beadlocking devices not allowed including screws.

C. LUGNUTS:

1" Lug nuts must be used on all wheel studs. ½" minimum studs are highly recommended on all wheels.

11. PROTEST RULE

- Any part of body, chassis, and drive train are eligible for protest. Only one part per event may be protested
- A \$100 protest fee must be presented to I-MOD officials within 10 minutes after feature race. Any car starting the feature is eligible to protest or to be torn down by another competitor also starting the feature race. Once a protest has been made, the competitor making the protest has 1 hour to remove parts. If competitor making the protest is deemed legal, the competitor being protested has 1 hour to remove parts.
- An engine protest consists of removal of carburetor, valve cover, intake manifold and one cylinder head, (I-MOD official will specify which cylinder head). The I-MOD Association reserves the right to have 1 piston and rod removed at this time.
- **CONSEQUENCES:**
 - If competitor being protested is deemed legal, he shall receive the \$100 protest fee. If competitor protested is deemed illegal, the \$100 protest fee is then forfeited to the I-MOD Association.
 - If the competitor making the protest is deemed illegal, the competitor being protested does not have to remove parts. The protest fee of \$100 is then forfeited to the I-MOD Association.
 - When a car is deemed illegal, the competitor and the car are suspended for 2 weeks of competition, fined \$200, and loss of all monies for that event and points accrued for that night. The track may also impose point's loss.
 - If a competitor and /or car is deemed illegal a second time within a calendar year , the competitor will be fined \$300, loss of all monies for that night, loss of points for the season, and suspended from the I-Mod Association for 1 calendar year.
 - If a competitor is deemed illegal **anytime** after returning from a one year suspension, a lifetime suspension from the I-MOD



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