



2025 Norton Raceway Park Modified Rules

If there are any concerns not covered in these rules, consider any alterations to be illegal, unless told otherwise by the tech inspector. All cars must go through tech before going onto the speedway. The following rules are in no way a guarantee against injury or death to participants or others. ALL RULES SUBJECT TO CHANGE TO EQUALIZE COMPETITION INCLUDING ADDING WEIGHT TO INDIVIDUAL CARS.

ELIGIBILITY: The minimum allowed wheelbase is 108" with a 1" maximum tolerance. The wheelbase on all cars will be measured from the center of the front axle to the center of the rear axle.

BODIES: (See Diagram back page) Must be the same width, front to rear and parallel to OEM frame. Must have both front windshield and rear window support posts. You may utilize a flat half windshield on the driver's side only. No wings of any kind mounted to roll cage or car. Must have minimum of three (3) windshield bars in front of driver. Firewall and floorboards are mandatory. Driver and passenger side windows must have at least 12" X 18" opening (height and width), measured at center of window, between lowest points at top of window, whether roof or roll cage, and the highest point at bottom of window, whether interior or body. The roof must be made of metal or fiberglass (NO CARBON FIBER), FULL SIZE, ROUNDED AND STOCK APPEARING (NO FLAT ROOFS). The roof must mount within 1/2" to the top of the cage and still meet existing roof rules, and Diagram (M). No aerodynamics or air flow deflecting allowed. The engine compartment must remain open with no side panels. The hood may have a 6" drop and must be enclosed at the rear of the hood. The body should extend no further than the back of the block. Outside of tires must be the widest part of car. The quarter panels and B/C pillars must be two (2) distinct pieces. Oil coolers/radiator must not protrude above interior or outside of body. Back rear body panel must be one solid piece, straight up and down to the ground, without any holes, and must be 8" high. Nosepiece may extend to bumper and must be 4" above ground, must be flat and have clean bends with no extensions on sides to exceed 1". On an aluminum nose, you may run a maximum 1.5" lip on top side of nose and 3" around bottom of nose. Plastic noses are allowed.

FRAMES: 1970 or newer OEM perimeter American made rear wheel drive passenger car frame only (Reproduction 68-72 Chevelle frames are approved). No sports car frames. 2002 and newer Ford Crown Vic or similar frames allowed. Strut front suspension permitted but must add 150lbs. Tubular front clips allowed. The frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Front cross members and lower A-frame mounting points must be stock for frame clip used. Exceptions: Weight jack in original center line of spring tower; frame may be cut a maximum 36" forward from center of rear housing. Horns may be removed in front of the steering box. Front cross member may be notched and boxed for radiator

and/or steering clearance. Maximum 7" wide opening inside of spring tower for spring removal. OEM upper A-frame mounts may be replaced with aftermarket mounts. Maximum 4" wide by 4" tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance. Maximum overall width, front and rear, shall not exceed 78" from outside of tire, to outside of tire at spindle height.

INTERIOR: All cars must have a complete firewall, front and rear. Front firewall extending from the left side frame rail to the right side of driver compartment is required. It must extend under the driver including the foot pedal area and rear firewall directly behind the driver and must be 22-gauge steel. The remaining interior may be aluminum .125" minimum. The driver's compartment must be totally sealed from the engine bay, fuel cell, and racing surface. No Driver adjustable devices allowed in cockpit of any kind, except brake adjusters.

BUMPERS: Center of top bumper bar, front and rear, must be 18" with a 2" tolerance from the ground. Steel bumpers must be used both front/rear. Aluminum I beam rear bumper is allowed. Two-bar front bumpers must be mounted frame end to frame end. No wider than the width of material outside OEM frame horns. The bottom loop must be parallel to the ground. The top bar must be directly above bottom bar, so bumper is perpendicular to ground and 6.5" apart from center to center. Must be made of minimum 1.25" tubing and must be able to support car if lifted by wrecker. Front of bumper to be measured from center of front spindles to outer edge of bumper and may not exceed (32") max. Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires and must not contain any sharp edges. The rear bumper must have nerf bars on each side rounded back to the main frame, no more than 2" wider than body on each side.

MIRRORS / RADIOS / SCANNER: Mirrors of any type will not be permitted. The use of two-way radio communication is prohibited at all times and any communication between pit crew and driver will result in complete disqualification. A one-way receiving radio scanner locked to frequency (467.7625) is mandatory and must be operational and used at all times.

SEAT: Aluminum high back racing seat mandatory and must be bolted in securely inside the OEM frame rail and ahead of rear tire. The bottom of the seat can be no lower than the bottom of the frame rail. Seat mounted head, shoulder, and leg supports are strongly recommended.

ROLL CAGE: Must consist of a continuous hoop not less than 1.75" outside diameter and must have a wall thickness of at least .095". Main roll cage must be welded to frame and mounted in at least six (6) places. Low carbon or mild steel recommended. No brazing or soldering allowed. It must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. The driver's head must not protrude outside cage with helmet on and strapped in driver's seat. A minimum of one cross bar in top halo of roll cage is highly recommended. Roll cage must be securely supported and braced. Foot protection bar(s) is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. Brace bars forward of cage may not be higher than stock hood height. Main cage must not be any further forward than engine plate. A minimum four (4) driver's side door bars, at least 1.5" O.D., must be as parallel with the ground as possible and located perpendicular to the driver to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Sidebars must be welded to the front and rear of roll cage members. Steel sixteen (16) gauge door plate, with a minimum thickness of .065, must be securely welded to the outside of the driver side door bars and

cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post. ROLL CAGE INSTALLATION WILL BE RIGIDLY INSPECTED!

SPOILERS: Rear spoiler maximum 4" high, by 66" wide and must be made of a clear material. If there is a 90-degree angle at the top of the spoiler – it must face to the rear of the car. Spoiler boards, lips, verticals, airfoil or any other aerodynamic devices will NOT be permitted anywhere on the car. All braces must mount to the back of the spoiler. Spoiler must be one solid piece.

ENGINES: Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the centerline of rear axle. Engine offset must be kept within 2" of centerline of front cross member. Engine height minimum will be eleven (11") from the ground and parallel to center line of crankshaft. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work to the outside of engine or on front or rear of camshaft. No total dry sump systems allowed. Oil coolers must not protrude above interior. Cooling systems may be modified. Any overflow tubes must be directed to the ground, between frame rails. Overflow catch can is highly recommended. NO ANTIFREEZE WILL BE PERMITTED. The use of antifreeze is prohibited and will result in a \$100 fine, immediate removal from the racing event. Car must be Re-inspection before allowed back on the track. (Same day or next participating race event). No aluminum blocks, no magnetos. 602/604 sealed Crate motors allowed subject to tech inspection.

EXHAUST: Round tube headers only. All primary tubes must enter one (1) collector, at the end of the header. The exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle and away from areas of possible fuel spillage. Cars may be required to install mufflers and pass a .98 decibel test.

CARBURETOR: One (1) two (2) or (4) barrel carburetor and must be naturally aspirated. NO fuel injection or electric fuel pumps. Carburetor must have two (2) throttle return springs hooked to two (2) different points. A metal air cleaner must be used on all carburetors to act as a flame arrestor.

FUEL CELL / FUEL: Racing fuel cells are required and must be mounted by at least two solid steel straps, 2" wide around the fuel cell. Fuel cells must be enclosed in a steel container and must be mounted securely behind rear axle and between the rear tires, no lower than 6" off the ground, protected by roll-cage tubing. Protective tubing must cover the rear and extend past both sides of the fuel cell. Fuel cells must be a minimum of 4" ahead of rear bumper and no part of fuel cell shall be lower than protective tubing. Fuel cells are limited to twenty-two (22) gallons maximum capacity SFI approved commercial type fuel cell bladder with foam insert required. Fuel line pick up must be on top of the cell. Racing gasoline, E85, or alcohol will be allowed. MODIFIEDS THAT USE ALCOHOL MUST HAVE AN (A) ON BOTH RIGHT AND LEFT SIDE OF THE SAIL PANELS so Safety Crew can respond in case of a fire. No Nitrous Oxide. No performance-enhancing fuel additives of any kind. Fuel lines must be securely mounted and protected. No fuel lines running through the driver's compartment. No electric fuel pumps.

BATTERY / STARTER: One (1) 12/16-volt battery only, must be securely mounted between frame rails, behind cross member, in front of rear end and outside of driver cockpit, with positive terminal

covered. Starter must be operable at all times and able to start and move car at all times without being pushed or pulled.

TRANSMISSION: Must have at least one (1) gear forward and one (1) reverse, plus a neutral position. OEM production type or approved aftermarket transmissions (Bert, Brinn, Falcon) allowed. Two (2), three (3), four (4) speeds and automatic. No five (5) or more speed transmissions or in and out boxes. A 360² blow proof bell housing is mandatory for standard transmissions and a metal blanket for automatics. If Triple-Disc clutch is used aluminum bell housing is permitted, only for this application.

REAREND / DRIVESHAFT: Any approved OEM passenger car or truck rear end may be used. No aluminum allowed, except lowering blocks, axle cap, and drive flange. Full steel spool, steel mini spool, locker, and floater or welded rear ends only. Quick-change rear ends permitted with closed steel tubes. Only steel axles permitted. No cambered rear ends. One (1) piece drive flange only. 8 Driveshaft must have at least one (1) 360² safety driveshaft loop required and must be constructed of at least .25" by 2" steel or equivalent, mounted 6" back from u-joint. The driveshaft must be painted white and have car number for identification.

FRONT SUSPENSION: All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. No aluminum hubs. EXCEPTIONS: Tube type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved. Stamped steel OEM replacement lower A-frames. Rubber, nylon, or steel lower A-frame bushings allowed. No offset bushings. Welded or bolted shock mounts on lower A-frames (No fabricated lower A-frames). Lower A-frames must be right and left and of the same design. Lower A-frame mounts and bolt holes on frame must be in OEM location no modifications and no adjustments on lower A-frames or frame mounts at all. OEM type ball joints only. Sway bar must be OEM type. No splined bars. Weight jack must be in original centerline of spring. OEM passenger car spindles only. No fabricated spindles. Spindles can be ground for brake caliper clearance only.

REAR SUSPENSION: No independent rear suspension allowed. All components must be steel. No covers allowed. All trailing arms/link bars must be made of steel tubing or aluminum hex tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil over eliminators, and steel or aluminum 5" coil over kits allowed on the rear only. One (1) mechanical traction bar only. No rear sway bars. Aluminum Panhard bar adjuster allowed.

STEERING: Rack and pinion are not permitted. All components must be steel, unaltered OEM, in OEM location. EXCEPTIONS: Tie rod ends and adjuster sleeves may be replaced by a minimum .625" steel rod ends and steel tubes. OEM spindles can be modified for ball joints and tie rod ends. Passenger car drop spindles allowed (No made for racing or fabricated spindles). Bolt on spindle saver allowed; spindles must be right and left, and of the same design. Steel steering shafts and knuckles only. Steering quickener, steering wheel, and quick release may be made of aluminum. OEM center link or after-market type center links allowed. In-cockpit steering may be modified to suit driver's taste but must be kept on left side of cockpit. No center steering allowed. No devices of any kind allowed that would enable driver to adjust or alter racecar while car is in competition.

SHOCKS: ONE shock per wheel. No external canister shocks. (SCHRADER VALVES PERMITTED) Single adjustable shocks permitted. No double adjustable shocks or blow off shafts. Bump springs

and bump stops are allowed. All shocks must be easily removed and uncovered. No coilovers allowed on the front but may be used on the rear shocks. One additional shock allowed in the lift/pull-bar area. ALL SHOCK PART NUMBERS MUST BE LEGIBLE AND UNALTERED.

BRAKES: Steel OEM type brakes must be operated on all four wheels, drum or disc. No brake shut-off devices allowed. Proportioning valve allowed front to rear only. Only vented rotors allowed front and rear. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved OEM calipers (NO RACING Type CALIPERS ALLOWED) and cannot be lightened. No titanium products, parts or components allowed anywhere on the racecar. No gun-drilled, tubular or hollow bolts or studs anywhere on car. ALL NON-MECHANICAL TRACTION CONTROL DEVICES INTENDED TO LIMIT WHEEL SLIP IS PROHIBITED. NO WIRING OF ANY TYPE PERMITTED TO FRONT/REAR WHEELS OR SUSPENSION. Two (2) piece aftermarket rotors permitted on all four corners of car.

TIRES / WHEELS: American Racer AR-970 series racing tire will be the only approved tire. Chemically soaking of tire will NOT BE PERMITTED AND/OR TOLERATED. If tires are to be found chemically soaked, they will be confiscated, and the driver will be disqualified and / or fined. Tires are to be mounted on a steel racing wheel with a maximum width of 8" measured from bead to bead, with 5/8" min wheel lugs. No bead locking devices, wheel disc, or mud caps. No screws or rim mounted bleeder valves. No grooving or recaps allowed. Maximum overall width 78" front and rear, to be measured from outside of tire to outside of tire at spindle height. Steel or aluminum wheel spacers allowed. Maximum spacer width of 1/2" between the hub and wheel.

WEIGHT: Minimum weight limit of 2,400 pounds (crate motors 2,300 pounds), 1000 pounds right side or 58% left side. (NO tolerance), after race with driver and helmet in car sitting in normal driving position. Weights must be securely mounted with at least (2) half inch bolts to frame or roll cage, and painted white with car number on it. No weight outside of the body. No titanium, carbon fiber, or exotic materials used on race car. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

PAINTING / NUMBERS: All cars must be professionally painted, neat in appearance and professionally lettered at all times. Numbers must be approved by the Speedway office and must be professionally painted on both sides and on the roof of car. Must be readable from the right side, in minimum 24" heights, with a 4" stripe width in a color offering contrast to the color of car.

TRANSPONDER: Norton Raceway Park utilizes the Westhold system of Timing & Scoring. All teams are required to have a Westhold transponder on their car and operational at all times. Transponder is to be mounted behind the left rear tire. All teams are encouraged to buy their own transponder for themselves.

SAFETY EQUIPMENT: All drivers must be protected at all times with a clean SFI or equivalent full fire driving suit, fire retardant gloves, shoes, quick-release lap belt, shoulder harness and headrest. Hans, Hutchens or equivalent head and neck restraint is highly recommended. A Snell-Rated helmet SA2015 or newer is required. Snell Sticker must be visible and verifiable. Harness and seat belts and are required to be five-point system with lower crotch belt (six-point systems are recommended). The mounting attachment bar for shoulder harness must be at shoulder height of the driver and harness should not bend or change direction. Belt systems must be minimum of 3"

SFI approved units, dated within three years to date. All cars must have a driver's side web style window net with a latch mechanism on the top front corner and must fall down alongside driver's door when released. All cars must have a 2 1/2 pound minimum B and C dry chemical fire extinguisher with gauge mounted within easy reach of driver and in working order at all times. An engine ignition kill switch must be mounted within the driver's reach and must be marked 'OFF' / 'ON'.

STANDARD WEEKLY PAYOUTS: 800, 500, 350, 300, 250, 200, 185, 180, 175 on back

Competing in Two Divisions

Drivers who wish to compete in more than one division at Norton Raceway Park on any race night must get prior approval. It is important that the race card is not interrupted because we are waiting for a driver to change cars. Because of this, drivers will only be permitted to race in two divisions maximum during the course of any race night. Any driver who participates in a paying class must pay for a pit pass. Drivers will receive 75% of the total payout for their finishing positions in the two divisions they compete in.

The use of antifreeze will result in a \$100 fine.

REMEMBER: Norton Raceway Park and its officials reserve the right to change specifications/procedures/competition rules and add/or subtract cars to the field at any time. Those who sign-in and/or start in an event agree to be governed by these rules and by all decisions of the Raceway and its officials. During any on track racing activity, there will be absolutely no cell phone or Bluetooth devices permitted in the racecar. If caught with any device, you will lose all points for the night, as well as your pay!

ANY DRIVER OR CAR OWNER SUSPENDED FOR THE SEASON WILL IMMEDIATELY LOSE ALL POINTS FOR THE YEAR.

ASPHALT BODY DIAGRAM & DIMENSIONS

(A) (20") Max. – (16") Min. - (Ground to center of bumper front & rear)

(B) (6.5") Min. - Center to center

(C) (46") Max. – (42") Min.

(D) (6") Max. Hood sides – (3") Max. Rake in hood

(E) (32") Max. - (Bumper & Nose)

(F) (6") Max. - (Scoop/Deflector)

(G) (4") Min. at Nose and Sides – (8") Min. at Quarters

(H) (19") Max. - Same both sides

(I) (108") Min.

(J) (29") Max. – (22") Min.

(K) (72") Max. Or not past the back of block, right side. The left side may extend forward to cover foot box if necessary.

(L) (18") Max. – (12") Min. opening, both sides

(M) With (6') level, car must have Min (1.5") to (2") Max gradual clearance at rear and Min (3") and Max (5") at front. (level will be placed at center of roof to get dimensions listed in item "M")

(N) (117") Max. – (106") Min.

(O) (45") Max. – (34") Min.

(P) (3") Max. Height at rear of sail panel, gradual slope from roof to this point, (4" x 66") Max.

(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 the driver to the rear you only have (3") of slope. Top of interior must be flush with top of doors and quarter panels.

(R) (38") Max. – (28") Min.

(S) (38") Max. – (24") Min.

(T) (66") Max. – (24") Min. No narrower than radiator

(U) (52") Max. – (44") Min.

(V) (56") Max. – (41") Min.

(W) Tires must be the widest part of the car. Must be able to see the side wall of tire from front, top, and rear.

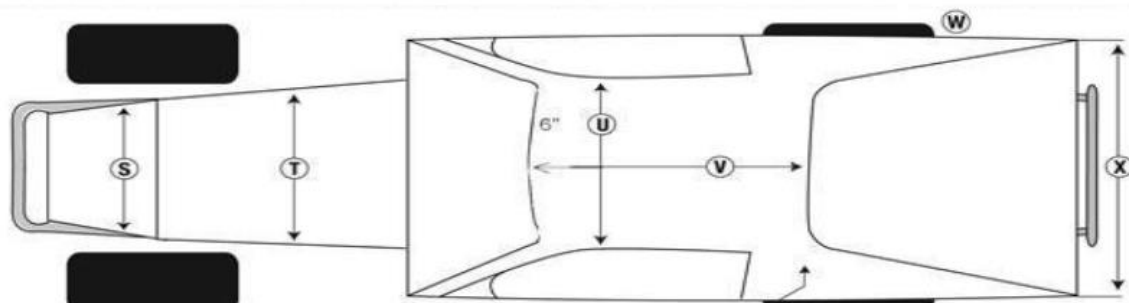
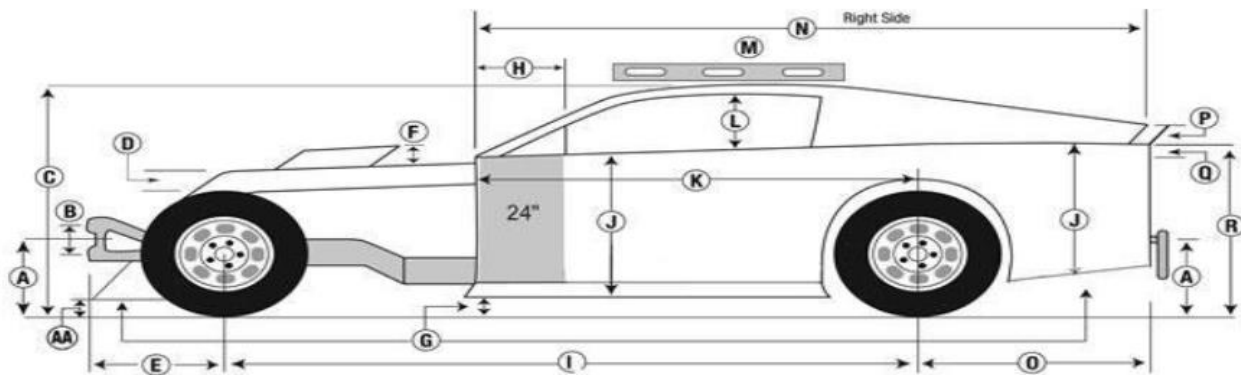
(X) (66") Max. – (53") Min.)

(Y) (8") Panel/ (90°) to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened.

(Z) Aluminum "I" beam or tubular steel rear bumpers allowed. MUST have rounded nerf bars that follow quarter panel and connect back to frame on both sides.

(AA) (4") Min nose to ground before and after race (no pull up)

(BB) (78") Maximum overall width, front and rear, from outside of tire, to outside of tire.



SAIL PANELS: Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. No fins or lips on sail panels, body, or nose.

