



2018 SUPER MODIFIEDS DIVISION RULES

2018 PAYOFF SHEET

**AS OF 5/23/2018 REVISIONS ARE
UNDERLINED AND IN RED**

2018 INCREMENTAL PAYOFFS FOR THE SUPER MODIFIEDS

(Must Qualify and take the Green in the Feature to be in our car count.)

No. of Cars	Up to 9 Cars	10 Plus Cars
1st	\$800	\$1,000
2nd	\$500	\$700
3rd	\$400	\$400
4th	\$350	\$350
5th	\$325	\$325
6th	\$300	\$300
7th	\$250	\$250
8th	\$250	\$250
9th	\$200	\$200
10th		\$200
11th		\$200
12th		\$200
13th		\$150
14th		\$150
15th		\$150
16th		\$150
17th		\$150
18th		\$150
19th		\$150
20th		\$150
TOTAL PAY OUT	\$3,375	\$5,575

2018 SUPER MODIFIED RULES

1. CHASSIS & COMPONENTS:

- A.** The chassis/frame must be made of round SAE 4130 grade N seamless steel tubing. The main chassis/frame must be constructed with a minimum outside diameter (OD) of 1-1/2" and a minimum wall thickness of .095, this includes cross members/uprights in the cockpit area. The chassis/frame must have adequate reinforcement diagonals in the cockpit area. These must be made of a tubular construction with a minimum 1" OD and .095 wall thickness. Chassis/frames that are not of round/tubular construction must have prior approval of track officials before construction. No comparable materials or designs will be allowed without prior approval of track officials.
- B.** The chassis/frame must have 4 wheels with 2 rear-wheel drive and front-wheel steering. No 4-wheel drive, front-wheel drive, 4-wheel steering, or rear-wheel steering is allowed.
- C.** The engine must be mounted in the standard position: the front of the engine facing the front end and back of the engine facing the rear end.
- D.** The drive line must run directly from the engine to the rear end. No transfer case assemblies, clutches, transmissions, or hydraulic couplings of any kind are allowed.
- E.** The engine must be located in front of the cockpit, but engine offset is allowed.
- F.** The entire engine must be located with the front 2/3 of the wheelbase, which is measured from the center of the front wheel to the center of the rear wheel.
- G.** The cockpit must be located within the wheelbase.
- H.** All 4 wheels must have hydraulic brakes. Dual master cylinders are mandatory. **Rotors must be made of steel or iron only.**
- I.** Drive shaft must be made of steel only and be painted white for ease of visibility. The slip yoke must be made of steel only. Medium-duty (Series 1350) universal joints with solid cross are strongly recommended on both ends of the drive shaft. The drive shaft must be located outside of the mainframe rails. Two drive shaft safety loops are required. They must be constructed of at least 1/4" by 1-1/2" steel and should be mounted no more than 3" to 5" back from the front of the drive shaft and 3" to 5" forward from the back of the drive shaft. All driveline components between the crankshaft and the rear end shaft must be made of steel only. The only exception is the crank to drive shaft flange button.
- J.** A safety chain or similar safety device must be fastened to the torque arm if used.
- K.** There must be a firewall between the engine and the driver and the rear fuel cell and the driver. A steel or aluminum plate of at least 1/8" thickness must be adequately bolted or welded to the frame between the engine and the driver and the rear fuel cell and the driver. Additionally, the entire area separating the driver from the engine compartment must be sealed to prevent burns of any type.
- L.** All cars must have a belly pan below the engine compartment, which should be of a size, shape and material capable of holding the entire liquid contents of the car's engine, an absorbent material in the belly pan strongly recommended.
- M.** All wheels must be made of steel only, with a maximum width of 10". Any offset is allowed. No aluminum, magnesium or carbon fiber wheels are allowed. No bead locks, screws, or other fastening devices are allowed. No clip-on wheel weights are allowed. The wheel weight must be fastened inside the outer edge of the wheel and be fully and securely tape

N. The top 5 cars will be weighed immediately after the feature race. Crewmembers must be present after the race to push the car on to and off the scales. If no one is present to move the car, the car may not be weighed. Each car will be weighed with the driver in the car and there will be no allowance made for fuel. Add-on or bolt-on weight is allowed but it must be securely fastened and approved by a tech inspector. If a driver is found in violation of weight requirements, all prize money and points will be lost for the event. Weight measurements are not subject to protest. **All weights must be painted white and be identified with your car number on the weight. Tungsten is not allowed as a weight material**

O. No fan or ground-effects cars are allowed. No body panels of any material shall extend below or beyond the bottom frame rail.

P. No driver-adjustable controlling devices are allowed. This includes, but is not limited to, In-car weight jackers, cockpit adjustable shocks, or cockpit adjustable wing devices. Brake bias adjusters are allowed.

Q. The use of electronic logic processors to control any function of the car or any system for continuous data gathering from any function or the car chassis is prohibited. This does not include the Race Safe System, an oil pressure warning system, a telltale tach, or a lap-recording device.

R. No articulating chassis/ body panels allowed.

S. Wide-5 hubs and wide-5 adapter plates are allowed on the front and rear of the car. It is strongly recommended that you magna flux your hubs.

T. No carbon fiber suspension, steering, or brake components are allowed.

2. CAR DIMENSIONS AND BODY DESIGN:

A. Cars must be constructed with a minimum wheelbase of 88" and a maximum wheelbase of 102", measured from the center of the front axle to the center of the rear axle. The car width, measured between the outside of the left rear rim edge and the outside of the right rear rim edge, cannot exceed 84" - NO ALLOWANCES.

B. No body panel of any material shall extend beyond the lower frame rails on all four sides of the car.

C. FRONT SECTION - from center of front axle forward to the outermost portion of the front bumper.

a. Length of front section must not exceed 34".

b. Height of the front section must not exceed the height of the top of the left front tire, measured from the ground to the highest body panel.

c. Width must not extend beyond the inside dimension of the tires.

d. Body sheet metal must be a single stage surface.

e. Air foils mounted alongside the body between the frame and the inside dimension of the tires are allowed provided that they are fixed and non-adjustable or moveable while on the track.

f. The front body panel, nosepiece, or canards must have a minimum 1-1/2" clearance from the ground on all three sides and must be single stage-no multi-element nosepieces or canards are allowed. Side panels cannot extend forward of the nose of the canards where the plate abuts it; the same applies for shovel-nose designs.

g. A front bumper is mandatory. It must be made of steel tubing with a minimum OD of 1". It must extend beyond all sheet metal bodywork. It must have a minimum diameter of 4" inside the bumper at the outermost point. It must have rounded corners. It must not extend beyond the inside dimension of the tires. It must have at least one vertical cross brace and it must adequately protect bodywork from cutting another competitor's tire (s). The front bumper must be double loop with a vertical. The top loop of the front bumper made be no lower than 12" from the ground. A jacking device on the bumper cannot be any longer than 2" and must point straight down.

- D. REAR SECTION** - from center of rear axle back to outermost portion of the rear bumper.
- a. Length of rear tail section must not exceed 40".
 - b. Rear height must not exceed 36" from the ground to the highest body panel.
 - c. Rear width must not extend beyond the inside dimension of the tires.
 - d. Rear tail section is mandatory and must, as a minimum, cover exposed frame rails from the rear roll cage loop back. Rear body sheet metal does not have to be a one-surface, single-plane area. However, all horizontal sheet metal must be attached in a fixed, nonadjustable position (while on the track) to the side body panels in such a manner that it makes the rear tail section appear as an integrated unit. Side body panels must extend from the back of the tail section forward to the back of the roll cage. No freestanding wings are allowed. All rear tail sections are subject to the strict discretion of a track tech inspector with respect to conformity and safety.
 - e. A rear bumper is mandatory and must meet all of the same requirements as described in paragraph 3g above, except that the maximum height of the bottom loop of the back bumper from the ground must be 10" and the bumper cannot extend any farther than to the inside dimension of the rear tires.
- E. CENTER SECTION** - area between the center of the front axle to the center of the rear axle:
- a. Hood height from back of engine (or front portion of roll cage) to center of front wheels cannot extend higher than 4" above the engine valve covers. The hood must be no wider than the inside dimension of the tires. An aircraft-quality (Lexan) windshield can be used, but cannot be wider or higher than the front roll cage bars.
 - b. Side body panels must not exceed shoulder level at the back of the cage and cannot encroach on the driver. Cockpit must be 17" wide. The side body panels must taper down to below the level of the top of the left front tire at the center of the front wheels. No Plexiglas or other transparent material is allowed on the side panels.
 - c. The cockpit bodywork must be no higher than the rear body heights (36") and the driver must have a minimum of 135 degrees of unobstructed vision on each side (270 degrees total) while strapped in the car's seat with the cockpit bodywork in place. In addition, the driver must be able to enter and exit the car freely with the cockpit bodywork in place.
 - d. Side body panel width may extend out 6" beyond the inside dimension of the tires on both the left and the right side. The inside dimension is measured by drawing a straight line from the inside of the front tire to the inside of the rear tire on the same side. Side body sheet metal must be a single-plane surface only and must open at the bottom, that is, no boxing or tunneling.
 - e. A nerf bar (single exterior bar only) is mandatory on both sides of the car. Nerf bars must be made of steel with a minimum OD of 1-1/4". They must extend to within 1" of the outer edge of the front and rear tires on the same side of the car, but not beyond the outer edges of the tires. They must extend to within 10" of the front and rear tires on the same side of the car in a length measurement and must be at centerline height of the tires on the same side. Filling of nerf bars with lead is prohibited.
- F.** Chassis extensions between front and rear tires only, such as engine protrusion may extend out 6" beyond the inside dimension of the tires with an 1" tolerance allowance. This excludes exhaust headers and nerf bars, which may extend out farther. Frame rails cannot extend beyond the inside dimension of the tires.
- G.** Full body panels, which must be constructed of aluminum, steel, or fiberglass and should resemble Super Modifieds now being run, must be in place at all times while on the racing surface. Body removal can only be made with the approval of a track tech inspector.
- H.** Body panels must be changed or altered if a tech inspector feels there is a safety or visibility problem.
- I.** The intent of these body rules is to provide for the construction of safe, aerodynamic, and attractive cars. Any car owner whose car does not fit this description will be asked by a tech inspector to make the necessary changes.

J. All cars will be neat in appearance, professionally painted with large and legible numbers of contrasting color displayed on the front nose, sides, and rear of the tail section. The minimum size of the numbers on the tail end of the car must be 12" high and cannot be obstructed from view by the rear bumper. Cars are scored by their wing number and team cars must have distinguishably different colored numbers of wings to be scored accurately. Wing numbers must be 18" tall by 3" thick and not made of reflective material.

K. Top wings are mandatory at all races. Any sheet metal panel that is not an integral part of the body is considered a wing.

a. The freestanding top wing cannot exceed 24 sq. ft.; measurement is on the contour plus the lip. This is a top surface measurement including all planes. All other airfoils must be an integral part of the body.

b. The side plates cannot exceed 24" in height and cannot extend more than 6" from either end of the wing. The side plates must be fastened in such a manner that the driver is able to enter and exit the car quickly and safely.

c. The wing shall not be mounted more than 24" above the roll cage and not more than 72" from the ground. This measurement is from the lowest point on the underside of the wing to the top of the cage.

d. The wing mounted on the roll cage may extend to the outside dimension of the tires.

e. In the construction of the wing, wood, fiberglass, plastic, Plexiglas and lexan are not allowed.

f. The mounting brackets on the wing must be welded or bolted (not riveted) to a main brace inside the wing, or if the bracket is welded on to a steel or aluminum plate outside the wing, the plate must be bolted (not riveted) to a plate of the same size and thickness reinforced from the main cross brace inside the wing. The wing must be mounted using 4 anchor bolts or rod ends. **A safety chain or cable of a minimum of 3/16" in diameter is mandatory. This chain or cable must be fastened to the wing independently of the wing mounts. The wing construction and mounting will be checked for safety of a tech inspector.**

g. No cockpit-controlled devices are allowed to move the wing.

3. ROLL CAGE SPECIFICATIONS:

A. Cars must be equipped with a roll cage that does not encroach on an imaginary cylinder extending upward from the cockpit opening.

B. The roll cage must be incorporated as part of the frame construction and must be adequately braced to secure it in an upright position. It is strongly recommended that roll cage uprights extend to the bottom frame rail.

C. The top of the driver's helmet must be completely below the bottom of the horizontal roll cage bars after the bars are completely wrapped with safety-approved roll cage padding. A 4" distance between the top of the driver's helmet and the bottom of the horizontal roll cage bars is strongly recommended. A tech inspector should be able to slide a yard stick between the roll cage and the driver's helmet. The track will not tolerate any part of the driver's helmet being above the bottom portion of the roll cage bars. If this is the case, either the seat must be lowered, or an extension must be added to the roll cage to be in compliance.

D. The roll cage must be constructed of SAE 4130 seamless steel tubing with a minimum of OD of 1-1/2" and a minimum wall thickness of .095. The roll cage must be gusseted in all 4 corners.

E. A brace made of the same material and with the same diameter and wall thickness as the roll cage must be welded on both the left and right side rear roll cage verticals and the top frame rails behind the roll cage. The brace must be welded at least half way up both roll cage verticals (measured from the top frame rail just behind the roll cage to the top of the roll cage) and must extend down to the top frame rails behind the roll cage at a minimum 30" angle.

F. No sharp edges shall be left anywhere on the roll cage.

G. The roll cage must be equipped with a V-type or X-type brace behind the driver's head.

H. No sheet metal whatsoever is allowed on the roll cage.

I. Safety approved and manufactured (for example, BSCI, Simpson, Longacre, Moroso, Rebco) roll cage padding must be used around all of the horizontal and rear vertical roll cage bars, including the V-type and X-type braces behind the driver's head. Padding must be securely fastened to the roll cage using glue, tape, etc.

4. **FUEL CELL:**

A. All cars must be equipped with a fuel cell. It must be in good working order and secured while on the racing surface. The cell must be mounted within the main frame rails, behind the driver and it must be fully enclosed in a sheet metal container.

B. A check valve located in the fuel vent line is mandatory.

5. **FUEL INCENTIVE PROGRAM:**

A. The speedway welcomes New England Racing Fuels & Sunoco. We endorse New England Racing Fuels as part of our sponsorship program, where you, the racer can reap the benefits. You must be a customer and purchase fuel at the speedway; you then will become part of their "Fuel Incentive Program" and have a chance to be rewarded at the season year end banquet. We want to welcome John Holland and New England Racing Fuels to our family of sponsors to where you can be the beneficiary.

6. **FUEL:**

A. It is not mandatory to purchase all Sunoco Fuel from New England Racing Fuels at the Speedway. Petroleum based automotive gasoline is the only fuel allowed. **No alcohol, No methanol, No nitrous oxide or any other fuel additive may be used.** See Fuel Incentive Program above 5 (A).

7. **COCKPIT AND DRIVER SAFETY:**

A. **DRIVER SEAT-**The seat must be made of metal and must provide support for both the left and the right sides of the body from the shoulders to the legs. **FIBERGLASS OR PLASTIC SEATS ARE NOT ALLOWED.**

a. A padded seat is strongly recommended.

b. Right and left shoulder supports are mandatory.

c. Left and right padded head supports are mandatory.

d. Padded headrests are mandatory and must be located directly behind the driver's head and must not be any wider than 10".

B. **DRIVER BELTS:**

Seat belts, shoulder harnesses, and a crotch (antisubmarine) belt are mandatory. They must be 3" wide and bolted/fastened to the frame, the only exception would be a 3-inch into 2-inch upper shoulder belt for a Hans device. Each belt must fasten separately to a common quick-release unit. Belts must be replaced every 3 years. Any belt showing wear or deterioration will not be allowed. The complete belt assembly must be worn at all times while the driver is on the racing surface. A separate shoulder strap fastening is strongly recommended, as is a sternum belt. Use the following recommendations for installing your belts:

a. **Lap Belts:** These are designed to hold the lower abdomen, hip, and pelvic area back in the seat and to provide the majority of control in holding your body down in the seat bottom. The lap belts must be mounted at a 45° angle to the spine no matter what inclination your seating position provides. Always allow the lap belts to lie across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The lap belts must not be routed over the top of the sides of the seat. Lap belts are to hold your body, not the seat. It is important to route the lap belts through the slots in the seat to provide proper distribution of pull.

b. Shoulder Harness: This is the most abused of all the belts. Used improperly these belts will hurt you in a hard crash. Research indicates that back injuries (for example, broken back, vertebrae damage from compression of the spine, tailbone breakage, etc.) shoulder injuries and some neck injuries are directly attributed to shoulder harnesses being used improperly, or improper seat design, and not necessarily the force of the impact itself. The main function of the shoulder harness is to hold your torso back in the seat. The shoulder harness must be routed so the belts pass over the top of the shoulders and traverse a 90° angle to the spine no matter what the inclination your seating position provides. This allows the proper tension required to hold your upper body back in the seat without taking your breath away. The belts must not run down your back below shoulder height before crossing through the shoulder harness slot in the seat and must not run across the bony structure of the perimeter of the shoulder because serious damage may result. The shoulder belts must be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt.

Head and Neck Restraints: Head and neck restraints are highly recommended and should be used. Such as Hans Device, Hutchins, Simpson, etc.

C. The fuel shut-off valve, ignition switch, and fire bottle lever controls must be within the reach of the driver when the driver is held in position by belts and shoulder harness. The fuel shut-off should be marked clearly OFF and ON and should be easily accessible to the safety crew.

D. The quick-release part of the steering wheel must be made of metal.

E. All protrusions, brackets, and bracing in the cockpit area (including roll cage) must have smooth or rounded edges. If the driver is in close proximity to these items, they must be protected with Insulate or an equivalent material with a minimum thickness of 1/2".

F. An engine kill switch is mandatory and must be mounted so that it can be activated without the driver having to remove his or her hands from the steering wheel or his or her feet from the pedals. A dash-mounted switch is not allowed as the primary switch.

Examples of placement are:

a. On the steering wheel.

b. On the toe strap.

c. Built into the brake system.

G. The driver's vision must not be obstructed by engine components, body panels, etc. No mirrors are allowed.

H. Cars must be equipped with a safety toe strap fastened to the accelerator pedal: this will allow the driver to close the throttle manually if necessary.

I. **A built-in onboard fire extinguishing system in the cockpit is mandatory.** A release handle must be located somewhere on the dash so that it is within reach of the driver and the safety crew. In addition, each race team must be equipped with a 5 pound or larger fully charged dry chemical fire extinguisher in their pit at every race meet. The extinguisher must be in plain view and easily accessible.

J. Radio communication between the race director and the driver is mandatory. No 2-way communication from the racecar driver to the race director will be allowed-only the one-way communication from the race director to the driver. No other radio communication to the driver is allowed. The radio must be mounted in a radio mounting case; attaching the radio with tie straps to the roll cage is not allowed.

K. **The driver must wear the following protective racing apparel**

a. A full-face helmet with proper fastenings and protective shield. It must meet current Snell Foundation testing standards. Snell Foundation numbers are allowed are SA2005 and above. Recommend a SA2010 or newer.

- b. Nomex hood or “bala clava” if not built into the helmet.
- c. Fire-retardant uniform or fire suit properly fastened at the neck, wrists and ankles. The fire-retardant uniform must be at minimum double layer with a SFI standard 3-2A-5 rating.
- d. Fire-retardant socks, underwear, gloves and driving shoes.
- e. May use safety arm restraints fastened to the forearms.
- f. Track Officials reserve the right to confiscate any safety equipment that is of questionable nature.
Examples: A helmet incurring a major impact in a crash or being thrown or a fire suit with holes in the material.

L. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver is required to submit to track officials in writing, a medical release on the attending physician’s or chiropractor’s letterhead 24 hours prior to the next scheduled race meet in which the driver wishes to participate. Also, the driver must demonstrate to track officials the ability to enter and exit the car quickly and safely before being allowed to compete.

M. If a driver is rendered unconscious from an accident on the track, the driver upon regaining consciousness will not be allowed to compete for the duration of the race meet.

N. Drivers must be physically and mentally healthy to compete on any given race day. Track officials may require a driver to submit a written statement, on the attending physician’s or chiropractor’s letterhead, that attests to the fitness of the driver to operate a racecar.

8. ENGINE OPTION# 1 603 Crate Engine, GM P/N: 88958603;

A. Car owners of a ZZ4 Spec Engine (GM P/N 88958603) must submit to Lee Speedway’s Office each year a Spec Engine Agreement Form along with your valid Dyno Sheet from Butler and McMasters or RPM Race Engine forms will be on file with office and at the race track. You the competitor will be responsible to have a valid Dyno Sheet for the Spec Engine noted on the Spec Engine Agreement Form.

a. All ZZ4 Spec Engines must be Dynoed and Sealed by Butler and McMasters or RPM Racing Engine.

b. After three (3) wins sealed engines will be pulled at the speedway to be sent to Butler and McMasters or RPM Race Engine to be dyno tested. The carburetor and spacer will need to go along with the engine. *Lee Management/Tech reserves that right to pull any engine configuration that is in question and have it sent to Butler and McMasters or RPM Engine for verification. If engines pass all dyno testing than Lee Speedway assumes cost of all testing, if the engine or part is found illegal you will be responsible for all cost.

B. Once an engine or part has been found illegal you will become responsible for all cost incurred to bring engine or part to legal specifications.

C. Roller Rockers and Beehive Springs are Allowed on the 603 Crate Engines

* Also See Page# 13 Item 22 “SUPER MODIFIED CRATE ENGINE”

ENGINE OPTION# 2, Built Engine;

1. BLOCK – Only engine allowed is American made, production, Chevy Gen 1, V-8 with a standard displacement of 350 cubic inches. Maximum .060 overbore allowed for max. displacement of 363 inches. Must be O.E.M. cast iron block with all factory numbers showing. No 400 blocks or Bowtie blocks allowed. No machine work on outside of block or on front or rear of camshaft. Engine must be mounted in standard position and must be level across intake manifold.

2. CYLINDER HEADS – Must be stock production, O.E.M. cast iron 23-degree heads from same manufacturer as engine block with all casting marks untouched. Sand blasting, bead blasting, porting, polishing welding, port matching or angle milling of heads is prohibited. World Products S/R Torquer #4266 and Vortec and Bowtie heads are allowed.
3. PISTONS – Only flat top pistons are permitted. Valve reliefs may be cut into pistons. Pistons may not protrude above block head surface. No domed.
4. CONNECTING RODS – Solid steel connecting rods only. No titanium lightened steel, plastic or aluminum rods allowed.
5. CRANKSHAFT - May be steel or cast iron; must be stock stroke of 3.480 with max tolerance of +/- .015. No polishing or knife edging allowed. Vibration dampener must be stock O.E.M. type. Must be minimum of 38 lbs.
6. CAM & LIFTERS – Can be hydraulic or solid lifters. No overhead or roller cams allowed. No mushroom lifters; lifter bore must remain O.E.M. stock; No Ford lifters. MAX cam lift allowed is .500" at the valve.
7. VALVE TRAIN – Valves must be steel and stock diameter for head being used. Roller rockers are allowed. Screw-In studs are allowed. No stud girdles are allowed. NO titanium or carbon fiber components of any kind allowed.
8. INTAKE MANIFOLD – The only eligible intake manifold is current design Edelbrock Performer Series #2101 or #2116. Manifold must remain exactly as manufactured. NO port matching, acid dipping or flow work permitted. Manifolds may not be painted, inside or outside. No water transfer tubes allowed. Manifold may be subject to exchange by track officials.
9. FUEL PUMP – Only stock type, mechanical pumps allowed, mounted in stock location. No electric pumps allowed
10. CARBURETOR – Only Holley #4412 two-barrel 500 CFM carb. Only a single piece, straight bore, solid carburetor adapter, one inch maximum thick is allowed. Only single, maximum .070 thick gaskets allowed, one above and one below adapter. No vacuum leaks between intake valves and top of carburetor. No alterations or metal removed from carburetor except enlargement of the idle hole in throttle plate. Choke tower may not be removed. Choke "butterfly" may be removed. Jets, power valve and accelerator pump quarters may be changed. Only one 4" x 14" or less air cleaner element is allowed. No scoops or forced air induction allowed.

ENGINE OPTION#3 604 Crate Engine, GM P/N: 88958604;

The 604 Crate Engine Program is being developed for the 2017/2018 race season.

1. **Car owners of a 604 Spec Engine (GM P/N 88958604)** must submit to Lee Speedway's Office each year a Spec Engine Agreement Form along with your valid Dyno Sheet from Butler and McMasters or RPM Race Engines. These forms will be on file with office and at the race track. You the competitor will be responsible to have a valid Dyno Sheet for the Spec Engine noted on the Spec Engine Agreement Form.
2. **604 Crate Engine will be required to run a certified carburetor reducer spacer which will be supplied from RPM Racing Engine. This spacer will be serialized and cannot be altered in anyway.**

2017 REQUIRED WEIGHT: Minimum weight, immediately after heat or feature with driver strapped in.

Engine Option# 1 603 Crate Engine shall weigh 1900lbs with maximum left side weight 65%
Engine Option# 2 Built Engine or 604 on a 2-barrell shall weigh 2000lbs with maximum left side weight 64%
Engine Option# 3 604 Crate Engine shall weigh 1950lbs with maximum left side weight 65%
 No fuel can be added to car at scales to make weight. No bolt on weights allowed outside of frame rails, all ballast must be painted white with car number on it and securely bolted or welded to frame outside of driver's compartment. No filling of nerf bars or bumpers allowed.

9. IGNITION SYSTEM:

- A. Any battery-powered HEI ignition system is allowed.
- B. An MSD billet distributor is allowed.
- C. The only MSD modules allowed are #83645 or #8364I (both have rev limiters).
- D. Only one working coil is allowed.
- E. Crank trigger systems, magnetos, boosters, remote coils, other remote ignition devices, and systems with an external box are not allowed.
- F. Wet and dry cell batteries are allowed. All batteries must be securely fastened to the frame inside the main frame rails and outside the drive compartment. They must have a protective covering to prevent spillage of acid in the event of an accident. Track officials will have final approval of the covering.

10. CARBURETOR AND VALVE TRAIN ZZ4:

- A. **Carburetor for ZZ4 Engine must be a single unaltered Holley 4 bbl. up to 650 CFM or Holley 2 bbl. 500 CFM 4412. A Holley 650 CFM 4 bbl. #4777-C with choke horn cut no lower than top of air cleaner flange. No ultra HP (high Performance) which alters the booster location or configuration of a stock holly booster must have center booster bridge.**
- B. **Only allowed one carburetor spacer/adaptor no thicker than 1" with a straight bore, cannot be tapered.** 2 gaskets no thicker than .070 may be used.

11. OILING SYSTEM:

- A. Oil pan must be made of steel and may be enlarged provided that it remains within the belly pan under the engine.
- B. Dry sump systems, external oil pumps or tanks and oil coolers are not allowed.

12. COOLING SYSTEM:

- A. Radiators and cooling devices must be mounted in front of the driver cockpit.
- B. Water is the only coolant—no antifreeze is allowed.
- C. Water pump may be mechanical or electric. Lubricants such as Water Wetter are allowed.
- D. A one-quart or larger recovery can, or unit must be located behind the rear tires. Hose routing must be done with driver safety in mind.

13. EXHAUST SYSTEM:

- A. All exhaust pipes must run into a common collector on each side of the car.
- B. No zoomie or grass burner headers are allowed. Headers must be kept away from possible fuel spillage areas.
- C. All parts of the exhaust must remain inside the nerf bars.
- D. All cars must run at the minimum, a fully functional unaltered Schoenfeld I03535K I0" muffler. Strongly recommended are Moroso #94051 or #94052. No homemade mufflers or baffle systems are allowed. Mufflers must be in good working condition and securely fastened mufflers must be connected on the end of the header pipes with the outlet pipes angled down towards the track surface.

E. Cars without proper exhaust systems will not be allowed to run at any time.

14. **TIRES:**

A. Lee track tires must be used. Tires must be purchased at the track only and must be registered with Lee Tire Officials. **Tire slips must be turned in at the mandatory drivers meeting failure to do so will place you at the rear of the feature starting lineup.** See race meet tire procedures in General Rules.

B. Tires must remain with the car to which they have been registered.

15. **TRANSPONDERS:**

Transponders are mandatory. Transponders must be 6 inches in front of right side of the rear end tube. See Diagram on Page# 14. AMB Transponder can be purchased at 678-816-4000.

16. **NASCAR LICENSE:**

A NASCAR License is required for ALL drivers in our weekly NASCAR Whelen All-American Series which includes the Super Modifieds, Late Model Sportsman, Hobby Stock and the Ironman Divisions. It is highly recommended for all pit crew members entering the pit area to hold a current NASCAR License so you too can acquire additional insurance coverage. Only License holders will receive a discount on pit tickets.

Any driver under the age of 18 must complete the necessary releases (NASCAR License Form & Addendum "A" Form which needs to be signed by a parent or legal guardian in order to get a NASCAR license.)

Learners Permit License - (Tan Form): Drivers between the ages of 14 & 15 years old in the Late Model Sportsman, Hobby Stock and Ironman Divisions only can get a Learners Permit License. A driver applying for a Learners Permit License must also have an Addendum "A" Form signed by a parent or legal guardian in order to get a NASCAR license.

17. **RADIOS:** See general rules # 59.

18. **RACE PROCEDURES:**

SEE LEE USA SPEEDWAY TRACK GENERAL RULES WHICH IS AN EXTENSION/PART OF THESE RULES.

19. **DISQUALIFICATIONS:**

SEE THE LEE USA SPEEDWAY TRACK GENERAL RULES.

20. **GRAY AREAS:**

A lot of time and effort was put into preparing these rules to specifically define the area that are encountered in building and fielding a safe and competitive Super Modified. However, no set of rules can be all encompassing. The overall intent of these rules is to facilitate a competitive level playing field of Super modified to provide an excellent show for our fans and to do so in a professional manner that is safe as possible for track workers, competitors, crew members, and fans alike.

If in the creative interpretation of these rules you encounter a gray area that appears not to specifically cover what you are contemplating doing or adding to your car, take into account the overall intent of the rules and ask for a ruling from the technical director prior to doing or adding it. If you arbitrarily do it or add it to your car and your actions are found to be outside the intent of the rules by the technical director, your car may be considered illegal during post-race tech. Remember, if that happens, you could lose all points and money for the race meet and an additional 50 points could be deducted from your accumulated point's total.

21. RESPONSIBILITY:

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE GENERAL RULES OF LEE USA SPEEDWAY AND THE CURRENT RULES PERTAINING TO THE DIVISION IN, WHICH HE/SHE CHOOSES TO PARTICIPATE IN.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant or official.

21. SUPER MODIFIED CRATE ENGINE:

Thank you for being part of the crate engine program at Lee USA Speedway. This program is in place to reduce cost and put the racing back in the driver's hands and not your wallets. The GM Crate Engine can be purchased from any GM dealer. Lee Speedway recommends Poulin Chevrolet of Rochester NH for great pricing. All engines before they are eligible for use must be sent to the tracks designated engine builder to perform a dyno run and install the tracks inspection seals. There is a charge for the dyno and any parts you may need for your engine. The base engine (P/N 88958603) is listed in GM parts catalog with a service parts list. No part can be altered or replaced with any other manufacturer or another GM part number that does not belong to the engine parts list. Valve covers may not be replaced. The seals from GM and Lee Speedway may not be removed or tampered with in any way. An approved engine builder is the only one that may complete any repairs or future rebuilds.

We are committed to this program and the future of this Division and its success. If the speedway discovers that any competitor tampers with their crate engine the Race director will impose strict penalties up to and including the loss of all points and confiscation of their engine or indefinite suspension.

We thank you again for your participation and enjoy working with you on making this division a success.

AUTHORIZED ENGINE BUILDERS:

BUTLER & MACMASTER
323 WATER STREET
ALLOWELL ME 04347
PHONE# 207 623-8895
FAX: (802) 524-7406

RPM RACING ENGINES
331 CARPENTER HILL ROAD
GEORGIA, VT 05478
PHONE: (802) 524-7406
FAX # 207 622-5843

NAT'S RACING ENGINES
702 Warren Ave
Swansea, MA 02777
PHONE# (508) 336-4142

REDLINE PERFORMANCE ENGINES
12 Edison Drive, Ste 2
Augusta, ME 04330
PHONE# (207) 418-1695

Rules may be adjusted to meet the needs to equal the playing field without notice.

REVISED ON: [5/23/2018](#)

*ALL RULE CHANGES MUST BE APPROVED BY THE LEE USA SPEEDWAY TECH COMMITTEE WHICH IS:

Jeff Zuidema, Race Director/Director of Competition, 508-769-2890, budmen2@charter.net

Scott Miller, Super Lead, 603-477-4988,

Dave Tibbetts, Late Model Sportsmen & Street Stock Lead,

Dennis Soars, Ironman & Pure Stocks Lead, 978-452-4895, techmandennis@aol.com

Joe Bassett, General Manager, 978-580-7962, joebassett@leeusaspeedway.com

Mailing address for speedway's office:

Lee USA Speedway

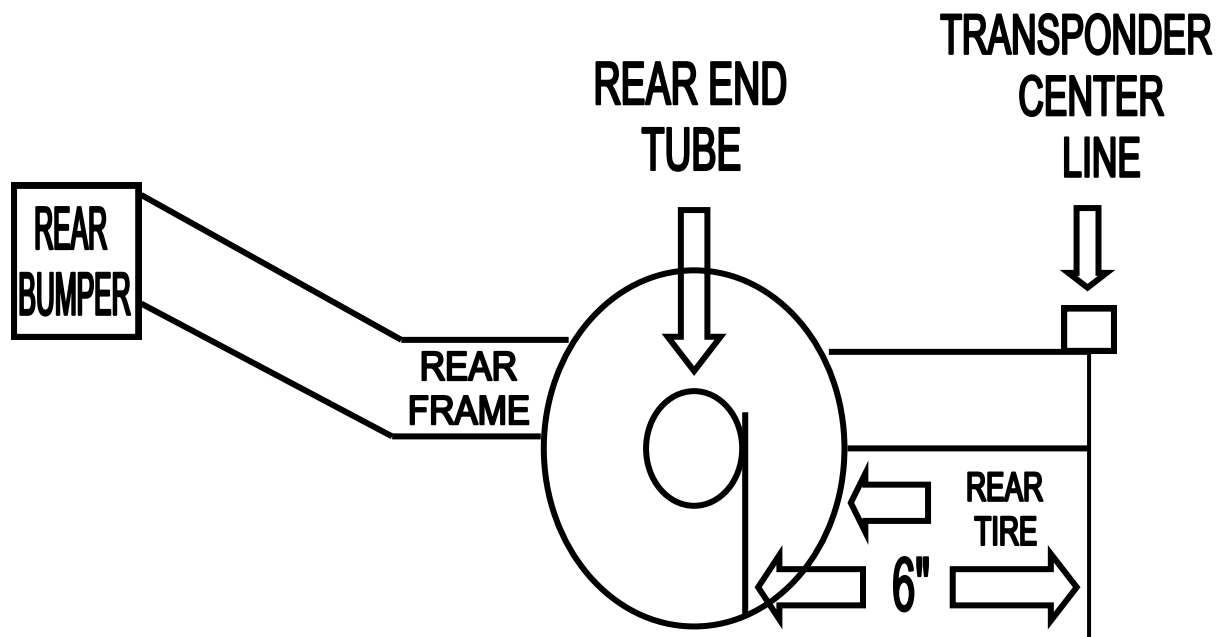
P. O. Box 62

Amherst NH, 03031

Office Number is: 603-554-8723

Transponder Mounting Location

The transponder must be mounted in compliance with the diagrams provided below. It must be mounted in a vertical position and open to the track surface. The center of the transponder must be **six (6) inches back from the front edge of the right side of the rear end tube**. Also, the bottom most part of the transponder should not be below the bottom most part of frame.



NOTE: Permanent Hardwired Transponders are available for purchase and are mounted in the same orientation and position as the rentals. To purchase a transponder contact AMBTransponders at [678-816-4000](tel:678-816-4000) or www.amb-it.com. Any mounting questions should be directed as with any other rules to Lee Tech: