



2022 Modified Rules

VERSION 1.0

NOTE: SANCTIONING BODY AND/OR TRACK DOES NOT EXPRESS OR IMPLY ANY WARRANTY OF SAFETY RESULTING FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDE TO CONDUCT OF THIS SPORT AND ARE NOT IN ANY WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY PARTICIPANT, SPECTATOR, OR OFFICIAL.

THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!

ANY INFRACTIONS OF THE RULES MAY RESULT IN A WEIGHT PENALTY OR NOT BEING ABLE TO RACE. SANCTIONING OFFICIALS HAVE FINAL DECISION IN

ALL RULINGS!

1. SAFETY EQUIPMENT:

- A.** Snell-rated SA2010 or newer helmet required.
- B.** Roll bar padding required in drivers' compartment. (FIRE RETARDANT IS HIGHLY RECOMMENDED.)
- C.** SFI full fire suit required. Fire retardant neck brace, gloves and shoes required. (FIRE RETARDANT HEAD SOCK AND UNDERWEAR; HEAD AND NECK RESTRAINTS AND COLLAPSIBLE STEERING SHAFT ARE HIGHLY RECOMMENDED.)
- D.** Driver side window net required and MUST be mounted so that the latch is at the top front of window.
- E.** Minimum three inch wide, five or six point safety belt assembly required and must be mounted securely to the roll cage. (IT IS HIGHLY RECOMMENDED NOT TO BE MORE THAN THREE YEARS YEAR OLD.)
- F.** Charged Fire Bottle system required. (A SEPARATE, HEAT ACTIVATED, FIRE BOTTLE ON THE FUEL CELL IS HIGHLY RECOMMENDED.)
- G.** Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON.'
- H.** There must be a fuel shut off valve at the fuel tank.

2. DRIVER COMPARTMENT:

- A.** Aluminum high back seat only and must be bolted in securely, inside the left OEM frame and ahead of the rear tires. Bottom of seat can be no lower than bottom of frame. (NASCAR STYLE RIGHT AND LEFT HEAD, SHOULDER SUPPORTS AND LEG RESTRAINTS HIGHLY RECOMMENDED).
- B.** Driver must be sealed off from track, driveline, engine, fuel cell, battery and pumps.
- C.** No driver adjustable devices allowed in cockpit except brake adjusters.
- D.** Radios not allowed, no mirrors allowed.

3. FRAME:

- A.** Steel OEM perimeter American made rear wheel drive passenger car frame only. (*Reproduction 68-72 Chevelle frames are approved.*) No sports car frames allowed. (*Howe fabricated Impala (35809) and Chevelle (35810) clips are approved and must fit track owned templates provided by Howe Racing.*)
- B.** Ford style strut front suspension of any kind allowed must add 50 lbs.
- C.** Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides.

Exceptions:

- a.** Weight jack located in the original centerline of the spring tower.
- b.** Frame may be cut a maximum 36" forward from center of rear housing.
- c.** Horns may be removed in front of steering box
- d.** Front cross-member may be notched and boxed for radiator and/or steering clearance

- e. 7-10" maximum opening in side of spring tower for spring removal.
- f. OEM upper A-frame mounts may be replaced with aftermarket mounts.
- g. Maximum 4" x 4" tall frame stiffener may be welded directly to outside of left OEM frame rail.
- h. Left side OEM frame rail may be notched within the cockpit for safety and foot clearance.
- i. Right side frame rail must have top and bottom of the frame (No lightening of frame rail).
- j. Seat must be mounted between stock frame rails.
- k. Wheelbase will be between 108" and 112" on both sides.
- l. Maximum overall track width, front and rear, shall not exceed 76" measured from wheel bead to wheel bead with COS official Referee at spindle pin height.

4. ROLL CAGE:

- A. Must consist of continuous hoops, minimum 1.75" O.D. tubing, with a minimum wall thickness of .095" for the main cage.
- B. Frame must be mounted in at least 6 places, low carbon or mild steel recommended.
- C. Roll cage must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops.
- D. Driver's head must not protrude outside cage with helmet on.
- E. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo.
- F. Foot protection bar(s) required. Main cage may not be further forward than the rear of the engine.
- G. All bars forward of the cage must be lower than the hood.
- H. "X" OR "Z" BAR BEHIND THE DRIVER'S HEAD IS HIGHLY RECOMMENDED.
- I. All driver side door bars and uprights must be a minimum 1.75" and .095" wall thickness.
- J. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage.
- K. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5" O.D.
- L. Steel door plate, 16 gauge (.065") minimum thickness, 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.

5. FRONT SUSPENSION AND STEERING:

- A. All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts.
 - Exceptions:**
 - a. Tube type upper A frames with or without aluminum or steel cross shaft.
 - b. Upper control arm mounts can be moved.
 - c. Stamped steel OEM replacement and tubular lower a-frames are allowed. Must meet OEM exactly.
 - d. Rubber, nylon, or steel lower a-frame bushings; no offset bushings
 - e. Welded or bolted shock mounts on lower a-frames
 - f. Lower a-frames must be right and left, and of the same design for both sides. (Mixing of lowers allowed)
 - g. **Lower a-frame mounts and bolt holes on frame must be in OEM location.**
 - h. OEM or aftermarket steel ball-joints allowed.
 - i. Sway bar must be OEM type, no spline style bars.
 - j. Two piece steel hub and rotor may be used. (No Aluminum Hubs)
- B. No rack and pinion steering.
- C. All steering components must be steel, OEM type, in OEM location.

Exceptions:

- a. Tie rod ends and adjuster sleeves may be replaced by a minimum .625" steel rod ends and steel tubes
- b. OEM spindles can be reamed for ball joints and modified to accept heim style outer tie rod ends.
 - i. May be modified for caliper mounting purposes only.
 - ii. Bolt on or weld on spindle savers allowed.
 - iii. May have modified inclination angles.
- c. Spindles arms must be the same length on both sides as measured from the center of the ball-joint pin to the center of the tie rod end.
- d. Passenger car drop spindles allowed (OEM passenger car spindles ONLY. NO MADE FOR RACING OR FABRICATED SPINDLES.)
- e. Spindles must be right and left, the same height and of the same make (Example- Pinto, Metric, Chevelle)
- f. Steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum;
- g. Driver compartment steering may be modified, but must be kept on the left side.
- h. Center-link must be steel and can be OEM, aftermarket or made for racing.

6. SHOCKS:

- A. No external canister shocks (SCHRADER VALVES PERMITTED)

- B. Single adjustable shocks permitted.
- C. No double adjustable shocks or blow off shafts.
- D. 1 shock per wheel.
- E. 1 additional shock allowed in the lift/pull-bar area.
- F. Bump Springs and Bump Stops are allowed.
- G. All shocks must be easily removed and uncovered.
- H. No Coil-overs allowed on front, but can be used on the rear shocks.

7. SPRINGS:

- A. Steel coil and leaf springs allowed.
- B. Coil springs must be at least 4.5" O.D. and made of spring steel. (No exotic spring materials.)
- C. No torsion bars or air bags.
 - Exception:**
 - a. Pull bar and bump springs may utilize smaller O.D. springs.

8. REAR SUSPENSION:

- A. No independent rear suspension.
- B. All components must be steel. (Aluminum hex tubes acceptable)
- C. Rear of frame may be altered to accept leaf or coil springs.
- D. Steel coil-over eliminators, and steel or aluminum (5") coil-over kits, are allowed on the rear only, and must conform to shock and spring rules.

9. REAR END:

- A. Any steel approved OEM passenger car or truck rear end allowed.
- B. Closed, steel tube Quick changes allowed.
- C. Floating steel safety hubs are mandatory.
- D. Axles must be made of steel.
- E. No cambered rear ends.
- F. One (1) piece drive flange only.
- G. All components must be steel.

Exceptions:

- a. lowering blocks
- b. axle caps
- c. rotor plates
- d. drive flanges
- e. third link bracket (Ex - Sweet Style)

H. No covers allowed on the rear of the body.

- I. All cars running a birdcage type rear suspension must have a 1/16" steel plate or 1/8" alum plate behind the seat. The plate must attach from the top bar to bottom, and from the left side to right at least 3" past the seat.

10. Tires Hoosier F70

11. WHEELS:

- A. 8" steel wheels only, measured from inside of the bead to inside of the bead.
- B. No screws or rim mounted bleeder valves.
- C. Steel and aluminum wheel spacers are allowed.

12. Tire Impound and Purchase Rule

- a) All tires used in competition at COS in Outlaw Super Late Models, Late Model Sportsman and Modified's will be impounded for the season at designated COS impound area. Tire and wheel assemblies will be released when pit gates open and must be returned to impound no more than 30 minutes after feature event completion.
- b) COS impound area will be identified to each competitor upon registration and will be in an enclosed, secure structure.

- c) Opening night, all division competitors will be allowed to purchase 4 new tires. Tires will be marked on the inside, serial numbers recorded, and a unique COS stamp will be utilized on the sidewall of the tire for quick identity purposes. These tires will be known as Certified Tires. These 4 Certified Tires will be required to be the only tires used in competition opening night. Any tire used in competition other than the 4 Certified Tires purchased on opening night ***MUST*** be approved by Modified Challenge Series Director.
- d) **Certified Tires will be the only tires allowed on track in Outlaw Super Late Models, Late Model Sportsman and Modified divisions. This includes any and all on-track activity including but not limited to: qualifying, heat races and feature events.**
- e) All Certified Tire and wheel assemblies that are intended to be used in future events will be required to be impounded 30 minutes upon feature event completion. A COS Certified Tire official will release and accept all tires from the impound facility. Signatures in/out will be required. Any tire/wheel combination that is not impounded 30 minutes upon feature event completion will become *un-Certified* and disallowed from future events. Competitor will be required at next race event to purchase at least 2 heat cycled Certified tires and start from rear of the field in all scheduled races for that race event.
- f) 6 Certified wheel and Tire assemblies may be impounded per registered car after opening night. All wheels will be required to have the car # on them in an identifiable place. No transferring of Certified Tires from one registered car to another. Each Certified Tire will be unique to a registered car number. Any deviations from this policy will require Modified Challenge Series Director approval.
- g) Only 2 tires may be purchased and Certified per race event. If no tires are purchased for an event, the following week only 2 tires will be allowed to be purchased and Certified.
- h) COS will have full inventory of heat cycled tires for traveling division drivers and new COS registered drivers to purchase after opening night in addition to 2 new weekly Certified tires. These heat cycled tires will be comparable to the 2 used tires the rest of the division will be using. All heat cycles tires are scuffed by COS.
- i) In the event of a flat tire, teams may utilize one of the two additional Certified Tires allowed in impound. In the event a team requires more than the two additional Certified Tires, Modified Challenge Series Director must approve any additional tire installed on car. This will only occur at Modified Challenge Series Director's discretion, and should only occur in an extreme circumstance. Additional Director approved tires will be subject to full inspection, including but not limited to laboratory testing for alterations from factory.
- j) Any tire that requires dismounting or breaking of the bead must be performed in the presence of COS division official.
- k) **There will be NO TIRE SOAKING OR ALTERING of any kind allowed in any division at COS.** The Tire Impound and Purchase Rule is designed to be a cost saver for the racer and allow fair, competitive racing for each team.
- l) Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting, grinding, buffing, warming, cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of the tire identification numbers, labels, code numbers or serial numbers. Any violation of this nature causes the tire to be deemed ineligible for competition. Tires may not be covered at any time.
- m) All Certified tires must be kept in the vicinity of the racecar while parked in the pits. At no time may a Certified tire be taken into a trailer or become out of common visible sight of the pit slab or fellow competitors.
- n) Tires may be inspected at any time by COS officials. This includes but not limited to: Breaking down of tire, durometer testing, sample removal for testing at official COS tire testing laboratory. Any tire deviation from factory will result in immediate suspension, loss of all event purse winnings, event points and a strict reinstatement process to be determined by Modified Challenge Series Director. All Modified Challenge Series Director decisions are final.

13. **BRAKES:**

- A. MUST be steel OEM type only and operative on all 4 wheels.
- B. Must maintain minimum OEM dimensions for hub/rotor and calipers.
- C. Bolt pattern may be changed.

- D. Larger studs allowed.
- E. No hat style front rotors.
- F. Rear rotors may be aftermarket, minimum .810-inch-thick, vented rotors only. No scalloped or drilled rotors

14. EXHAUST:

- A. Mufflers are required. Maximum decibel reading of 100 dbl track side.

15. FUEL SYSTEM AND FUEL:

- A. Mechanical or belt driven pump only and must be mounted on front of motor.
- B. Racing fuel cell required with a 22-gallon maximum capacity, square or rectangle in shape (*no tear drop, wedge, or exotic F-1 type fuel cells allowed*).
- C. Fuel cell must be in a minimum 22-gauge steel container.
- D. Cell must be securely mounted behind the rear axles and between the rear tires.
- E. Cell must be mounted with a minimum of 6" ground clearance or 1" above the bottom of the rear frame rails.
- F. Cell must be mounted with a minimum of 2 solid steel straps around the entire cell, 2" wide and .125" thick or equivalent.
- G. All cell mounts must be steel and securely welded or bolted to the frame.
- H. Fuel cell guard must cover rear of cell and extend past both ends of the cell.
- I. Fuel cell guard must extend below the bottom of the fuel cell.
- J. Vents and lids must have check valves.
- K. Fuel line pickup must be on top of cell.
- L. Racing gasoline or alcohol allowed. E85 will be allowed.
- M. CARS THAT RUN ALCOHOL MUST HAVE AN **Red (A)** ON BOTH SIDES OF SAIL PANEL AND RIGHT SIDE OF REAR FILLER PANEL.

16. WEIGHT:

- A. Minimum weight limit of 2,450 pounds with 1,000 pounds right side (*No Tolerance*) before the race with driver and helmet in the car sitting in a normal driving position.
- B. Weights must be securely mounted with at least two (2) half inch bolts to frame or roll cage, and painted white with car number on it.
- C. No weight outside of the body.
- D. No titanium, carbon fiber, or exotic materials used on race car.
- E. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

17. BATTERY / STARTER:

- A. One 12/16-volt battery only, must be securely mounted between frame rails, behind crossmember, in front of rear end and outside of driver cockpit with positive terminal covered.
- B. Car must have the capacity of starting without being pushed or pulled.

18. GAUGES / ELECTRONICS:

- A. No electronic monitoring computer devices capable of storing or transmitting information.
 - Exception:**
 - a. Analog tachometer.
 - b. Lap timers allowed during practice only.
- B. No adjustable ignition control boxes (excluding digital MSD rev limiter adjustment.)
- C. One (1) 12/16-volt ignition box allowed.
- D. No additional ignition accessories allowed.
- E. No magnetos.
- F. **NO TRACTION CONTROL DEVICES OF ANY KIND. THIS WILL BE CHECKED FOR!**

19. TRANSMISSION:

- A. Must have at least two forward gears and one reverse, plus a neutral position.
- B. With engine running and car in still position, must be able to engage car in gear and move forward, then backward.
- C. OEM production type or approved aftermarket transmissions (*Bert, Brinn, Falcon*) allowed. (*2-speed, 3-speed, 4-speed and automatic*).
- D. No 5-speed or more transmissions.
- E. No 'in and 'out boxes allowed.
- F. Standard clutch type transmissions must have a blow-proof bellhousing (*steel or aluminum*).
- G. Automatic transmissions must have an approved scatter shield.

20. DRIVE SHAFT:

- A. Minimum 2.0" diameter, steel drive shaft, painted white.
- B. Steel slip-yokes only.
- C. 360-degree drive shaft loop required and must be constructed of at least .25 inch by 2-inch steel or equivalent, mounted 6" back from front u-joint.

21. ENGINE COMPARTMENT:

- A. Rear of engine must be mounted at least 72" forward from centerline of rear axle.
- B. Engine offset must be kept within 2" of centerline of front cross member with engine level.
- C. Radiator must be mounted in front of engine.
- D. Cooling system may be modified as needed.
- E. No antifreeze allowed.
- F. 11" minimum crank height

22. ENGINE:

- A. Any American make cast iron block engine allowed.
- B. No machine work to the outside of the block (*lightening*). Any altered block must be approved by Race Director.
- C. Wet sump oiling system only.
- D. Single stage external pump allowed as long as oil remains in the pan (No external tanks).
- E. One (1) naturally aspirated two or four barrel carburetor only. (*No fuel injection*).
- F. LS motors no coil packs, must have distributor.

23. NUMBERS / DECALS:

- A. All numbers shall be in contrasting color from body, affixed to both doors and top of the roof, be at least 4 inches thick and 20 inches tall, and be readable from the passenger side of the car.

24. BUMPERS: (See diagram)

- A. Steel bumpers must be on front and rear at all times and welded or bolted securely to the frame.
 - a. Aluminum I-Beam rear bumper is allowed
- B. Must be a minimum 1.25" O.D. tubing, .065" wall thickness.
- C. Two bar front bumper must be mounted frame end to frame end, no wider than width of OEM frame horns.
- D. Bottom loop must be parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5" apart, measured center to center.
- E. No sharp edges.
- F. Rear bumper must have rounded nerf bars that follow quarter panel and connect back to frame on both sides.
- G. Bumper must be same width of quarter panels. (See Z on body panel rules)

25. BODIES: (See diagram for specifications)

ROOF:

- A. You may run an aluminum roof if it meets the specs of a fiberglass roof.
- B. Roof Rake:
 - a. Must be a MINIMUM of 3" and MAXIMUM of 5" at the front with 6 ft level.
 - b. Must be a MINIMUM of 1.5" – and a MAXIMUM of 2" at the rear with 6 ft level.
 - c. All parts of the front and rear edges of the roof must fall between the maximum and minimum rake dimensions.
- C. Roof must mount within 1/2" to the top of the cage and still meet existing roof rules, and Diagram (M).
- D. ROOFS MUST BE FIBERGLASS OR ALUMINUM (NO CARBON FIBER) FULL SIZE, ROUNDED AND STOCK APPEARING (NO FLAT ROOFS).

INTERIOR:

- A. It is highly recommended that you keep the interior open in the cockpit around the driver in case of emergency.
- B. The body must be same width, front to rear, and parallel to the OEM frame.
- C. Engine compartment must remain open on both sides.
- D. Hood must be enclosed at rear.
- E. No panel in front of the right door to engine compartment.
- F. No inner panels.
- G. Roof must attach to decking with A, B and C Pillars.
- H. Driver and passenger side windows must have at least 12" X 18" opening (*height and width*), measured at the center of the

window, between the lowest points at top of window, whether roof or roll cage, and the highest point at bottom of window, whether interior or body.

- I. No full windshields allowed.
- J. Must have a minimum 3 windshield bars in front of the driver.
- K. Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel.
- L. Minimum .125" aluminum, or 22 (.035") gauge steel, complete floor pan required.

SPOILER:

- A. 4" x 66" maximum spoiler. (Lexan is recommended)
- B. Must be 45° to deck lid
- C. Spoiler must be solid.
- D. Braces may support from rear. No verticals of any kind allowed.

SAIL PANELS:

- A. Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angle inward to the roof.
- B. No fins or lips on body, however, you may run a lip of 3/4" x 3/4" on sail panel for strength only.
- C. May use lexan in sail panels.
- D. Quarter panels and B/C pillars must be 2 distinct pieces.

NOSES:

- A. Plastic noses are allowed as long as they meet body dimensions.
- B. All cars must run a full upper and lower nose.
- C. Noses will be allowed a maximum 3" front lower valance/splitter around the bottom of the nose.
- D. Aluminum noses are allowed vertical sides with a maximum lip width of 1.5".

BODY MISC:

- A. No plastic body parts other than approved noses or hood scoops.
- B. No wings or aerodynamic devices or lips inside or outside the car.
- C. Outside of tires must be the widest part of car.
- D. Oil coolers/radiator must not protrude above interior or outside of the body.

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. 36" Max. Dimension applies to bumper and nose length and includes 3" splitter.
- F. 6" Max. (Scoop/Deflector)
- G. Side skirts can hang no lower than the bottom plane of the frame. – Bottom of Quarters must be 8" from ground.
- H. 19" Max. (Same both sides)
- I. 112" Max. – 108" Min.
- J. 29" Max. – 22" Min.
- K. 72" Max. Or not past back of block, right side. Left side may extend forward to cover foot box if necessary.
- L. 18" Max. – 12" Min. Opening, both sides.
- M. With a 6' level, you must have a minimum of 1.5" and a maximum of 2" of gradual clearance at the rear edge of the roof and 3" minimum and 5" maximum at the front edge of the roof. The rake of the roof may be measured at any point from side to side.
- N. 117" Max. – 106" Min.
- O. 45" Max. – 34" Min.
- P. 3" Max. height at rear of sail panel with a gradual slope from the roof to this point.
- Q. Interior rake is 6" Maximum front to rear and flat across.
 - a. 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.
 - b. Top of interior must be flush with the top of doors and quarterpanels.

c. Interior rake measurement will be the difference in height between the top, front edge of the door and the highest point of the rear quarter panel.

R. 38" Max. – 28" Min.

S. 38" Max. – 24" Min.

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

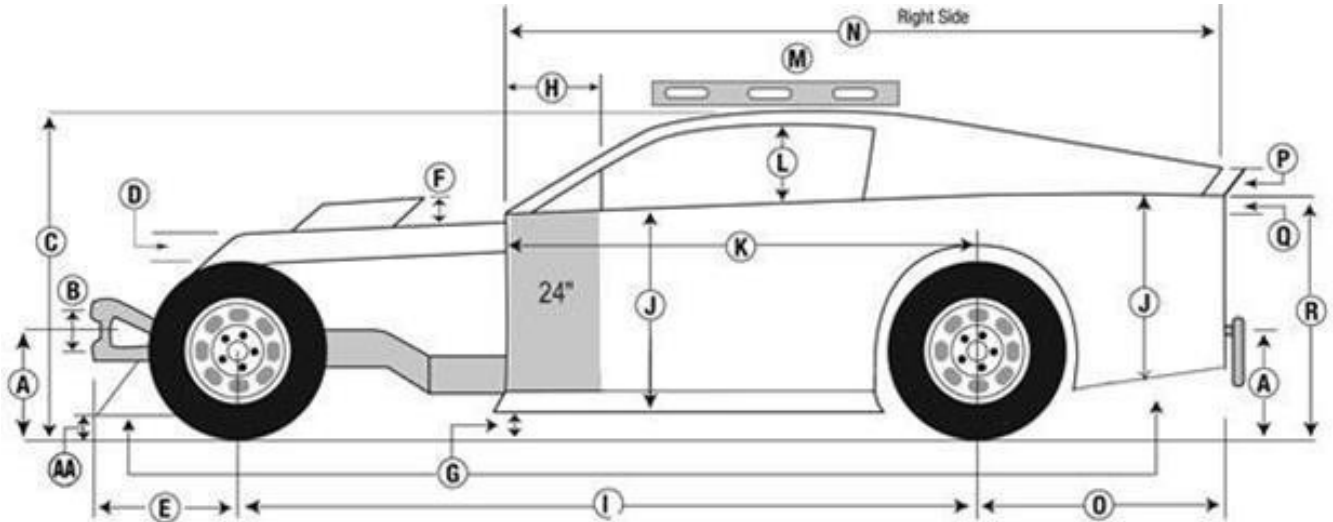
U. 52" Max. – 44" Min.

V. 56" Max. – 41" Min.

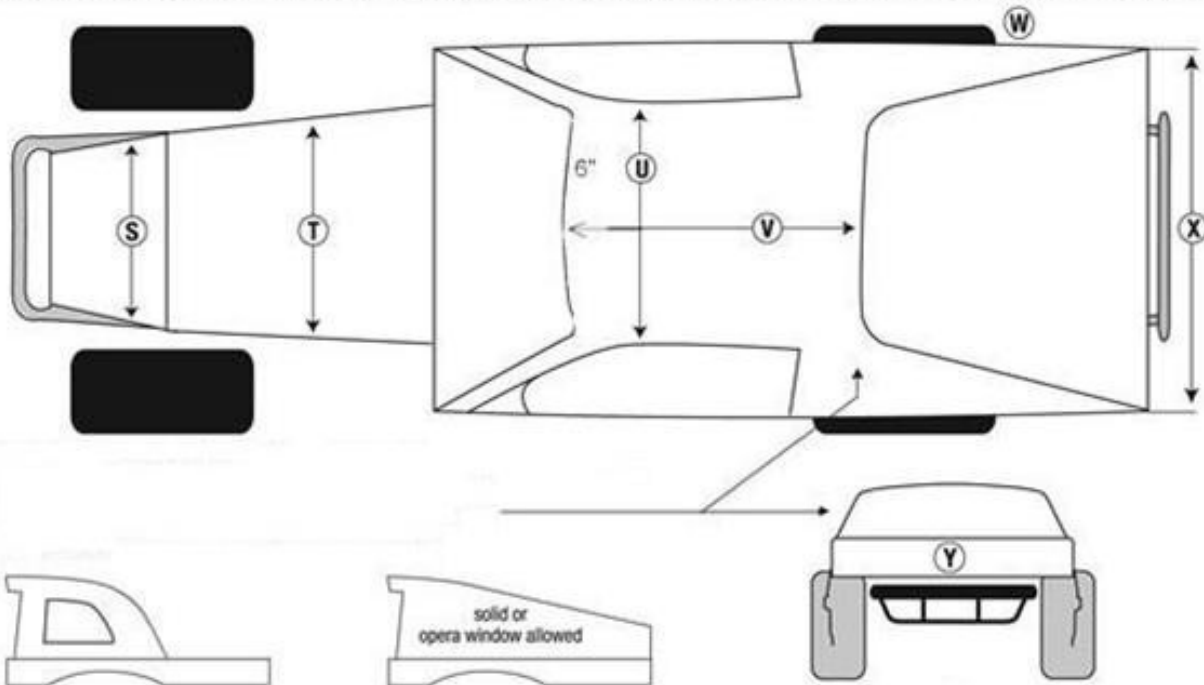
W. Tires must be the widest part of the car. Must be able to see sidewall of tire from front, top, and rear.

X. 66" Max. – 53" Min.

Y. Rear panel must be solid 8" Panel. It must be 90 degrees to the ground, attached to the deck, extend to the quarter panels and be fastened securely.



Shaded area reserved for Series and/or Track Sponsor Decals. MUST DISPLAY DECALS TO BE ELIGIBLE FOR FULL PURSE.



26. OVERALL:

(A) Sanctioning Body and/or Track reserves the right to change, modify, add or delete to these rules as they deem necessary.

(B) Sanctioning Body and/or Track reserves the right to confiscate any part or parts deemed by their Officials to be outside the rules. This includes tires, or any other part(s) of any race car, at any event, at any time.

(C) All decisions of the Officials are final and binding without exception.

27. GENERAL COMPETITION:

(A) Drivers shall be responsible for the conduct and actions of all crewmembers, and any unsportsmanlike conduct shall be grounds for disqualification or punitive action as determined by Sanctioning Body and/or Track. Sanctioning Body and/or Track shall have the authority to disqualify members and assess fines.

(B) All discussions with Officials shall be conducted in a professional manner and at a proper distance.

(C) Drivers under the age of 18 must produce a signed and notarized Parental Consent form by Parent or LegalGuardian.

(D) Sanctioning Body and/or Track may require, at its option, any competitor to undergo a physical or drug testing before said individual is allowed to compete.

THE ABSENCE OF A PARTICULAR RULE DOES NOT NECESSARILY MEAN ITS APPROVAL!