



Spears Manufacturing and Lucas Oil, I-10 Race Promotions, Inc.

2020 MODIFIED RULES

(Revised 8-21-2020)



- These rules are in effect as of January 1, 2020. This publication supersedes all previous rules and rule updates.
- We reserve the right to alter or amend the rules and regulations in the interest of safety, cost control, and/ or fair competition. ADDING WEIGHT, REQUIRING THE LOSS OF LEFT SIDE PERCENTAGE OR REQUIRING A CARBURETOR RESTRICTION PLATE ON A VEHICLE, WILL BE TOOLS USED BY SERIES OFFICIALS TO MAINTAIN FAIR COMPETITION. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Race Director shall prevail.
- No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/ or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of the SERIES 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 complied with these rules.
- No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which SERIES events will be governed. The Race Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The Race Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by Race Director by passing through prior technical inspections.
- The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Race Director. His/her decision is final.
- These rules 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, spectator or official. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.
- Advertising and Promotion Release: Spears Manufacturing Modified, their duly authorized agent and assigns, is hereby granted the right of uses of the applicant's name, likeness and photographs of the applicant or the applicant's car(s), taken during the event, in any medium or material, for promoting, advertising, recording, or reporting any Spears Manufacturing Modified, sanctioned event(s), including but not limited to television and radio broadcasts, computer online and internet distribution, film production, video tape productions, and do hereby relinquish all rights thereto for these purposes.

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Spears Manufacturing Modified Series

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Spears Manufacturing Modified Series

SPONSORS



LUCAS OIL



FRANK'S RADIO

FRAMES/WEIGHT:

- A. Ground height must be high enough for car to roll on and off scales without dragging with driver in the car.
- B. **Minimum Weight – 2,600 lbs.** and 58.0% left side with driver AT ALL TIMES. All lead must be painted white, have car number on it and securely mounted with (2) two ½” bolts. There will be a \$10 per pound and 1 point per pound will be issued for any lost lead. Lead tray and lead boxes (4x4) weld to frame. No aluminum brackets. (All lead must be incased in steel.)
- C. No titanium or carbon fiber products, parts or components allowed anywhere on racecar.
- D. No gun-drilled, tubular or hollow bolts or studs.
- E. Aluminum cylinder heads allowed with 25 pounds added to each frame rail at the dog-leg (both sides).
- F. American passenger car frames only or **Unaltered impala copied aftermarket front clips allowed from Howe Racing PN# 35809, Phil's Phabrication PN# PH001, Thompson Motorsports PN# TMSMOD, Race Car Factory PN# 5520, STR PN# 1128F and must add 25 pounds of existing weight centered on the front crossmember. NOTE: Any front clip not identical to an OEM Impala clip will be deemed illegal and that builder will be banned from building clips.** Maximum 2-inch wide by 4-inch tall frame stiffener may be welded directly to outside of frame rail.
- G. Front crossmember must remain full and intact to the firewall on the left side; center of crossmember may be notched and boxed for radiator and/or steering clearance only.
- H. Minimum wheelbase, 108 inches, both sides. Maximum track width (front or rear) shall not exceed 65” inches measured with the Series referee (67” inches center tread to center tread).

CHASSIS/ROLL CAGES:

- A. Must consist of continuous hoops not less than 1.666-inch outside diameter with a minimum wall thickness of at least 0.095-inch. Low carbon, mild steel tubing is recommended.
- B. Seats, must be frame-mounted in at least six places, with 3/8 minimum bolt.
- C. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on and strapped in driver's seat. Must have minimum of one cross bar in top halo of roll cage.
- D. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than hood height. Main cage no further forward than engine plate.
- E. A minimum of three driver side door bars, at least 1½-inch O.D., must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.
- F. The side bars must be welded to the front and rear of the roll cage members. Must have at least one cross door bar, minimum 1¼-inch O.D., on passenger side of car, either horizontal or angled. (Two is recommended.)
- G. Steel door plates, 18-gauge or 0.049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to 5 inches in front of the seat. Must be visible for inspection.

BODIES:

- A. Tar and 5-star racing type bodies with windows are allowed.
- B. Firewall is mandatory. Minimum 0.125-inch aluminum, or 16-gauge or 0.060-inch steel, complete floor required. Body parts may be constructed of steel, aluminum or fiberglass only, no carbon fiber.
- C. All cars in competition must have a complete paint job, no reflective doors or quarter panels.
- D. Wickers (air-flow): 1" tall on the nose and roof only. No wicker on top of any type of body roll. (Like a 5-star nose.)
- E. Rear Spoiler – Allowed 4" tall, top 3" clear plastic cannot be wider than rear body. 240 square inches max. 3 inches tall spoilers can be over 60 inches wide, but not wider than the rear body or over 240 sq. inches. We do not want any end cap support going forward. You can have a support in the center going forward, but it must be 12 inches from the end cap and cannot be longer than 10 inches and must taper down from the top of the spoiler to zero. Maximum wicker on back side of spoiler is 1 inch. No wicker in driver area or inside of race car.
- F. Engine compartment will remain open, no side panels; hood sides may have maximum 5-inch drop and must be enclosed at rear of hood; maximum hood scoop height, 6 inches.
- G. Both sides of the body may not have any more than 1.250 gap in the center of the body when a string line is used from front to rear. Passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least 8 inches high within two inches of 90 degrees. No panel in front of right door to engine compartment. No inner panels or inner fender well allowed.
- H. Engine must be enclosed from driver (hot water, oil and fire), full windshield or back of hood blocked off will be allowed. No open holes between motor and driver.
- I. **Sail panels must closely resemble examples shown on body diagram, be the same on both sides of car and be straight.** Reinforcing lips on rear of sail panels must be 180-degree bends.
- J. The body may not go past the rear bumper. The front nose may go past the front bumper 3 inches.
- K. You can have a 2-inch step in the door panel (body line) no higher than the center line of the wheel base. (center of front hub or rear axle)
- L. Driver and passenger side windows must have at least 12-inch opening, the same opening both sides, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.
- M. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a full-windshield, with no wings, mounted to the roll cage. Must have a minimum of three windshield bars in front of driver. Cowl panel in front of driver can be no wider than cockpit and no farther back than the steering wheel.

BUMPERS:

- A. Steel bumpers must be used both front and rear at all times and must be 18 inches, plus or minus 2 inches from ground and securely mounted with minimum 0.375-inch bolts, made of minimum 1.25-inch OD tubing, 0.065" wall thickness on front, 0.095" wall thickness on rear, and must be able to support car if lifted by wrecker. Two-bar front bumpers must be mounted frame-end to frame-end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6½ inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.
- C. Rear bumper, steel nerf bars and bodies must not extend beyond width of tires and must not contain any sharp edges. Rear bumper no more than 2 inches wider than body on each side. Fuel cells must be protected from bumper down to bottom of cell.
- D. Rear bumper must resemble one of the three configurations.
- E. Nerf Bars: All cars must be equipped with approved side rail bars and scrub rails constructed of .083-inch minimum magnetic steel, seamless tubing with an outside minimum diameter of 1 inch. Must be full length from front to rear with minimum tire clearance. Side rail bars must be center-lined with the front and rear axles. Only 2 intermediate supports per bar will be permitted. Side rail bars and scrub rails must be fastened to the frame. Side rail bars and scrub rails must not extend past outside edge of the rear tires and taper slightly toward the front tires. Rear quarter-panel side rail bars, right side will be no wider than 4 inches to the outside of the side rail. Both sides will be no wider than the outside of the left rear tire.

ENGINE/CARBURETOR:

- A. 602 CRATE OPTIONS BELOW: ANY 602 CRATE FOUND TO BE ALTERED WILL BE CONFISCATED BY THE SERIES AND A SUSPENSION WILL BE ISSUED.**
 - 1. Unaltered Sealed 602 crates with **NEW GM SEALS ONLY**, maximum rpm of 6200. **Absolutely No Modifications! (weight break 100 pounds)**
 - 2. Sealed 602 crates rebuilt by authorized rebuilder to yellow book guidelines with PAC 1210X valve springs allowed, maximum rpm of 6200. (weight break 50 pounds)
- B. Any 750 or smaller carburetor with maximum of a 1" aluminum spacer.**
- C. The rear of engine (bellhousing flange) must be mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within 2 inches of centerline of front crossmember with engine level. 10 ½-inch engine height minimum from ground to front center of crankshaft with driver in the car.**

OR

BUILT OPTION:

- A. Any American-make engine may be used as long as rear of engine (bellhousing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within 2 inches of centerline of front crossmember with engine level. 10 ½-inch engine height minimum from ground to front center of crankshaft with driver in the car.
- B. No aluminum blocks or oil pans. No magnetos. Motor C.I./410 Max.
- C. ALUMINUM CYLINDER HEADS: Aluminum cylinder heads allowed with 25 pounds of existing weight added to each frame rail at the dog-leg (BOTH SIDES). **18-degree heads may be eliminated in the future, must call to be approved.**
- D. 'Wet' oiling system only. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door. External one stage oil pump allowed.
- E. Any overflow tubes must be directed to the ground, between frame rails. Radiators to be mounted in front of engine only.
- F. Conventional air cleaner housings only. No top flow air cleaner housings allowed. K&N Performance Air Filters are allowed.
- G. One carburetor allowed, must be naturally aspirated. **May be required to run a restrictor, size to be determined by track.**
See link. <http://www.allstarperformance.com/specSheets/pdf/285.pdf>
- H. The FAST EFI configured package may be APPROVED if the engine has already competed in the series. Must be approved on a case by case basis.**

ELECTRICAL SYSTEM/IGNITION:

- A. One 12-volt battery only, must be securely mounted, shielded and must have the capability of starting on their own power.
- B. One 12-volt non-adjustable ignition box with only a rev-limiter setting, by one chip, or dial and coil allowed – must be out of driver's reach and in a LOCATION THAT TECH CAN GET TO. No additional ignition accessories allowed.
- C. No electronic monitoring computer devices capable of storing or transmitting information except tachometers.
- D. NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all SRL events.
- E. Kill switch required within easy reach of driver clearly marked 'OFF' and 'ON', in allocation that the driver and safety crew can get to it from both sides of the car.
- F. No digital dashes will be allowed.**
- G. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.**

FUEL/FUEL SYSTEM:

- A. **Mandatory Sunoco 110 Fuel only**, fuel samples may be taken at any time and tested. No Street-use pump gas, Alcohol, nitro-methane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are permitted are allowed. Use of such substances or additives will result in immediate disqualification. A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from Sunoco 110 will be illegal.
- B. Mandatory fuel cells, must be enclosed in steel container and be mounted at a minimum of 91/2 inches, securely behind rear axle and between the rear tires, with at least two 1/8" x 1 1/2" solid steel straps, 1½" x 1/8"l. Plus 1" x 1" square tubing front, back and bottom of cell.
- C. Protective tubing must cover the rear and extend past both sides of fuel cell. Fuel cells must be protected from bumper down to bottom of cell.
- D. Fuel cell must be a minimum of 4 inches ahead of rear bumper and no part of fuel cell shall be lower than protective tubing.

- E. Bladders are highly recommended. OBERG OR SRI safety fuel valve mandatory near cell and after filter.
- F. Fuel cells are limited to 32-gallon maximum capacity.

EXHAUST:

A. Mufflers (**Highly recommended muffler Magna Flow part #14162**) are required and 92 Dbas' at 100 feet. One large muffler is allowed. Exhaust system must be mounted to direct gases away from cockpit of vehicle and away from areas of possible fuel spillage.

TRANSMISSION/DRIVESHAFT:

A. Must have at least one forward gear and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. Manual or Spears Manufacturing Modified Series-approved aftermarket transmissions allowed: two-speed, three-speed, four-speed and automatic. No five-speed transmissions, 'in and out' boxes, or quick-change devices are not allowed. All belt drive pumps must be mounted on front of engine. Flex plates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flex plate must bolt to engine between clutch assembly and crankshaft, and all driveline components within bellhousing must rotate while car is in any gear. **Transmission must be one of the following designs:**

1. Manual: Maximum retail price of no more than \$2750 and working disc-type clutch inside an aluminum bellhousing. One flywheel only, minimum 8½-inch diameter. Diameter of clutch disc must be a minimum of 5½ inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum.

2. Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum .125-inch by 3-inch steel, 270 degrees around flex plate.

3. Aftermarket Manual: Must be Spears Manufacturing-approved, aluminum case, with internal clutch (**Bert, Brinn etc.**). No coatings or paint allowed on transmission case.

B. Drive Shaft: Minimum 2-inch diameter steel drive shaft and must be painted white with steel slip-yokes only. Two 360-degree drive shaft loops required and must be constructed of at least 0.25 inch by 2-inch steel, mounted 6 inches back from U-joints.

SUSPENSION/STEERING:

A. Front suspension must be unaltered approved OEM and be in stock location, and must be replaceable by stock parts. Tie rod ends and adjustment sleeve may be replaced by a minimum 0.625-inch rod end and steel tube (Heim joints allowed.) Weight jack must be in original center line of spring. Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A-frame; aftermarket ball joints are allowed.) No offset or bearing type lower-control arm bushings. Front sway bar can be an aftermarket type. Chain on one side is allowed.

SPINDLES: (Spears Manufacturing Modified Series Approved Spindles ONLY)

A. Unaltered Stock passenger car spindles only. NO fabricated or dropped spindles allowed. You can drill out or tap steering arm to accept minimum .625" diameter bolt for tie rod. Spindles can be ground for brake caliper clearance only.

B. Aftermarket steel front hubs are allowed.

Suspension, steering – Aftermarket OEM copies with hole location changed are approved, STEEL ONLY, and rear end suspension must be steel. OEM steering box must be steel and must remain within original bolt pattern for type of frame used ratio may be changed. No rack and pinion allowed. Steering columns must be collapsible (U-joints are acceptable) and with steel steering shafts and knuckles only.

SHOCKS/SPRINGS:

A. Only shocks allowed are one steel, nonadjustable, unaltered shock per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. Shocks cannot be mounted in center of spring. If the shock utilizes an external gas port; the only legal gas port is a Schrader valve style. Gas plugs that do not allow the shock to be degassed without removal of the plug, and gas ports that utilize needle filling systems, are not allowed. Internal, stationary base valves, meant to reduce gas pre-load, are not allowed. **The steel body of the shock must be the same diameter top to bottom, except for Penske 7100/7150 series, Advance 7200 series, Ohlin's CCI-8 and Bilstein SNS2 series are approved.*

Aluminum cap are allowed. Bump Stops may be applied to shock absorber shaft to limit travel. Bump Stop styles allowed are: Foam, Polyurethane, Rubber, Spring, Belleville Washer. NO COMPRESSED AIR STYLE BUMP STOPS.

B. No cockpit adjustments allowed other than one brake bias. No air shocks or air bags allowed. No torsion bars or air bags.

C. Only one steel spring per corner allowed, Minimum 4½ inches non-progressive coil spring and/or steel leaf spring per wheel.

REAR END/REAR SUSPENSION:

A. Any approved OEM passenger car type or truck rear end may be used.

B. No aluminum allowed, except lowering blocks, axle cap and drive flange. A 1-inch inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear ends only. No open or unlocked rear ends, steel axles only.

C. One-piece drive flanges only.

D. No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be steel tubing. Rear of frame may be altered to accept leaf or coil springs, and truck arms. Steel coil-over eliminators. Minimum 19-inch long Panhard bar, measured center to center. No cambered rear end housings. Aluminum jack bolts and spring plates allowed.

E. Upper 3 Link traction bar may have rubber bumper or spring damper. Rubber bumper allowed on rear lower trailing link. No springs. Rear torque link suspension allowed. No springs. FRONT OR REAR SUSPENSION HAS TO BE PRE-APPROVED BY SERIES TECH OFFICIALS.

F. Coil-over shocks on rear suspension will have a 50lb weight penalty. 4 ½" minimum on spring diameter.

G. Quick change option with a 25 lbs. penalty. Only rear ends with a 10" ring gear, aluminum or steel spool, standard steel axle tubes, steel axles only, minimum one-inch wide spur gears and bolt on rear cover are required. Safety hubs (floater) allowed. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one-piece drive flange. One-inch inspection hole required in housings. No cambered rear ends, heavyweight axle tubes (max .250" wall), and housing braces.

H. Quick change rear ends are limited to gear ratios within .06 points of the 9" ford gear ratios. (i.e.: ford 9' ratio is 5.83 a quick change can be 5.89 or 5.77) All cars regardless of what rear-end being used must qualify and race on the same gear ratios.

BRAKES:

A. Must have a working caliper and rotor on each wheel. All calipers must be steel and approved OEM or OEM replacement. Minimum rotor width .800" for front brake rotors, 11-inch dia.

B. Aftermarket steel rotors will be allowed. NO holes in rotor face. Rotor must be externally round, internally may have scalloping between mounting holes. Rotor hat may be aluminum. Hub must be steel and not drilled, no additional holes.

C. Proportioning device allowed, front to rear. Brake fluid recirculators allowed.

D. Brake lines must be visible and outside of frame rail.

TIRES/WHEELS:

A. The tires you race on Saturday night must be purchased race weekend.

B. **Series tire is Hoosier 970.** (YOU CAN ONLY BUY RACE TIRES FROM HOOSIER TIRE WEST)

Driver's soaking, shaving or altering tires in anyway will forfeit all purse and points for that event and all series points for the year. Driver must also pay a minimum \$2,500 fine prior to being allowed to compete in the Series. Any illegal tire, in the judgment of Series Officials, will be confiscated.

C. 5X5 Steel wheels only. 8" maximum wheel width measured inside beads. Bleeder valves are not allowed.

D. Must qualify and race on the same tires and wheels.

SAFETY:

A. It is required that, at all times, the driver wear an **SFI OR FIA driving suit, shoes and gloves.** It is recommended that each driver wear fire-proof underwear and a fire-resistant head shock.

B. Full-face helmet required and must be 2010 but recommended 2015 Snell standard or better and have sticker visible for inspection.

C. Neck restraints are mandatory. (Hans Device is recommended).

D. Roll bar padding required in driver compartment. Steering wheel shaft must be padded. Fire-retardant padding recommended.

E. Full-size (minimum 16"x20") driver-side **SFI OR FIA** window net required (no string type nets.) Window net to be mounted so latch is at top front of window.

F. Approved **SFI OR FIA** seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required.

G. Aluminum racing seats only, must be bolted in and mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail. Bolted in 6 locations, 3/8 bolts.

J. Current test date (2 lbs. minimum) fire extinguisher to be installed in the car within driver's reach while strapped in with steel mounts only.

K. All cars will be required to have in their pits a minimum of one 5-lbs, halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crew members. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.

APPEARANCE/IDENTIFICATION:

A. All cars must be numbered with large legible numbers on both sides, on top and rear panels. Numbers on sides and top of car must be in contrasting color from body, be at least 4 inches thick and at least 20 inches high. Recommended that no holographic or reflective numbers be used.

B. Sponsors' names must not interfere with car numbers and must be neatly lettered.

COMMUNICATION:

A. Two-way radio communication between driver and minimum of one spotter for each team is required for all competitors at all times while on track. **Mandatory each spotter must have a dedicated stand-alone radio or scanner to monitor Race Control at all times frequency at 460.0125.**

TRANSPONDER:

A. All competitors must have timing transponders on their car for the entire program, including practice. Available at event.

B. All transponders must be mounted 160" (front of nose to center of transponder) from front of the nose and on the outside of right-side frame rail.

DRIVER CHANGE - UPDATE: Series director must approve all driver changes made on race day. If a driver change is made any time after qualifying, the car must relinquish its position and be relegated to the rear of the field. Driver points and prize money will be awarded only to the driver who starts the main event

BODY INSTALLATION GUIDELINES

Letter Max-Min

A.N/A - 108"

B.38" - 28"

C.48" - 34"

D. **Body can't go further forward than rear of engine block**

E.* 72"

F.31" - 22"

G.52" - 42"

H.18" - 12" Vert. Opening

I.68" bottom, 66" top - 61"

J.52" - 44"

K.56" - 41"

L. Tires maximum 1" inside of body both sides

M. Driver's compartment must be totally sealed from engine and racetrack.

N. 8" minimum within 2" from 90-degree angle

O.20" - 16" from ground to center of bumpers

X. Must have gradual slope from roof to this point

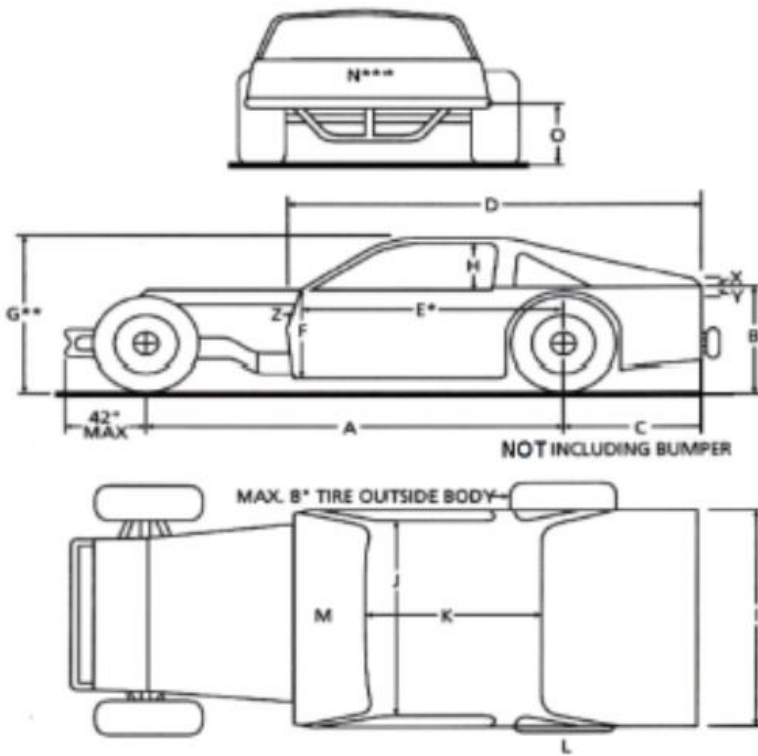
Y. 6" Maximum interior slope front to rear. See "Z" on car diagram.

Z. Maximum body rake is 6" front to rear and both sides of body must not have any more than 1.250 gap in the center of the body when a string line is used from front to rear.

** Using a level or straight edge, must have between 1/2" and 2" clearance at rear of roof, 1/2" to 5" at front

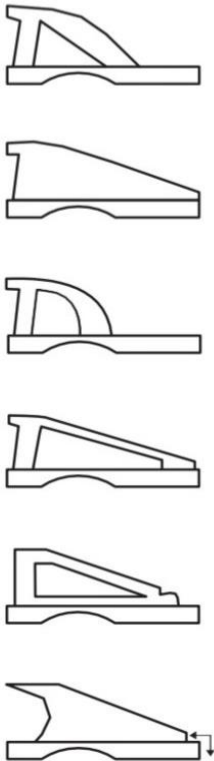
** Maximum A post from firewall to back of post is 19"

** Maximum nose width is 45.5", flat and flush with sides



EXAMPLES

Sail panels must be the same on both side of body plus or minus 2



2" space from spoiler

2020 RACE PROCEDURES: SPEARS Southwest Tour Series & Modified Series (updated 8/21/20)

Initial Start:

1. **Initial start will be by the Flagman, but once the pace car leaves the field, the front row should gradually increase speed at the cones (in turn 3) and be at speed (out of turn 4) coming to the start line, the next time you slow should be on entry to turn one. Front row must stay side by side and at no time should second place be ahead of the leader while coming to green.** Jumping the start will result in a black flag and a pass thru penalty. No passing or pulling out of line allowed until you reach the S/F line.

2. No scrubbing tires once one to go has been displayed.

3. If a caution occurs before the leader completes the first lap there will be a complete restart. All cars retain position unless a penalty is issued, they pit or receive assistance from the safety crew and if a car drops out or goes to the rear that line will just advance forward.

Restarts:

1. **Front row should gradually increase speed at cones (in turn 3) and be at speed (out of turn 4) coming to the start line, the next time you slow should be on entry to turn one. Front row must stay side by side and at no time should second place be ahead of the leader until the green waves.** It comes down to a respect issue, respect for the fans, officials, fellow drivers/teams and your equipment. At no time should second place be ahead of the leader while coming to green. Jumping the start will result in a black flag and a pass thru penalty. No passing or pulling out of line allowed until you reach the S/F line.

2. All restarts will be double file, except for the 2nd attempt at a green/white/checkered, all cars one or more laps down restart behind lead lap cars.

3. When one to go or the directive is given, the leader will choose to start inside or outside. Everyone else will double up accordingly. If not back on track by this time you will start on the tail of the field.

4. No scrubbing tires, swerving, brake checking, laying back, or games of any kind will be tolerated.

Yellow Flag:

1. When the yellow flag is displayed stop racing, slow and maintain your single file position with caution.

2. Yellow laps do not count. You will not lose a lap as long as you cross the start finish before the race is restarted. We do not revert back a lap.

3. If you are involved, spin, slowed or your progress is disrupted by the incident, you will be positioned where you rejoin or blend back into the field.

NOTE: The incident must play itself out before the order is set. If you pit and don't rejoin the field in your proper position before the one to go sign, you will restart at the back of the Field. **If you pit you must first wait until the Pace Car has control of the field, and you have followed the Pace Car across the S/F line at least once – otherwise you will be relegated to the tail of the longest line for pitting early.**

4. Any discrepancies in line up will be determined by Race Control or may revert to the last completed green flag lap.

5. Should a car not maintain caution speed or any reason, stop or enter the pits during a yellow, it will lose its running position. You must maintain your position under yellow and stay nose to tail.

6. If a driver deliberately picks up positions after the yellow flag is displayed, they may be penalized.

7. If a driver does anything to intentionally cause a yellow, it's a minimum two-lap penalty.

8. No scuffing tires in the area of on-track safety workers, you will only receive one warning.

9. Officials reserve the right to utilize the yellow to check cars that are suspect and are being considered for a black flag (leaks, smoke or sparks, etc.). After they are checked, if okay - they keep their position.

10. Pit crews are not allowed on the track and drivers may not repair or adjust their cars while on track.

Red Flag:

1. Stop in a safe/quick manner—if a car does not re-start on its own, it will be pushed started and maintain position.

2. No work may be done on cars during red flag condition (5 lap penalty) – Unless authorized by race control.

3. Positions will revert back to the previous completed green. Those deemed part of the occurrence that caused immediate red flag or cars that pit will be positioned at the rear of the field.

Free Pass Award:

1. On any yellow flag up to final 10 laps, the first car a lap down based on the last completed green flag lap, will be instructed to fall to the tail of the field, and credited back 1 lap. Any car causing a yellow will not be the recipient of the "Free Pass".
2. If the "Free Pass" car does not reach the rear of the field by the time the green flag is displayed to re-start the race, the "Free Pass" may be rescinded from that driver and he/she will remain one lap down.

Ten Lap Rule:

1. Last ten (10) laps must be racing laps; yellow flag laps will not be counted. No "Free Pass" within final ten laps.

Three Wide Rule:

1. If you are the third car that makes it a 3-wide situation, if an incident occurs, you may be penalized whether or not you made contact with another car.

Finish:

1. **Once the white flag is displayed, we are coming to the checkered unless the track is blocked.**
2. **If we go yellow after the leader takes the white, we will finish with a green/white/checkered, with a maximum (2) attempts.**
3. **On the 2nd attempt at the green/white/checkered - once the entire field receives the green flag, and crosses the s/f line, the race will be complete if the yellow is displayed, those remaining are to slow and proceed with caution. The remaining cars would be scored in the position they held when the yellow was displayed. If you are involved, spin, slowed or your progress is disrupted by the incident, you will be positioned where you blend back into the field – NOTE: The incident must play itself out before the order is set. If that relative position could not be determined, they would be scored in the order those cars in question crossed the finish line on their last completed lap. If the race were to finish under a red flag condition we will revert back to the last completed lap minus cars involved.**
4. **Top 5** to staging for trophies and interviews then the driver must drive car to scales or you will be disqualified.

Contact:

1. Any contact between competitors will be determined by Race Control if any penalty will be imposed. If a driver is penalized for rough driving, he/or she will restart at the tail end of the field behind all cars for the immediate restart after the penalty.
2. Any competitor having contact with the race leader, resulting in the leader spinning and or being eliminated from competition will be penalized. Race Control has the right to call over the radio to rescind this policy (before an incident) if the leader is considered, only by Race Control, to be blocking, in which case the above Rule #1 under Contact will be in force.

Qualifying Policy: You may not drive your car counter on the track prior to taking the green during qualifying – however, you may drive counter if you spin after taking the green, violation will result in the slowest of your two qualifying laps.

ALL TEAMS MUST HAVE A WORKING FIRE EXTINGUISHER IN THEIR PIT STALL AND PIT BOX.