

JLR Property Management 316 A MODIFIED RULES

Updated 1/22/2025

This class is an entry to mid-level A Modified Class. Anyone currently in the Top 10 in points for the USRA Modified Division is not eligible to compete with the 316 A Modifieds. Point standings can change on a week to week basis so the eligibility can also change week to week.

Safety

1. Helmets are required and must be a SA2015 with certification label inside helmet.
2. Helmets must be worn at all times car is on track
3. SFI approved flame/fire retardant fire suits, gloves and shoes are mandatory
4. An approved head/neck restraint system is mandatory (Hans, G-force, Hutchens or SFI rated neck collar)
5. Nomex underwear is highly recommended
6. Seat belts and shoulder harness cannot be more than three years old
7. The date of manufacture should remain visible at all times
7. A lever-type quick release latch must be fastened to the lap belt
8. All seat belts and shoulder harnesses must connect at the lap belt with a quick-release buckle acceptable to series officials
9. Only custom manufactured racing aluminium seats acceptable to officials
10. All seats should have padded rib protectors
11. All seats are required to have a head rest on the right side
12. All belts must be a minimum of TWO (2) inches wide
13. Belts must be bolted to the roll cage with no less than 3/8inch bolt
14. A center, crotch belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top

15. Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt

16. Window nets are mandatory

17. The windshield area must have three (3) bars in front of the driver.

18. No cell phones, or radios in car or on driver except for raceceiver one way listening device set to race directors channel.

Frame

1. 1960 or newer perimeter American rear wheel drive passenger car frame only - no sports car frames

2. Frame must be full and complete - cannot be widened or narrowed and must be able to support roll cage on both sides ALL FACTORY HOLES MUST BE PRESENT FOR INSPECTION. ALL MEASUREMENTS MUST BE WITHIN ONE HALF {0.5} INCH {EITHERWAY} OF OEM MEASUREMENTS. NO TOLERANCE - Exception: weight jack in original center line of spring tower allowed

3. Frame may be cut in the rear at a point equal to or behind rear of engine

4. Horns may be removed in front of steering box

5. Front cross member may be notched and boxed for radiator and/or steering clearance

6. Maximum seven inch wide opening in side of spring tower for spring removal

7. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail

8. Minimum wheelbase is 108 inches

9. Maximum overall width (front or rear) shall not exceed 80 inches from outside of tire to outside of tire

10. No part of frame can be lower than four inches from ground except front cross member

11. RIGHT FRONT FRAME RAIL MUST BE MAX. 7.5 INCHES ABOVE GROUND.

Roll Cage

1. Must consist of continuous hoops
2. Minimum 1.50 inch O.D. tubing with a minimum wall thickness of 0.095 inch for main cage
3. Frame mounted in at least six places - low carbon or mild steel recommended
4. Must consist of a configuration of front, rear, and top hoops connected by tubing on sides or side hoops
5. Driver's head must not protrude outside cage with helmet on
6. Roll cage must be securely supported and braced with minimum one cross bar in top halo
7. Foot protection bar required
8. Main cage no further forward than rear of engine
9. All bars forward of cage must be lower than hood

Driver Compartment

1. Must have minimum three windshield bars in front of driver
2. Aluminium high back seat only and must be bolted in next to left side frame rail ahead of rear tires
3. Bottom of seat cannot be lower than bottom of frame rail
4. Driver must be sealed off from track, driveline, engine, fuel cell, canisters, and pumps
5. Oil coolers must not protrude above interior
6. Accumulators cannot be mounted between driver and left side door bars
7. No driver adjustable devices while car is in competition except brake adjuster
8. No mirrors or reflective sun visors

Steering & Suspension

Front suspension must remain stock type for the type of frame being used. Steel aftermarket parts may be used as stock components but must mount in the stock location and be the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, they must match factory specs. All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames. Bottom A-frames may not be altered, lightened or moved and must match side to side. Steel tube-type upper A-frames are permitted and may be moved. Steel or aluminum cross shafts are permitted. Only stock passenger car spindles are permitted and must match side to side with make and dimensions. Fabricated spindles and/or steering arms are not allowed. Front sway bars may be utilized. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints (must be solid, full-length OEM). Coil-over springs are not allowed on the front. Front chains on front end are permitted but must be mounted from lower A-frame to frame or cage and remain loose at ride height. Maximum front frame height as measured from the ground is seven and one-half (7.5) inches.

. No rack and pinion

Only one steel shock per wheel shock per wheel is permitted (five total). Shocks must be mounted vertically and rear shocks may be no more than twenty-five (25) degrees from vertical and ninety (90) degrees in any direction (Exception: fifth shock may be mounted horizontally over pull bar). Dummy shocks in relation to functioning shock absorbers are not allowed (i.e. no dummy shocks to replace slider). Fifth shock is permitted only in relation to pull bar or lift arm (example: 90/10 mounted in line with the pull bar, this shock must run in same direction as the pull bar, shock on lift arm must be mounted as referred to in the lift arm summary in Rule 13). Shock may not be connected directly to the pull bar in any way.

Lift arm is defined as a solid steel triangulated bar that is connected at the top (with one heim) and bottom (with one heim) of the rear end housing, extending forward where it is connected to a shock (that may utilize only the heim directly related to that one shock (ONE ON EACH END), shock-spring coil-over combination (that may utilize only the heims directly related to that one shock (ONE ON EACH END)) and a limiting chain (with or without a biscuit for cushion). One heim only is permitted in this configuration. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.

One additional shock allowed on rear suspension

No threaded body, front coil-over, air, or remote reservoir shock

Steel or composite leaf spring allowed

One coil and/or leaf spring per wheel only. 19. Progressive spring allowed on pull bar or lift bar only.

Any coil spring minimum 4.5 inches O.D. Except the pullbar or lift arm

No torsion bars or air bags

All components must be steel

All trailing arms/link bars must be a fixed solid steel design

Rear of frame may be altered to accept leaf or coil springs

Steel coil-over eliminators or steel/aluminium coil-over kits allowed

Must conform to shock and spring rules

All suspension parts must be visible on both ends. **NO COVERS OF ANY KIND**

Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options will be permitted.

Floating, pivoting and/or rotating mounts or brackets of any sort (connected or associated to the pull bar or lift arm) are not allowed.

Lift Arm is defined as solid steel triangulated bar that is connected at the top (with one heim) and bottom (with one heim) of the rear end housing, extending forward where it is connected to a shock (that may utilize only the heim directly related to that one shock (ONE ON EACH END), shock spring coil over combination (that may utilize only the heims directly related to that one shock (ONE ON EACH END) and a limiting chain (with or without a biscuit for cushion). Only one heim is permitted in this configuration. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.

Pull Bar is defined as a continuous assembly (that may or may not contain a spring or biscuit assembly located in line to absorb torque) that is connected to the top of the rear end with one heim and extends forward to a solid mounting point located on the chassis where it is connected with one heim. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

Bump stops (rubber and/or spring-type), spring rubbers are not allowed on any suspension component including, but not limited in relation to: shocks, springs, upper or lower "A" frames (Exception; bump stops and/or various rubber biscuits are permitted in conjunction with the pull bar or lift arm assemblies only, limiting chains or blocks from rear-end housing to chassis, and one (1) bump stop on right front shock allowed. **FRONT SUSPENSION LIMITING CHAIN OK**

ELECTRONICALLY- CONTROLLED AND/OR MONITORED SHOCKS BY ANY MEANS OR METHODS IS STRICTLY FORBIDDEN. COCKPIT ADJUSTABLE SHOCKS ARE NOT ALLOWED.

NO PRESSURIZED SLIDERS

PLASTIC COVERS On SHAFT OK.....BACK MUST REMAIN OPEN

NO SHOCK COVERS

Rear End

1. Any approved OEM passenger car type or truck rear end may be used
2. Floaters & Steel tube quick changes allowed
3. No aluminium allowed except lowering blocks, axel caps, drive flange.
4. Rear ends must be locked with a steel mini spool, full spool or welded gears
5. Steel axles only
6. One piece driving flange only. **and entire hub assembly must match both material and dimensions from side to side.**
7. No torque dividing differentials
8. No scalloped ring gears
9. Minimum ten (10") inch ring gear only on quick changes-aluminium spool ok in quick change only
10. No titanium or aluminium birdcages
11. No wide five hubs
12. Axle Housing Mount (Birdcages)
 - a) Only one (1) birdcage per side is permitted. Birdcage may consist of multiple barrels but must bolt or be welded together to act as a single unit containing both the top and bottom radius rod connectors.

b) All bearings pertaining to birdcages must freely spin forward and backward. c) One additional floated birdcage-style bracket is permitted per side to accommodate floated brake system only (one additional radius rod is permitted to control this bracket).

d) Floating, pivoting and/or rotating mounts and/or brackets of any sort on the birdcage are not allowed. All brackets or mounts must be welded or bolted solid. Cleaves-style rotating mounts will be permitted on birdcage only for mounting of shock and slider.

Bumpers/Rub Rails

1. Steel only
2. Two-bar front bumpers must be mounted frame-end to frame-end no wider than width of material outside frame horns and with bottom loop parallel to ground
3. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center
4. Rear bumper/nerf bars can't be wider than tires.

Tires and Wheels

1. American Racer kk704 G60, IMCA stamped Hoosier G60 can be grooved
2. Beadlock right side only
3. Any 8" steel wheel
4. No softening or conditioning of tires is allowed
5. Tire durometer cannot read less than 50pts after race

6. RIM MOUNTED Bleeder Valves ALLOWED

7. Wheel covers are permitted on right side wheels only (5 fastener type recommended). Inner mud plugs are permitted. All mud covers must display car number on at least one side

****8. Spacer between hub and wheel is permitted, but must be made of aluminum only**

****9. Absolutely no weight may be added to wheels in any fashion.**

Brakes

1. Must be operating on all four wheels and must lock up all four wheels during inspection
2. Must maintain minimum OEM dimensions for hubs/rotors and callipers, cannot be lightened
3. Bolt pattern may be changed
4. Larger studs mandatory (5/8)
5. Rear rotors may be aftermarket, minimum 0.810 inch thickness
6. Vented rotors only
7. No scalloped rotors
8. One proportioning device allowed, front to rear only
9. Brake lines must be visible
10. Steel or aluminium single piston OEM type callipers are permitted (piston diameter must be the same on all callipers)
- 11 must maintain minimum OEM dimensions for hubs ,pads ,and calipers and the same side to side**

Exhaust

1. Round tube headers only
2. Tri Y headers allowed...BUT NO stainless steel

Fuel System

1. Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 18 gage steel container

2. Cell must be securely mounted behind rear axle, between tires, minimum of four inches ahead of bumper, minimum of ten inches above ground
3. Must mount with minimum two 0.125 inch thick solid steel straps, two inches wide around entire cell
4. All cell mounts must be steel, securely welded to frame/cage
5. Protective tubing must cover rear and extend past both sides of cell
6. No part of cell shall be lower than protective tubing
7. Fuel cell vents, including cap, must have check valves
8. Pick-up must be on top of cell
9. Limit one fuel filter
10. No cool cans
11. Must have check valves ,a ball type, flapper or spring filler rollover valve is mandatory.

Fuel

1. Gasoline or alcohol
2. No performance enhancing additives
3. Upper cylinder lube allowed
4. Fuel sample may be taken from any car at any time

Battery/Starter

1. One battery only 12 volt or 16 volt
2. Must be shielded and securely mounted between frame rails
3. Must have capability of starting without being pushed or pulled
4. Must leave initial staging area on demand, unaided or go to rear of that race

Gauges/Electronics

1. No transmitting or listening devices in car **except** race receivers which ARE MANDATORY!! No exceptions! ZERO TOLERANCE!! NON-WORKING OR LISTENING DQ!!!
2. Cameras pointing to any moving or suspension parts are not allowed. Except for memory recall tachometer, electronic monitoring computer devices capable of storing and/or transmitting information are not allowed.
3. Only one ignition box allowed; ignition box must be located outside of cockpit in front of driver
4. No additional ignition accessories allowed
5. No timing retard controls allowed
6. No traction control devices
7. Any car suspected of running a traction control device or unusual handling characteristics can be pulled out of competition and not allowed to race
8. No bundling of wires, all wires must be open and visible

Transmission/Drive Shaft

1. Must have at least one gear forward and one reverse, plus a neutral position
2. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward
3. Bert, and Brinn transmissions will be allowed as well as any OEM transmission
4. No five-speed transmission, "in or out" boxes, or quick change devices allowed
5. Functioning shifter must be in stock location on transmissions manufactured after 1995
6. All manual gear-type transmissions must have a standard OEM case and must have a working disc-type or approved cone-type clutch inside and explosion proof steel bell housing
7. Automatic transmissions are allowed
9. Must have an approved scatter shield or blanket

10. Scattershield may be constructed of 25-inch by 3-inch steel, 270 degrees around flex plate or flywheel
11. NO ALIUMINIUM drive shafts must be painted white
12. Driveshaft must be at least 2" inches in diameter
14. CARBON FIBER DRIVER SHAFTS ALLOWED

Engine Compartment

1. Rear of engine (bell housing flange) must be mounted at least 72 inches forward from centerline of rear axle
2. Engine offset must be kept within two inches of centerline of front cross member with engine level
3. Minimum 11 inch engine height from ground to center of crankshaft
4. Radiator must be mounted in front of engine
5. Cooling system may be modified
6. Panel(s) (engine covers) in front of the door next to the engine compartment are permitted, but must remain a six(6) inch gap from the door. One side must remain open for inspection of engine on the scales.

7. NO UNDER ENGINE COVERS

Engine Specifications

1. Any American make engine allowed
2. Steel block only
3. No dual point distributors
4. All engines must be able to be used in conventional passenger car without alteration
5. Engine mounts cannot be removed or altered
6. Castings and fittings must not be changed

7. No machine work on outside of engine

8. "Wet" oiling system only

9. CASTINGS (INCLUDES BLOCK, HEADS AND INTAKE) AND FITTINGS MAY NOT BE CHANGED. MACHINE WORK ON OUTSIDE OF ENGINE, OR ON FRONT OR REAR OF CAMSHAFT, IS NOT ALLOWED.

10. INTAKE MANIFOLDS MUST BE MADE OF CAST IRON OR CAST ALUMINUM. EXTERNAL MODIFICATIONS TO CAST ALUMINUM INTAKES ARE NOT ALLOWED. INTERNAL MODIFICATIONS ARE PERMITTED.

ENGINE OPTION #1;

1. **ANY 23 DEGREE STEEL HEAD**
2. **2450 POUNDS after race with driver (no tolerance)**
3. Max of 5" spoiler
4. If utilizing a 375 CID engine or larger Max RPM 8000
5. If utilizing a 374 CID engine or smaller Max RPM 8400

ENGINE OPTION #2;

1. Brodix spec head
2. **APPROVED PRODUCT NUMBERS FOR THE BRODIX ALUMINUM SPEC HEAD ARE SPCH {CHEVROLET}, SPFO {FORD} & SPMO {MOPAR}.**
3. **REMOVING, RELOCATING, GRINDING, POLISHING, AND DEFACING OF ANY CAST LETTERS AND/OR NUMBERS IS STRICTLY FORBIDDEN.**

4. VALVE GUIDES MUST RETAIN ORIGINAL ANGLE AND SPACING AS MANUFACTURED. VALVE GUIDES MAY NOT BE TAPERED, THINNED OR SHORTENED WHATSOEVER. MINIMUM VALVE STEM DIAMETER MUST BE FIVE-SIXTEENTHS (.310) INCH.
5. ABSOLUTELY no welding or adding material of any kind. NO ENLARGING, RELOCATING OR OTHER ALTERING OF ANY BOLT HOLE, DOWEL HOLE, OR THREADED HOLE, EXCEPT TO SPOT FACE BOLT HOLES AFTER ANGLE MILLING.
6. HELI COILS ARE PERMITTED FOR REPAIRS
7. NO GRINDING OR POLISHING OF ANY KIND ANYWHERE ON THE CASTING, EXCEPT FOR PUSHROD CLEARANCE. FACTORY CNC CHAMBER MAY NOT BE ALTERED IN ANY WAY.
8. HEADS MAY BE ANGLE MILLED BUT VALVE ANGLE MUST REMAIN WITHIN ONE {1} DEGREE OF ORIGINAL MANUFACTURED SPECS.
9. INTERNALLY-REPAIRED BRODIX ALUMINUM SPEC HEADS MUST BE RECERTIFIED BY BRODIX
10. BRODIX ALUMINUM SPEC HEAD CHECKING FIXTURES MAY BE USED BY TECH OFFICIALS TO CHECK SPECIFICATIONS AND DIMENSIONS.
11. 2450 POUNDS WITH DRIVER AFTER RACE.
12. 5 " INCH SPOILER
13. If utilizing a 375 CID or larger Max RPM 8000
14. If utilizing a 374CID or smaller Max RPM 8400

ENGINE OPTION 3

Sealed 604 crate

WEIGHT 2400 POUNDS WITH DRIVER AFTER RACE.

1. 7" max rear spoiler height

2. 6800 max rpm chip
3. THIS MAY BE ACCOMPLISHED USING ONE, NON-ADJUSTABLE, 12 VOLT IGNITION BOX WITH ONE HIGH END REV LIMITER SETTING OR AN INTERNAL SETTING INSIDE BOX. MSD #8728 REV CONTROL OR MSD #8738 ADDITIONAL REV CONTROL BOX ALLOWED. PRESET CRANE #6000-6478 IGNITION BOX ALLOWED. NO ADDITIONAL IGNITION ACCESSORIES ALLOWED. ALL COMPONENTS MUST BE OUT OF REACH OF DRIVER, BUT ACCESSIBLE FOR INSPECTION. NO MAGNETOS OR CRANK TRIGGERS

Aspiration

1. One two-barrel or one four-barrel carburetor OK
2. Must be naturally aspirated
3. No fuel injection
4. No electric fuel pumps

Weight

1. Minimum weight limit **2450**- no tolerance - after race with driver.
2. Weights must not be used in driver's compartment or outside of the body or hood area
3. Any weights added to other areas of vehicles must be securely mounted and must be painted white with car number on it, and attached with at least two 0.5 inch bolts
4. No gun-drilled, tubular, hollow bolts or studs
5. Steel fasteners only

BODY:

1. 1970 or newer American compact passenger car only. Panel vans or station wagons are not allowed.
2. An aluminum half-windshield may be used on driver's side of the front window opening only.

3. Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes). Front window may have a support of no more than twenty (20) inches at bottom, going straight up to top.
4. A minimum window opening of twelve (12) inches must be maintained on all four (front, back, left and right) window openings.
5. Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner posts must follow standard configuration.
6. Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front. No more than one-half (0.5) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground. A maximum of one (1) inch roof lips allowed on outside edge of roof. A maximum of four (4) inch sides on roof allowed. OEM Gremlin roofs are not allowed. Aluminum roofs are permitted but must remain flat.
7. Sail panels must be of matching design with matching styles on both sides of racecar. Sail panels may have a maximum bow of four (4) inches top to bottom, maximum bow of three (3) inches front to back and may be no more than eight (8) inches above the back edge of deck.
8. All racecars must be numbered with large legible numbers on both doors and on top of roof. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.
9. Reverse hood rake is not allowed. Hood must be level or slope forward toward nose of racecar. Back of hood may be no more than two (2) inches above decking. Lips on the sides of hood are not allowed.
10. Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar.
13. Overall width of the racecar may not exceed 80 inches. Width shall be measured from the widest points on each side of the racecar.
14. The rear deck lid and/or trunk area must be covered.
15. A two (2) inch lip on the nose is permitted, but may go no further than leading edge of hood.
16. Doors and quarter panels may be mounted a maximum of one (1) inch above the deck, and must match side to side – NO TOLERANCE.

17. Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend up to eight (8) inches forward of the back of the engine block.

18. NOSE MUST BE COMPLETELY WITHIN BUMPER.

19. REAR QUARTER PANELS CAN NOT EXTEND IN OR OUT OF DOORS

Spoilers:

1. Rear spoiler may not exceed the width of the rear deck lid, must be flush to the deck and must extend from right edge of deck to left edge of deck.

2. Rear spoiler must remain separate from sail panels.

3. A maximum of two (2) center supports and a maximum of two (2) side supports may be attached to the front of the rear spoiler (see body diagram for dimensions).

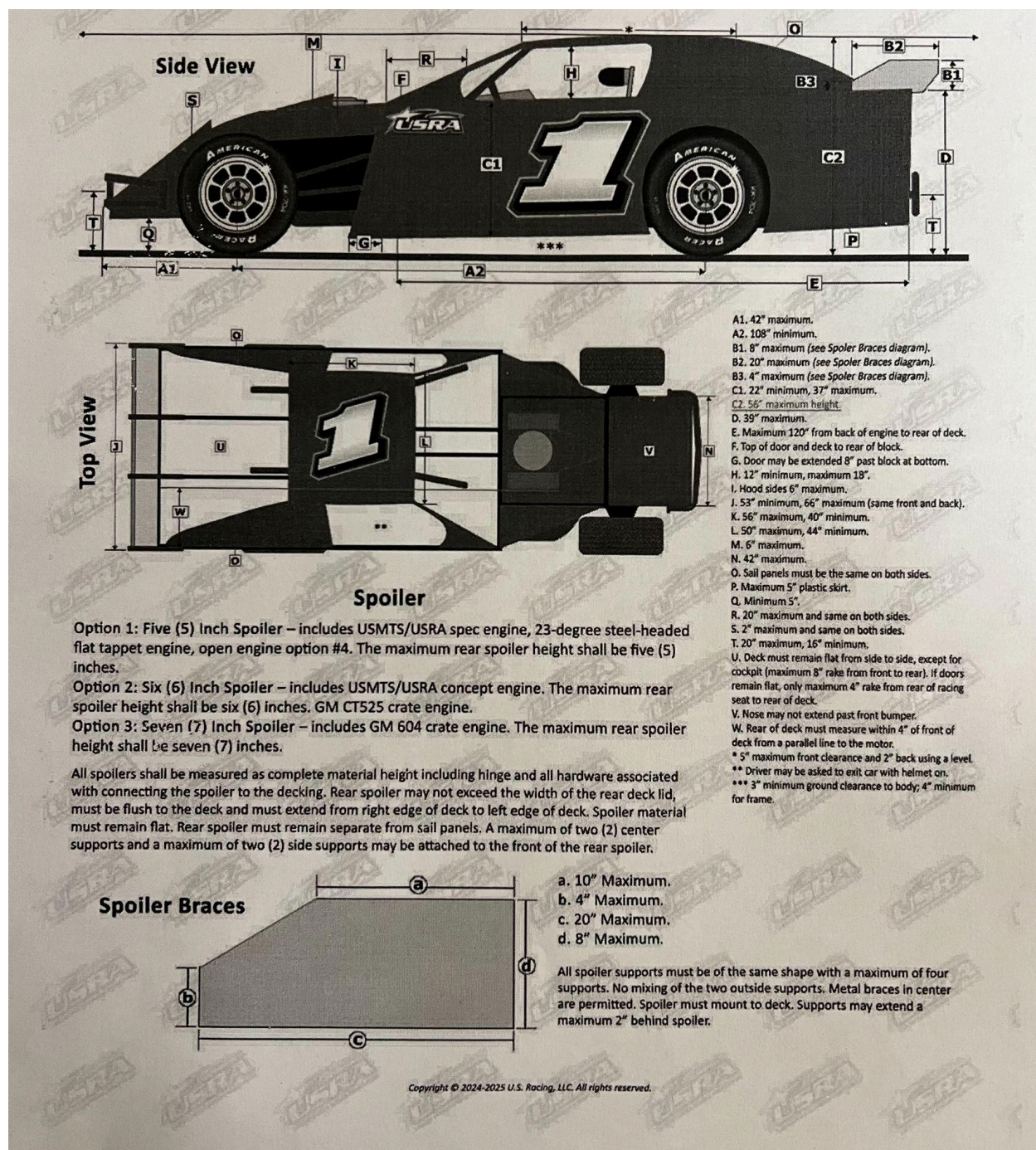
4. Fins, wings, lips or other air spoilers (except as noted above) are not allowed.

5. Any fins, wings, lips or other air spoilers permitted must match corresponding part on opposite side of racecar.

6. SPOILER MATERIAL MUST REMAIN FLAT INCLUDING BRACES & SIDES

7. Engine Option #1 and #2 can run a 5" spoiler

8. Engine Option #3 can run a 7" spoiler



Disclaimer: 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 complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES or death to a participant, spectator or official. 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 officials. Their decision is final.