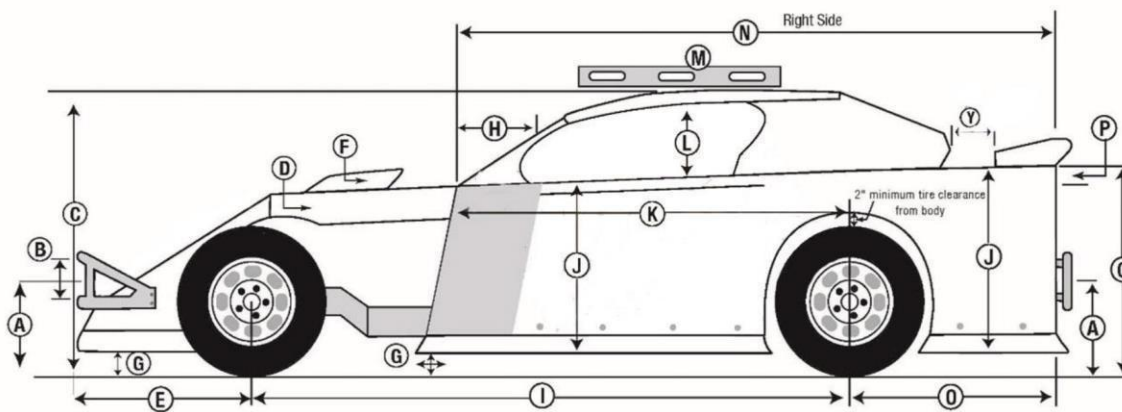


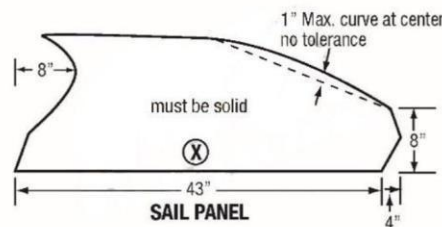
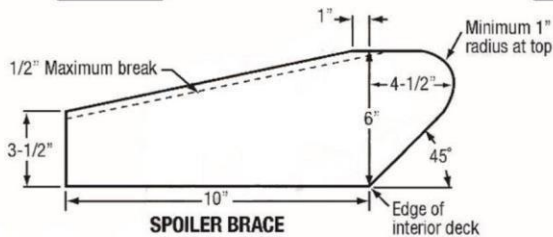
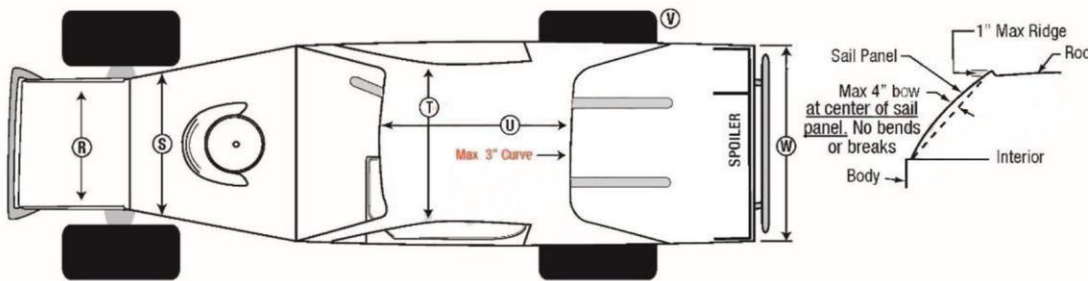
2026 Midwest Modzs Specifications Index

The rules and/or regulations written for this class are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for racing 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 AND/OR REGULATIONS. These rules are intended to be guidelines for the conduct of the sport and are in no way a guarantee against injury 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.



All body measurements are max. unless otherwise specified. Dimensions have zero tolerance.

- A** 20" max. 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 54" max. roll cage, 56" max. roof; 42" min. both
- D** Hood 6" max. drop (sides), sealed off from driver's compartment and max. 6" rake.
- E** 42" MAX LENGTH
- F** 6" max.
- G** 4" min. ground clearance; Door may extend max. 6" past block at bottom, both sides.
- H** 19" max., must be same on both sides.
- I** 112" max. 108" min.
- J** 31" max. 24" min.
- K** 72" max. or not past back of block, at top. Left side may extend forward to cover foot box.
- L** 18" max. 12" opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N** 120" max. 106" min.
- O** 48" max. 34" min.
- P** Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of doors and quarters. Optional escape hatch from driver to passenger door allowed.
- Q** 38" max. 28" min.
- R** 42" MAX WIDTH NOSE MUST BE FLAT AND FLUSH WITH SIDES
- S** 66" max. 24" min. must cover radiator.
- T** 52" max. 44" min. (includes sides)
- U** 56" max. 47" min.
- V** Tires max 1" inside body both sides.
- W** 66" max. 53" min. same front to back
- X** 43" max. 24" min.
- Y** 3" minimum



- REAR FILLER PANEL:** 8" min. / 90 degree angle. Must be solid, attached to deck, extend to quarter panels, securely fastened.
- SPOILER BRACES:** Maximum 3 total. Bottom edge of spoiler brace must be flush with rear edge of interior deck.
- SAIL PANELS:** Must slope down from rear edge of roof and be within confines of these dimensions and the same on both sides. Must mount to outside of, and can be no wider than interior deck. Must mount under roof sides.

Bodies:

No nose wings. MD3 nose not allowed, may use MD3 plastic nose pieces, window opening must be a min. of at least 12 inches on all 4 corners. Body may extend 2" on left side & 1 inch past the tire on right side. Max. deck height 39 inches. No Tolerance. No reverse hood rake. Rear sail panel must match side to side. No cut out

Balancer:

No modifying of harmonic balancer, 8.9 lbs. min. **Stock 8"**

Battery:

All batteries must be mounted in a safe manner. Top of battery must be covered.

Brakes:

Disc or drum brakes may be used front and rear. No aluminum disc or brake calipers allowed. Brakes must be operational on all four (4) wheels and must lock up all four wheels during inspection. **No right or left brake shut off. Brake pads must be the same both sides.**

Bumpers:

Bumpers must be used front and rear. Front bumper must be mounted on frame end and be of a semicircle configuration with the bottom loop parallel to the ground. Front bumper must be ten (10) inches high from bottom bar to top of top bar. Material must be one and one quarter inch minimum, two-inch maximum O.D. steel pipe. Rear bumpers may be constructed of pipe, square tubing, but must not have sharp edges. Rear bumpers and nerf bars must not extend beyond width of rear tire. Bumpers must be able to support car when lifted by wrecker.

Cam lifter:

Stock lifter 6200 chip. If you have the aftermarket stock appearing cheater lifter :5800 rpm; if you have this lifter and are running 6200 chip you will be DQ'ed. NO snap ring [lifters](#). NO Roller type lifter . **IF CAUGHT WITH ILLEGAL LIFTERS DRIVER IS SUBJECT TO A \$500.00 FINE BEFORE RETURNING TO THE TRACK TO RACE.**

Camshaft:

Hydraulic camshafts only & must pull at least 15 inches of vacuum at 1000 RPM. no tolerance. VACUUM GAUGE NEEDLE MUST HIT 15 inches & STAY AT 15 inches or GO HIGHER THAN 15 inches . Hydraulic cam 430 maximum lift at valve . **1.5 only ratio Aluminum roller rockers allowed, NO 15.2 or 1.6 or Bigger NO tolerance.** Poly Locks permitted. No roller cams. Lifters stock type, no Rhoades, anti-pump up, high revolution, etc. Stock type wire clip.

Crankshaft and Rods:

Stock appearing, no light weight, no H-beam rods. Press fit rods only. No floating rods, 5.7 rod on GM max. Aftermarket Eagle, Scat, etc. stock type ok. No lightening of any kind to crankshaft, 3.48 stroke max.

Carburetor:

4412 Holley, no modifications except jets and choke removed (not choke tower). **No Aftermarket Metering Blocks.** No electric fuel pumps, manual only. Spacer plate for carburetor from intake to carburetor only. Carburetor must have vacuum ports for testing vacuum. Carburetor spacer must be 1 inch max, **2-hole standard bore only.** No tapered or super sucker spacers. **Carburetor must pass all GO/NO GO Gauges. Holley Cast Number L6R3250B Not Permitted in any Competition. Air Cleaner top must be solid & the stud, top or base CANNOT direct air into the carburetor. No top flow housings, cold air boxes or top of the carburetor air cleaner inserts.**

Communications:

All competitors must have a RACEceiver 1600 in car radio to compete at the track.

Differential/Rear End:

Any passenger car type or truck rear end may be used. Floater rear ends are allowed. Any steel approved OEM passenger car or truck non-cambered rear end allowed. All components must be steel. Inspection hole in housing required. Solid steel axles or gun drilled steel axles and one-piece steel drive flanges only. May have Aluminum axel caps.

Quick change option is allowed and must use 10" ring gear with aluminum or steel spool, steel axle tubes, minimum one-inch-wide spur gears and bolt on rear cover. Safety hubs (floater) allowed. Steel axles only. All additional components must be steel axle caps, U-joint caps, and one-piece drive flange. One inch inspection hole required in housings. No scalloped ring gears cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces. Pinion plate must be steel.

Driveshaft

Minimum two-inch diameter, white, steel driveshaft. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25-inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.

Engine:

NO Evacuation System allowed to headers, in either engine option.

Location of Rear of engine (bellhousing flange) must be at least 72 inches forward from the centerline of the rear axle. The center of the crankshaft must be within two and one-half (2 1/2) inches of centerline of the ball joints.

Engine Option A:

Maximum size of engine block: 350 gm .060 max. 351 Windsor Ford .060 max. 360 Chrysler .060 max harmonic balancer on GM min. 8 in. Smaller engine allowed no stroker engines allowed! OEM firing orders cannot be changed. No beehive or high-performance valve springs allowed. 9 to 1 compression max.

Engine Option B:

Crate Engine: Must use unaltered sealed GM 602 crate engine with additional IMCA Cable-Lok system or USRA seals NO EXCEPTIONS. Upon inspection, any different, altered, or missing GM seal bolts or IMCA Cable-Locks, USRA seals will result in a penalty of 1 week suspension and a \$500 fine. Legal aftermarket oil pans ...Champ pan #CP100LTRB and Champ pick-up #100SB, or with Kevko pan IMCA92 and Kevko pick-up #1005-3/4.

-602 GM crate engine MUST run a 6,000-rpm setting.

-Carburetor rule will be the same as motor option A. Engine must pull a minimum of 17" of vacuum at 800 rpm.

Track has the option to enforce these restrictions with a cubic inch pump gauge or by visibly checking parts and part numbers.

Disqualification and loss of points if found illegal. **Subject to a \$500 fine before returning to track.**

Exhaust:

Any collector type header allowed. Exhaust must be directed away from areas of possible fuel spillage. No Zoomies. No 180-degree headers. No step down or Y-type headers.

Kill Switch, Fire Extinguisher & Window Net: A kill switch is required within easy reach of the driver. This switch must be clearly marked OFF and ON.

Frames:

(see frame drawing imca usra type) 1964 or newer OEM perimeter American rear-wheel drive passenger car frame or 1968-1972 AFCA Chevelle OEM replacement frame (part no. 10640000) only. No sport car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed ; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside cockpit. Minimum wheelbase 108 inches, maximum 112 inches, both sides. **Maximum overall width shall not exceed 77 inches from outside of tire to outside of tire.** No part of body can be lower than four inches. No part of frame can be lower than 4 inches or higher than 7.5 inches from ground except front crossmember and rear underslung.

Front suspension:

Front suspension must match frame and be in stock location. Parts must be replaceable from stock oem type parts from same type suspension except upper a-frame and a-frame mount. Tube type upper a-frame may be used. Fabricated a-frame mount may be used but must be in stock location. Lower aftermarket aframe can be used but must be in stock location. No fabricated spindles. Adjustable strut bars can be used on front end only. No coil over shocks allowed either front or rear. One shock per wheel. You may not run a dampening shock above the reared. Steering box must be stock oem type and be in stock location. No rack and pinion steering. No center steering. Adjustable sway bars allowed. Front springs must be stock metric dimensions & Chevelle must be stock dimensions **5"x 9.5 Max. 500 lb. min front spring rate. Will be checked.**

Fuel Systems:

E 85, Pump gas or racing fuels allowed. No oxygen bearing additives. No pressurized fuel systems. Fuel cells mandatory. Fuel max. capacity of 22 gallons. Must have new style screw on lip with flapper in top. Fuel cells must be encased in an approved metal container of no less than 20-gauge steel or 1/8-inch aluminum. Fuel cells must be mounted between frame rails as far forward as possible and using four, two (2) inches by 1/8-inch metal straps, two in each direction. The bumper must be equipped with a drag loop extending below bottom of the cell. No electric fuel pumps.

Gauges/Electronics:

Mandatory MSD (part #8727CT) rev control box is permitted with unaltered wiring harness (motor option A max RPM setting must be 6,200 / motor option B max RPM setting must be 6,000). 12-volt ignition system only. HEI distributor only. OEM firing order cannot be changed. Ignition rotor, cap, coil, and module must remain OEM appearing. No ignition boxes, remote coil, or accessories. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure and water temperature and analog tachometer or **Digital tachometers are permitted. (Memory recall allowed). Ground wire must be visible for inspection, and it is recommended that it be mounted near or on the distributor. No traction control allowed. NO MSD or Davis Tech coils or modules. Must utilize OEM distributor and ignition. Stock appearing coils, coil**

covers and modules only. Square coil covers are not allowed. Multiple spark ignitions are not allowed. Crank trigger ignitions are not allowed. GM external coils are not allowed. All ignition parts must remain out of the reach of the driver. **Rev box may be confiscated at anytime & swamped for another box from the track .**

Heads:

76 cc min., stock, no performance heads (no double humps, no 292,041 castings, no 1t1., no bowtie, no center bolt valve cover. Stock replacement Dart Head 10024360 , **043600 world product SR series, EQ CH 350I** . No porting or polishing, screw in 3/8 studs with shoulder, guide plates are allowed, 194/160 valves max. no 202/160 allowed. 305heads on 305 only!

FORD: World Products Windsor Jr 5303 Bare, 53030 Complete. If using this head must run dished pistons. 50 thousand head gaskets to reach 9:1 Compression. Rockers 1.6 cam lift at lifter is 268 to match a 430 lift at rocker. Stock OEM Balancer.

Mopar: Indy-X Head 20301 LA-X.

Roller Tip Rocker PRW 3231811 1.5 9:1 Compression Stock OEM Balancer.

Intake manifold:

Only intakes allowed are GM 2101,2701 ford 2121 or 2181, Chrysler 2176 or 3776. Intake must be unaltered (part #2701).

Oil Pans:

Extra capacity oil pans are permitted. No dry sumps allowed. Oil pump must mount in stock position. Must have 1 inch inspection hole above oil level for inspection. Inspection hole needs to be installed in a manner so that official can see crankshaft and rods for proper inspection otherwise pan will be removed for inspection.

Pistons:

Flat top 4-valve relief only. Hypereutectic 4-valve relief pistons ok. No JE, Ross, etc. No high performance parts allowed.

Rear suspension:

Two options: aftermarket three link design or multi-leaf spring design. All components must be steel. All mounts and brackets must be welded or bolted solid. You may not run a dampening shock above the rearend. Three link design requirements - must use minimum 15-inch center to center of heims lower trailing arms both sides need to be the same, (1-inch tolerance), no swing arms. **Straight tube only no bent tubes.** Solid pull bars are required, no spring bars, rubber bushings or any type of torque device. Pull bar must be mounted solid (no rubber or any type of cushion in the mounting bracket). Must be located at top center of rear end housing and remain centered on housing over drive shaft (1 inch tolerance left to right).

May use minimum 23-inch long Panhard bar located behind rear end housing or minimum 19inchlong

Jbar mounted to a steel pinion bracket. Measurements are from center of heim joint to center of heim joint. May mount rear spring over axle housing or use coil cover eliminators (sliders). Lower spring perch or coil cover mount must be welded to rear end housing **solid mount or pivot ball allowed.** No birdcages or floating mounts allowed. Must use steel upper weight jack if springs are mounted over axle housing.

No shock type eliminators. No weight on top of rearend tubes or housing.

Maximum length rear spring 16". Minimum length rear spring 13".

Left rear spring CANNOT be compressed at full droup. (Zero preload meaning spring must move up & down freely with no resistance at full droup)

Roll Cage:

Must consist of continuous hoops not less than one and one-half inches outside diameter and must have a wall thickness of at least .095 inch. Must be frame mounted in at least six (6) places. Body mounted roll cages not acceptable. Must consist of configuration of front and rear hoops connected by tubing on sides or side hoops in a manner deemed acceptable by the inspector. Driver's head must not protrude above cage with helmet on while strapped in driver's seat. Roll cage must have a 3/16-inch inspection hole in noncritical area. Must have at least three (3) horizontal bars at driver's door welded to front and rear of roll cage members.

Safety Equipment

Rules apply at all times the car is on track. Snellrated SA2015, SA2020 or SA2025 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driverside window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net. Minimum two inch wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. 2. FRAME: (see frame drawing) 1964 or newer OEM

Seat , Steering , Cockpit

Loose objects and/or weights are not allowed. Air bags are not allowed. Rear view mirrors are not allowed. Other than the gas pedal, brake pedal and front-to-rear brake bias, any knobs, handles or levers used for adjustment of carburetor, ignition timing and/or suspension is not allowed. Floor and firewall must be complete in the driver's compartment. Minimum one hundred twenty-five thousandths (0.125) inch aluminum or six hundredths (0.06) inch steel complete floor pan required. Interior sheet metal cannot be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right-side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right-side door bars. Driver must be able to exit the racecar from both sides.

All cars must be Must be OEM and remain within original bolt pattern for type of frame used. Idler arm, pitman arm and center link must match frame. Outer tie rod end and adjustment sleeve may be replaced with a heim end and steel tube. Rack and pinion is not allowed. 600 steering gear boxes are not allowed. May be modified to suit driver but must remain on left side of cockpit (no center steering). Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed equipped with an approved quick release type seat belt and shoulder harness securely fastened to frame and roll cage. Seat belt material should be at

least (2) inches wide AND CANNOT BE OLDER THAN 2 YEAR. Racing seat mandatory.. Seat and steering wheel may be located to suit driver but must be kept on left side of car. No center steers.

Shocks:

**THIS IS THE SHOCK RULE UNTIL
JUNE 1 2026....**

One steel, nonadjustable, unaltered shock per wheel only. Take apart from factory Oem shock allowed. No external gas ports of any kind. No screws. No Schrader valves. No ports, none. **Must have 1" minimum of shock travel up & down at ride height with driver in car.** No external or internal bumpers or stops. No coil over, air or remote reservoir shocks. No Schrader valves or bladder type valve allowed. Front half of any shock may be shielded. Rear Shocks must be mounted within 25 degrees of vertical.

Smooth Steel Body/No Screws, No External fill ports. Body must be 1 piece. Shocks can be Mono Tube or Twin Tube. Example: Bilstein - Gas / SZ, SL Series; 14 Series Afco /WB Pro

Shocks Chain Limiter:

May run a chain limiter on Left Front. Chain limiter MUST be FREE, have Slack, NO tension at Ride height with driver in car. Must have a minimum of 1/4” of FREE TRAVEL. NO chain limiter on Right Front.

Smooth Steel Body/No Screws, No External fill ports. Body must be 1 piece. Shocks can be Mono Tube or Twin Tube.
Example: Bilstein - Gas / SZ, SL Series;

Shock Claim:

The top 4 Finishers in the A Main are subject to a shock claim.

OPTION 1 - 4 Shocks can be claimed out right for \$400

OPTION 2 - Trade Option - \$200 & Claimers Shocks. The person being claimed has the option to Choose 1 or 2.

CLAIMER - Must make the claim within 15 minutes of the conclusion of the A Main. CLAIMER - MUST have exact cash. CLAIMER - MUST finish the A Main on the lead lap. CLAIMER - CAN NOT claim the same driver more than 1 time in a season.

SHOCKS : Shock Rule AFTER JUNE 1 2026 SHOCK

OPTION 1:

Afco 14 Series Shock unaltered with the valving listed below ONLY

Front - 1475 & or 1474-6

(The front valving can be ran on either front corner & may run same Valving)

Rear - LR 1497-2 RR 1494

Rear Shocks must be mounted within 25 degrees of vertical.

Shock shields may be used.

Shock must have 1" Minimum of shock travel up & down at ride height with Driver in car .

Rear Shocks may be on a weight jack.

Shocks cannot be tampered with (No drilling No Freezing No Altering Shock body)

Any shock that has been deemed to far from Afcos tolerances can be confiscated & Driver can be disqualified)

Valving numbers must be identifiable. If they are not, the driver will be disqualified.

Same Shock chain limiter & Shock Claim rule as above written .

SHOCK OPTION 2:

One steel, nonadjustable, unaltered shock per wheel only. Take apart from factory Oem shocks allowed. No external gas ports of any kind. No screws. No Schrader valves. No ports, none. Smooth Steel Body/No Screws, No External fill ports. Body must be 1 piece. Shocks can be Mono Tube or Twin Tube. Example: Bilstein - SZ, SL Series; Afco 14 Series ; Pro WB

SHOCK OPTION 2 : NO REAR SPOILER

Max chip 5,800 rpm chip crate motor

Max Chip 5,600 rpm chip cheater lifter

Max Chip 6,000 rpm chip open motor

Same Shock limiter & Shock Claim rule as above written .

Starter:

Engine must have a working starter and must be capable of starting car on demand.

Tires:

American Racer G60 / 8" Asphalt Take offs

NO TIRE DOPE / Tire Samples can be taken at anytime / Any Drivers Tire not matching the bench mark of the manufacturer determined by a select lab will be automatically DQed & must pay a \$500 fine to return to compete at the Racetrack.

Transmission:

OEM three-, four- and five-speed and automatic production-types are permitted. With engine running and racecar in stationary position, driver must be able to engage racecar in gear and then move forward and then backward at time of inspection. In-and-out boxes are not allowed. Ball spline transmissions are not allowed. May all be clutch-operated or an OEM automatic with a coupler. May use a hand or clutch pedal operated ball valve for neutral.

Aftermarket transmissions are permitted. Approved aftermarket transmissions are Bert (part #BERLMZ), Bert 2nd Generation are not allowed;

Brinn (part #70001), Falcon (part #60100), RaceGator (part #140002/140002-C) and Mitchell Machine Bullet Tranny with internal clutch. Clutch must be inside of bell housing for OEM production-type transmissions.

Starter must bolt to the engine block or factory location.

One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver.

Aluminum flywheels are not permitted. Must have full-sized steel or Aluminum bell housing. Flywheel must bolt to crankshaft. Clutch must bolt to flywheel, a minimum six and one-quarter (6.25) inch clutch.

Automatic and aftermarket transmissions must have a guard 270 degrees around flex plate or flywheel and must be constructed of at least one-quarter (0.25) inch steel. Alternatively, automatic transmissions may utilize an SFI-certified aftermarket guard. Flex plates must be SFI certified.

Internal clutches are not allowed except for approved aftermarket transmissions.

Weight:

Minimum weight is 2,500 pounds with driver after race, no tolerance. All lead weight must be mounted securely with 2 weight clamps and 1/2-inch bolts. Lead must be painted white and have your car number on the lead.

Wheel:

Wheel width must not exceed eight (8) inches. No aluminum wheels. Bead locks allowed on right rear only. Any foam or plastic type mud cover mounted on right side wheels. Inner mud plugs on LR only. **No solid or heavy wheels, standard weight sticker wheels only. No metal wheel spacer aluminum only.**

Spacer can be no bigger than a drive flange 6.5 inches in diameter. No Tolerance.

Wheelbase:

108 inches minimum, 112 inches maximum both sides.

ANY DRIVER THAT PAYS A FINE THE MONEY WILL GO INTO THE MW MODZs PURSE ...

Remember these rules are written by the Racetrack & interpreted by the Racetrack not the Drivers.

Any rule can be amended at any time at Race Tracks discretion.