



# Southern Modified Racing Series 2017 Rules & Regulations

## GENERAL RULES:

- 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Southern Modified Racing Series presented by Pass shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of series officials. Their decisions are final.
- The interpretation and application of the Southern Modified Racing Series Presented by PASS Rule Book, by SMRS Officials at a given series event, shall be final, non-appealable and non-litigable. In order to promote modified racing, to achieve prompt finality in competition results and/or governing of series competition, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS OF BY SOUTHERN MODIFIED RACING SERIES PRESENTED BY PASS OFFICIALS AS AN INTITY, TO THE APPLICATION AND INTERPRETATION OF THE SOUTHERN MODIFIED RACING SERIES PRESENTED BY PASS RULES AND GUIDELINES SET FORTH, ARE NON-LITIGABLE AND THEY CONVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST SOUTHERN MODIFIED RACING SERIES OR ANY PERSONS ACTING ON BEHALF OF THE SOUTHERN MODIFIED RACING SERIES AT ANY TIME, WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS.
- Regulations and specifications set forth herein are automatically amended by revisions contained in subsequent Official Technical Bulletins issued by the Southern Modified Racing Series or in Rulebook Amendments or Rulebook Revisions.
- All specifications and regulations contained herein are subject to deletions, additions and/or verbal directive of the Southern Modified Racing Series without prior notification.

## LICENSING AND REGISTRATION:

- Any person who desires to participate in a Southern Modified Racing Series (SMRS) Sanctioned event as a car owner and driver must purchase a SMRS License. SMRS license is non-transferable. Only the member to whom it is issued may use it. If a licensee intentionally or unintentionally assigns or otherwise permits another person or entity to use or attempt to use the licensee's license, then the licensee shall be subject to disciplinary action and shall indemnify and hold harmless SMRS from any loss or expense incurred by as a result. Once a license is issued to an individual, regardless of who pays for the license, the license is the property of that individual.
- License (includes one Driver and one owner) Fee \$250.00 (two-hundred fifty dollars).

**ELIGIBLE MODELS:** Any safe modified type racecar with a wheelbase between 104" – 110", no supers, no sprints, or wings allowed. Maximum tread width 84" when measured at wheel bead to wheel bead at spindle height.

## WEIGHT RULE:

- $6.8 \text{ lbs.} \times \text{cubic inch} + 175 \text{ lbs} = \text{total weight for all cars.}$  Minimum weight is 2600 pounds with a 56% maximum left side weight with driver in car as he/she would race.
- Progressive / Hamner Engine must weigh a minimum of 2645 pounds with a 56% maximum left side weight with driver in car as he/she would race.
- All NASCAR Spec Engines must weigh a minimum of 2650 pounds with a 55% maximum left side weight with driver in car as he/she would race.
- Left side weight will be strictly enforced. Penalties will be implemented as follows: 0.10% Overage \$200 Fine; 0.20% Overage \$300 Fine; 0.30% Disqualification of position, including all earnings and points.

## **BODY:**

- Cars must be neat appearing. All body styles and configurations must meet the approval of the SMRS Officials. Safety and visibility are the prime concern.
- All bodies must be installed on frame in a manner acceptable to the officials. The height of the rear quarter panel will be 36" maximum from the bottom of the rear spoiler to the ground. 44" maximum total height from the ground to the top of the spoiler.
- Bodies may not extend below the frame rails.
- No skirts or additional metal may extend below the body. No car will be allowed to compete with excessive body damage. Excessive body damage to be determined by SMRS Officials.
- All cars must have rear wheel openings on left and right side of no less than 12 inches, and no more than a 15 inch radius from the center of the rear axle.
- At least the top part of the hood is mandatory. Safety clips are required on both sides; front and rear. If sides are used, a minimum ground clearance of two (2) inches is required. Hood must cover cowl and top part of radiator with openings only for air cleaner, and distributor.
- No belly pans. A belly pan will be defined as any object or material that alters the flow of air under the car.
- Determination of whether any material or object is or is not a belly pan shall be up to the discretion of the officials. Panel of the front nosepiece may not extend past the rear edge of the harmonic balancer
- Front windshields that are straight are allowed on the driver's side only. Maximum width of 24" and minimum 1/8" thick lexan only. Curved style windshields are allowed
- Front air dams will be no wider than the front clip.
- Front air dam length will be measured from the front of the bumper. This measurement will be a minimum of 1" back.
- No interior spoilers, wings, or wind deflectors allowed. No double panels. All interior sheet metal is subject to approval by SMRS Officials.
- Spoilers allowed, must meet SMRS tech approval. Dimensions- 8" high, and no longer than 48" and centered within rear quarter panels.
- Any body and sheet metal that meets SMRS specifications will be allowed
- Blewett Bars are highly recommended should have Two (2) vertical & One (1) horizontal. 1 3/4" OD x .095 wall thickness
- No sail panels on the body will be allowed.
- Roof - Steel or Approve Fiberglass roof allowed. Approved SMRS Fiberglass Roofs will be permitted. All SMRS approved roofs will be embedded with a serial number coinciding with manufacturer it will be used on. (Example - Troyer #001, Spafco #001, number will be located on the inside right front corner.
- Any fiberglass roof without a serial number is subject to approval by SMRS Officials. SMRS reserves the right to deny any unapproved roofs from competition.
- Anti-Intrusion Roof Plate is recommended for all cars.
- Roof Height will be measured with driver. The overall height will be measured 6" back from the back lip of the windshield along the centerline of the roof, minimum of 40". The rear of the roof at the highest point will be a maximum of 43". A maximum tire pressure of 14 lbs. on the left side. Chassis Height 1 3/4" for the Heats and 2" for the Feature.
- "B" pillars must not extend above the height of the bottom of the rear spoiler (See Illustration). Must be the same style and dimensions from side to side.
- Rear tail light panel must be enclosed from top of rear frame rail to bottom of the rear spoiler. 1/2" Maximum above frame rail.

### ***BODY DIMENSIONS - WIDTH:***

Doors: Minimum 43" Maximum 45" when measured beneath the car at the rocker panels, at the front of the doors and just in front of the rear wheels.

Quarter Panel: Top: Minimum 49" Maximum 60" when measured across the body at the top rear most part of the quarter panels.

Bottom: Minimum 58" Maximum 60" when measured between the outer edges of the rear quarter panels at rear bumper height.

### ***BODY DIMENSIONS - LENGTH:***

Doors: Minimum 72" Maximum 78" when measured from the center of rear axle housing forward to the front most part of the door.

Quarter Panels: Minimum 34" maximum 42" when measured from the center of rear axle housing to rear most part of the body.

**Note: Exception to the above rules are all pre 2001 chassis cars which are not subject to the full letter of dimensions listed above. These pre 2001 chassis will be "grandfathered" due to the difference in frame width. Exception must be reviewed by the Race and Technical Director for final approval.**

## CHASSIS:

- All front sub-frame assemblies must maintain a minimum of a 30° angle from the side frame rails up to the top of the subframe.
- **Floors must be complete in driver's compartment. The floor must be minimum 1/8" steel.**
- Minimum frame and oil pan ground clearance on all cars is two (2) inches at its lowest point with driver in car.
- A steel firewall must separate driver from fuel tank and engine compartments
- Firewall separating driver from engine compartment must not be any further back than the lower area below windshield opening. In front of driver and in back of driver. Drive shaft Cover.
- All firewalls must be sealed on top, bottom, and sides.
- Driver side Anti-Intrusion door plates are mandatory. See Illustration for requirements.
- All front bumpers must be of rounded type, not to extend outward beyond the edge of frame more than 2" on each side.
- Rear nerf-bars may extend outward beyond the edge of the tires a maximum of 2". All ends must be capped and edges rounded off.
- Bottom of front and rear bumpers must not be lower than 13" and not higher than 15". The rear bumper safety rule. See Illustration for rear bumper mounting requirements.
- Double side rails are mandatory and must extend outward to be flush with or up to 2" beyond edge of tires.
- A fuel cell is mandatory with a capacity of 22 gallons. Cell must be inside the body. Bladder maximum 5 years old. No plastic fuel cells. Must be centered with driveline of the car. Must have rollover check vale in fill plate. Fuel Cell Protector - Round corners.
- Fuel Cell height from the ground a minimum 5". A minimum ride height of 2" measured on the left side with the driver.
- Front spindles must be attached to the frame using two (2) tethers, per spindle. Tethers must meet SMRS specs. Two tethers per spindle. Magnetic steel spindles only.
- Front suspension will be independent only. No straight axles.
- Front Sway Bar- The front sway bar MUST be used for the purpose of anti-roll only. The front sway bar MUST rotate freely in its mounts. The movement of the front sway bar must not be prevented or restricted beyond that of the normal use of anti-roll bar.
- Only magnetic steel front sway bars are permitted.
- There will be no chassis adjustment controls in the car such as hydraulic weight jackers attached to the coil springs, sway bar etc.
- Shock Rule: Any shock/spring combination allowed. Shocks with external reservoirs are not allowed.

## CARBURETORS:

- No matter what the temperature the carburetor is, each carburetor must meet the specifications and dimensions. Cooling of carburetors prior to testing will be not allowed.
- All boosters in all carburetors must be safety wired with minimum .020 wire.
- All carburetors must have two (2) throttle springs.
- 390 carburetors for 23° aluminum head engines, or steel head engines that do not meet SMRS stock steel head specifications.
  - Booster OD- .617
  - Bridge may be removed- .450
  - Length- .500
  - Installed height- .467
- No tapering of ID or OD of booster.
- Booster leg must remain unaltered.
- Throttle shafts must measure .197 including throttle plates unaltered.

## **ENGINES:**

- All engines will be subject to bubble tested for cubic inches. All aluminum head engines will be tested for compression ratio. This procedure will determine cubic inches and compression ratio.
- **Testing procedure:**
  - Motor must be at air temperature.
  - Battery must be fully charged.
  - All spark plugs must be removed from motor
  - Qty 1 cly intake & exhaust push rods & rocker arm off
- Dodge, Ford and Spec Engines/Carburetor combinations must be approved by SMRS Officials.
- Any stock or after-market small block.
- No aluminum blocks.
- NO BLOCK LIGHTENING permitted. -EXCEPTION: Minimum lightening, as determined by SMRS Officials, will be assessed
- A MINIMUM 25 lb. (pounds) penalty on the outer most part of the right-side frame rail. Any lightening beyond the minimum, as determined by SMRS Officials, may be assessed up to as much as a 150 lb. (pounds) penalty dependent upon the severity of the lightening.
- Weight will be placed between the front and rear roll cage hoops, on the outer most part of the right-side frame rail and not below the frame rail.
- Any intake.
- Any ignition.
- No titanium or aluminum connecting rods.
- The maximum compression ratio on all steel head engines is: 13.5 to 1.
- Steel Engine valve lift: Max 0, Lash- .725
- Maximum any 1" (inch) aluminum carburetor spacer allowed on all Steel Head engines
- The maximum compression ratio on all aluminum head engines is 12.0 to 1.
- Ignition / MSD Boxes:
  - Only One (1) MSD 6ALN ignition box is permitted. Ignition box should be located on the right side of the driver's compartment and should be mounted in clear view.
  - 6pin weather tight connector male and female plug in mandatory.
  - Only one 1(one) active ignition box allowed. Additional boxes must be REMOVED before car participates in any on-track activity.
  - SMRS Officials may randomly pick cars and swap boxes before any race event.
  - If you run a crank trigger, there must not be an ignition module located in the distributor.
- Any oil system.
- Dry sump tanks must be fully enclosed.
- Oil coolers are allowed. Location of cooler location is up to the discretion of the SMRS officials.
- Must use tube header type exhaust system.

## **18 DEGREE ALUMINUM HEAD ENGINES:**

- Maximum 12 to 1 compression ratio.
- Weights: 6.8 pounds per cubic inch + 175 pounds with a maximum of 56% left side weight and a minimum total weight of 2600 pounds.
- Engine specs as per 2016 NASCAR Modified Tour type engine rules
- Must run a 2016 NASCAR Modified Tour legal 390 carburetor.
- There will be no SB2 type cylinder heads allowed.
- Maximum ANY 2" (inch) ALUMINUM carburetor spacer allowed.

## **23 DEGREE ALUMINUM HEAD ENGINES:**

- Maximum 12 to 1 compression ratio.
- Weights: 6.8 pounds per cubic inch + 175 pounds with a maximum of 56% left side weight and a minimum total weight of 2600 pounds.
- Minimum valve angle 21 Degree
- 390 open-booster carburetor as per SMRS rules stated above in carburetor rules.
- If any 23 degree engine should fail to meet the 12 to 1 compression test, it will be allowed to compete with NASCAR legal 390 carburetor.
- Maximum ANY 2" (inch) ALUMINUM carburetor spacer allowed.

## **HEADS / CARBURETOR / OPTION:**

- Cast iron GM Bow-Tie part# 140-11034, part# 1248-0034, part# 1248-0053 and DART part# 105-100-20PF
- Stock heads...see head rules below. May run a max 750 cfm four barrel Holley carburetor with the following weight rule: 6.8 pounds per cubic inch + 175 pounds with a max of 56% left side weight with a total minimum weight of 2600 pounds.
- Any cast iron heads that exceed head rule must run a max of 650 cfm Holley carburetor with a 1" spacer plate. All four-barrel/max 650cfm carburetors will be checked with SMRS Tech Official gauges. SMRS legal Holley 650 cfm carburetor max. with the following weight rule: 6.8 pounds per cubic inch + 175 pounds with a max of 56% left side weight with a total minimum weight of 2600 pounds.
- Carburetor spacer plate 1" maximum for aluminum heads, and 1" maximum for cast iron heads that meet stock GM Bowtie and DART steel head rule.
- If any 23 degree engine should fail to meet the 12 to 1 compression test, it will be allowed to compete with NASCAR legal 390 carburetor.
- Maximum ANY 1" (inch) ALUMINUM carburetor spacer allowed.

## **DART HEAD RULE:**

- Must use part #. 105-100-20 PF to be eligible to use the Max 750 cfm carburetor rule.
- The Dart Head Part #. 105-100-20PE must remain in box stock condition with the following exception:
  - Combustion Chamber may be polished.
  - Heads may be resurfaced as required.
  - Valves size max: 2.055 max on Intake /1.625 max on exhaust. Maximum valve angle 21° - NO TOLERANCE.
  - Intake Port Work / ( Stage 1 ):
  - Intake Port may be gasket matched to a max of 1.380 in width 2.380 in height. The Intake port may also be worked from the intake flange of the head inward as follows:
    - Port Floor 1.700 in from flange max depth.
    - Push Rod side of port 1.700 in from flange max depth.
    - Roof of port 1.700 in from flange max depth.
    - Divider wall side of port .750 in from flange max depth.
    - Port width at Push Rod Pinch area will be 1.120 max width measured from the un-ported area of the divider wall.
    - Max means the limit, but can be less than the max limit. (ABSOLUTELY NO TOLERANCE beyond the max limit.)
    - Any work beyond the max limit will be deemed illegal. No material shall be added to any part of the head including, but not limited to the roof and the push rod area.
  - Exhaust port must remain stock as cast, with the exception being you may work the area below the bottom cut of the valve seat into the bowl area 1" (1 inch) 360° max/limit. (Example: bottom cut of 45° seat in toward valve guide 1" (1 inch) 360°.) The roof and side walls of the exhaust port from exhaust mounting flange of head .950 minimum in towards the short side radius must remain untouched as cast. Max and minimum being the limit. Any work done outside the limit will be deemed illegal. Full Ported steel head engines beyond stage 1 specs that are over 12:1 must weigh 6.8 lbs. per Cubic inch + 175 pounds with a max of 56% left side weight with a total minimum weight of 2600 pounds.
  - Any cast iron heads that exceed head rule must run a max of 650 cfm Holley carburetor with a 1" spacer plate. All four-barel/max 650cfm carburetors will be checked with SMRS Tech Official gauges. SMRS legal Holley 650 cfm carburetor max. with the following weight rule: 6.8 pounds per cubic inch + 175 pounds with a max of 56% left side weight with a total minimum weight of 2600 pounds.
- Any intake may be used with these heads. Normal intake porting is allowed, but intake must remain in its original exterior dimensions If any 23 degree engine should fail to meet the 12 to 1 compression test, it will be allowed to compete with NASCAR legal 390 carburetor.
- Steel type stock replacement valve seats only when required.
- Work allowed on the valve seat, ledge or factory undercut area of Intake Bowl is as follows: No angle cuts, metal removal, or enlarging of ports allowed below the top of the valve seat that would allow the gauge to drop below the seats as follows:
  - .250 + 1/32" from top of the valve seat on intake of DART heads.
- Measurements will be strictly enforced by the use of SMRS Go-NO Go gauge.
- Intake 1.875" OD of gauge on intake.
- Stainless steel valves only.
- 11/32 Valve stems

### **STOCK CAST IRON RULE:**

- Stock cast iron GM Bow Tie heads will be subject to a runner volume test runner volume 190 cc maximum.
- Any intake may be used with these heads. Normal intake porting is allowed but intake must remain in its original exterior dimensions.
- Heads may be milled: angled or straight cut allowed on both block and intake surfaces.
- All manufacturers' identification numbers are to be visible and unaltered on cast iron heads.
- Combustion chambers may be polished; cc'd, but must maintain stock shape and appearance.
- Any intake and exhaust valves allowed- .055 maximum diameter intake, 1.625 exhaust.
- Flashing may be removed from heads anywhere except in the intake and exhaust runners and ports.
- No removal or smoothing of metal will be allowed in the intake or exhaust runners.
- Ports and runners cannot be reworked in any way to increase flow.
- Reworking the heads in any way to match intake and exhaust manifolds will not be allowed.
- Any valve guides. Valve guides must be left at stock height in the intake and exhaust ports and no grinding or smoothing in this area will be allowed.
- Work allowed on the valve seat, ledge or factory undercut area of the heads is as follows: angle cuts, metal removal, or enlarging of the ports allowed below the top of the valve seat that would allow the gauge to drop below the seats as follows:
  - 1/2" + 1/32" from top of the valve seat on intake of Chevy Bow Tie heads.
  - 1/2" + 1/32" from top of the valve seat to the top of the gauge on exhaust of Bow Tie heads.
- Measurements will be strictly enforced by the use of SMRS Go No-Go gauge.
- Exhaust: 1.350" OD of the gauge on exhaust
- Intake 1.718" OD of gauge on intake.

### **NASCAR SPEC ENGINE RULE:**

- Must meet all Engine and Carburetor guidelines as per 2016 NASCAR Rulebook.
- Weight Rule: Must weigh a minimum of 2650 pounds with a max of 56% left side weight.

### **PROGRESSIVE / HAMNER SPEC ENGINE RULE:**

- May run up to a max 750 cfm Holley four-barrel carburetor with a weight rule of 2645 pounds with a maximum of 56% left side weight.

### **MOD LITE ENGINE / WEIGHT / CARB RULE:**

- All Mod lite cars must meet all SMRS rules with the following exceptions:
  - LMSC type built engine: All Chevrolet engines must run an Eldebrock 2101 intake. Ford and Dodge intake must be SMRS approved. Engines must run a NASCAR approved Holley 390 CFM Carb.
  - Chevy 603 and 604 crate engines must run as produced by GM specs with a Holley 650 CFM four barrel (4) carb.
  - Ford 347JR / 347 SR crate engines must run as produced by Ford specs with a Holley 650 CFM four barrel (4) carb.
  - All mod lite cars must weigh a minimum weight of 2600 pounds with a maximum left side weight of 56%.

### **DRIVE TRAIN:**

- After-market brakes allowed. No titanium or carbon fiber allowed. Conventional braking systems only. No enhancing devices or electronics in braking system. Exception brake safety kill switch.
- Any brake pads.
- Brake bias control is allowed.
- Steel spindles only
- There will be no oil filled hubs allowed.
- Wheel bearings must be tapered cylindrical (Timken Type) bearings. No ceramic bearings are allowed anywhere in the car.
- Magnetic steel drive shafts only. 2" minimum OD.
- Transmissions must meet the following requirements:
  - A standard production transmission, which is available through regular dealers.
  - The only aftermarket transmissions allowed will be Jerico #2-SP two speed manual transmission and the Jerico #3-SP three speed manual transmission or Richmond part # RIC70200. No titanium or carbon fiber parts allowed. No ceramic type roller bearings. No overdrive type transmissions allowed. It is ok to machine the bottom of transmission case for clearance.
  - A maximum of four (4) forward speeds.
  - A forward and a reverse gear must be in working order.
  - No automatic or semi-automatic transmission.
  - No transmission will have a gear ratio between 1.00 and 1.15. The only high gear transmission ratio permitted will be 1.00:1.
  - SMRS officials must approve all transmissions.

(Drive Train Continued Next Page)

(Drive Train Continued)

- A multi-disc clutch is allowed. Clutches must have steel discs. The clutch, pressure plate and flywheel must be bolted to the end of the crankshaft, No ram couplers, No direct drives. No carbon fiber or composite materials. Minimum 5 1/2 "clutch. Pressure plates may be aluminum.
- No traction control allowed. If caught, loss of total points to date plus money won for that event.
- After-market rear end allowed. No titanium or carbon fiber parts. Rear spur gear quick change only. No ratchet-type or limited slip differentials. Spool only.
- Only Steel wheels with steel lugs are permitted.
- 15" maximum width wheels.

#### **TIRES:**

- Only Southern Modified Racing Series approved Hoosier tires may be used.
- Tires may not be chemically treated.
- Tires may not be altered in any way.
- All tires must be purchased at the track from the SMRS authorized tire vendor.

#### **SAFETY REQUIREMENTS:**

- Each competitor is solely responsible for the effectiveness of all safety equipment used during a given event.
  - All cars must have a steel roll cage.
    - Must use a minimum of 1 ~ " OD x .090 tubing.
    - Four horizontal bars are mandatory on the driver's side door, three on the passenger's side.
    - Roll cage must be welded securely to the frame.
    - Threaded pipe, pipe fittings, and lap weld pipe are not permitted.
    - All bars near the driver must be padded with a fire resistant padding. No foam rubber.
    - Must meet Tech approval
    - Blewett Bars Minimum 1 3/4"OD x .095 Thickness
  - All front and rear firewalls, as well as, the drive shaft tunnel must be fully enclosed and made of magnetic steel (.024 min.)
  - Anti-Intrusion Roof Plate is Mandatory for all cars that will participate in any 2016 SMRS sanctioned event.
  - All cars must have an aluminum racing seat. The seat will be bolted to frame with six (6) 3/8" bolts with a minimum of 1" OD flat washers .085 minimum thickness 3/8 USS Lawson "Tuff Torq", or equivalent.
  - Four (4) bolts on the floor of the seat and two (2) on the back seat frames must be mounted securely to the roll cage.
    - Right side headrest mandatory.
    - Choice of left side headrest, or auxiliary net mandatory.
  - Must have a minimum of a quick release 5-point safety belt with a 3" minimum belt . These must be securely mounted. Belts must not be more than three (3) years old. No visible wear or tears allowed.
  - A window net is mandatory and must be web or mesh style. The net must be secured to the roll cage with two steel rods or bars, with top being of quick release design and must fall down when opened. Latch must be forward and driver accessible. Condition of window net and release must be approved by SMRS Officials.
  - Steering wheel centers must be padded. Steering wheel stop is mandatory on steering shaft below top mounting point. Wheel quick release hub is mandatory. Subject to SMRS official approval.
  - A fire suit is mandatory. It must be Nomex material, double-layer, clean, and in good condition.
  - SFI rated fire retardant gloves and shoes required at all times on the race track
  - A full face helmet is mandatory and must be a minimum Snell SA 2005.
  - Hans, Hutchins II, Hutchins Hybrid or NecksGen devices are the mandatory Head and Neck Restraints and must be SFI approved. Head and Neck Restraints are MANDATORY EVERYTIME a driver is on the race track.
  - A fire extinguisher in good working order and mounted within easy reach of the driver is mandatory. On board fire systems are strongly recommended.
  - No fuel lines in driver's compartment.
  - Fuel tanks must be vented to the outside of the body through the rear panel.
  - Fuel shut off, marked OFF and ON, must be in reach of driver and accessible to safety crews. A fuel shut off indicator with an arrow on the passenger side window ledge required. Arrow to line up with shut off valve.
  - Steel or aluminum fuel filters only.
  - No electric fuel pumps.
  - Two throttle springs mandatory and subject to SMRS approval.
  - Toe strap on foot throttle mandatory.
  - All add-on weights must be securely mounted outside the driver's compartment with a minimum of two 3/8 bolts. All add-on weights must be painted white with the car number on them. If add-on weight comes off during any race, the weight may not be added back to the car to make minimum weight unless approved by SMRS officials. No add-on weight will be below the bottom of the frame rails.
  - Battery is not allowed in the driver's compartment and must be securely fastened down. Positive terminal covered. Car must be "off" and "on" and accessible to safety crews from outside the car.
  - All cars must have driveshaft loops at the front and rear of driveshaft positioned within 12": of each U-joint. Loops must be steel plate 1/4" x 2" wide and be a full 360°. Will be monitored by SMRS officials.
  - All drive shafts must be painted white.
- (Safety Requirements Continued Next Page)

- All cars must have a radiator overflow can. Radiator overflow hose will exit out of the right rear tail cover with a 45 degree fitting at the end of the hose pointing upward. This is mandatory. All pressurized systems also must exit out of the rear tail cover with a 45 degree fitting pointing upward.
  - Purposeful disconnection or redirection of overflow, with the intention of concealing any fluid loss will result in disqualification.
  - No antifreeze allowed. A non-antifreeze coolant type or water is allowed.
- All cars must have working water temperature and oil pressure gauges.
- Four-wheel hydraulic brakes in working order are required.
- Two way radios and (1) scanner and/or radio, used to monitor Race Control, per team are MANDATORY.
- Mirror allowed in middle of the car or in front of the driver. 4" Peep mirrors allowed.

#### **FUEL:**

- Sunoco Race Fuel is the "Official Fuel" of the Southern Modified Racing Series.
- Sunoco Standard Purple 110 Leaded and Sunoco Supreme Blue 112 Leaded are only fuels allowed at all SMRS events.
- The "Official Fuel" will be supplied on-site at all SMRS events and must be used for practice, qualifying and the race exactly as supplied by official supplier. You will be fully responsible for any and all fuel purchased in bulk passing a fuel tech inspection.
- SMRS has the right to sample a competitor's fuel at any time during the event. Samples will be impounded for observation and/or testing by SMRS.
- Fuel samples will be tested to the manufactures specification
- Officials will use a sample of the actual fuel provided at the track by the fuel supplier to determine whether the fuel used by a competitor conforms to the specifications in the rulebook.
- Any blending and/or mixing of fuels either of or not of the approved fuels are not permitted.
- No MTBE, ethers, alcohols, ethanol's, nitrogen, nitro compounds, performance additives or other oxygenates may be blended or introduced into the inductions or fuel supply, either at the fuel cell or upstream in the fuel system.
- All competitors must prominently display a Sunoco Racing Fuel patch on his/her driving suit and displays Sunoco Racing Fuel decal on both sides of the car in a locations specified by SMRS.

#### **IDENTIFICATION AND LETTERING:**

- All cars must be numbered. All numbers must be registered and approved by SMRS. Numbers must be affixed on both doors and on roof 18" minimum height. Roof number must be read from the passenger side of the car.
- Car number must be affixed on the right rear and on the right front. Numbers must be legible.
- All numbers will be distinctly contrasting to the color of the car.
- Maximum two-digit numbers - NO DUPLICATES ALLOWED.
- All numbers will be subject to visual approval by SMRS Officials.
- All cars must be neatly painted. No obscenity or other derogatory items will be allowed.
- All cars must display contingency sponsor's stickers to be eligible for contingency awards.

**Non-Safety or Non-Performance items may be eligible for a 1 week  
grace period at the discretion of SMRS Officials.**

**Any interpretation or deviation of these rules and procedures is left to the discretion of Southern Modified Racing Series Officials  
their decisions are final.**

**For More Information or Questions Contact:**  
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