



Boothill Speedway 2021 Pro Mod Rules

NO PASSENGERS of any kind are permitted in race cars, at any time, while on track.

RaceCeiver

1. RaceCeiver must be used at all times.

Transponders

1. Westhold (yellow or orange only) must be used at all times.
2. Transponders must be located on the backside of the motor plate facing down toward the racing surface. The back-right side of the motor plate is the preferred mounting location of officials, however transponders placed on the back-left side of the motor plate are allowed.
3. Transponders placed behind this location (toward the rear of the car) will result in your car not being scored accurately. Be forewarned, transponders/timing results are final in all scoring decisions and transponder location will not be considered in a disputed finish. Have it in the correct place on the car.
4. Any car to be found with a transponder in a location farther forward in vehicle than as outlined above will be disqualified.
5. Any car found to have more than one operating transponder will be disqualified for the entire race evening.
6. Competitors without a working transponder will not be scored and asked to leave the speedway.

Dual Duty Entry\Car Swap

1. On race night, cars entered into one division are not allowed to be used and compete on the same race card in another division, even with a different driver. No "double-dipping" with the same car in other divisions.
2. Drivers can utilize another competitor's car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not "switch back" to his original entry and must complete the evening in the car the driver "switched to". A car that has been "switched to" cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this "switch scenario" once.
3. Drivers will only be allowed to "switch cars" one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race and must move the transponder from the original vehicle to the switched vehicle.
4. Driver's will not be allowed to start the main event in a car other than the car they qualified into the main event with. This applies to heat race, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered into the event.

Appearance

1. All racecars must be numbered with large legible numbers on both sides. 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.



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BODY (See diagram for measurements).

1. Engine compartment must remain open (no side panels).
2. No panel in front of right door to engine compartment.
3. No inner panels anywhere under body or around suspension.
4. May have a rear spoiler maximum 8 inches in material height and maximum 67 inches wide.
5. Side supports no taller than spoiler
 - a. 34" maximum length on Left Side (see Diagram).
 - b. 12" maximum length on Right Side.
6. Must be topless.

DRIVER COMPARTMENT

1. Must have minimum three windshield bars in front of driver.
2. Minimum 0.125-inch aluminum, or 0.060-inch steel, complete floor pan required.
3. Aluminum high back seat only and must be bolted in, using minimum 0.375-inch bolts, next to left side frame rail and ahead of rear tires.
4. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps.
5. No driver-adjustable devices allowed while car is in competition except brake adjuster.
6. No mirrors of any kind.

FRAME

1. American rear-wheel drive passenger car frame only.
2. 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
3. Frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box front cross member may be notched and boxed for radiator and/or steering clearance.
4. Minimum wheelbase 108 inches, maximum 112 inches, both sides.
5. Maximum overall width shall not exceed 82 inches from outside of tire to outside of tire.
6. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness.

ROLL CAGE

1. Must consist of continuous hoops, minimum 1.50-inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame mounted in at least six places.
2. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required.
3. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.



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4. All driver side door bars and uprights must be minimum 1.5-inch O.D. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage.
5. Passenger side must have at least one cross door bar, horizontal or angled, minimum
6. 1.25-inch O.D. with 0.083-inch wall thickness, and one top door bar, minimum 1.5-inch O.D. with 0.083-inch wall thickness.
7. Steel door plate, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of driver side door bars.

FRONT SUSPENSION

1. All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are tube-type upper A-frames and mounts can be moved
2. OEM replacement stamped steel lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type. Lower A-frames must be right and left, and of same design.
3. Lower A-frame mounts and bolt holes on frame must be in OEM location.

STEERING

1. No rack and pinion.
2. All components must be steel, unaltered OEM, in OEM location, exceptions are outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625-inch steel rod end and steel tube.
3. Spindles can be ground for brake caliper clearance only; bolt on spindle savers allowed. Spindles must be right and left, and of same design.
4. OEM Idler arm, pitman arm, and center link must match frame.

SHOCKS

1. One steel, nonadjustable, unaltered shock per wheel only.
2. No shocks allowed on screw jacks.
3. No external or internal bumpers or stops.
4. No coil over, bulb type body, air, or remote reservoir shocks.
5. No Schrader valves or bladder type valve allowed.

REAR SUSPENSION

1. One coil or leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only.
2. No torsion bars, air bags or inner liners.
3. No aluminum or titanium components allowed.
4. All mounts and brackets must be welded or bolted solid.
5. Coil springs must remain vertical and over center line of rear-end housing.
6. No coil-over eliminators allowed.
7. Rear shocks cannot be mounted on control arms. Must utilize one of the following designs:



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- a. Aftermarket three link design requirements: Must use 15-inch minimum, 24-inch maximum lower control arms measured center to center. Must use one upper control arm, solid tube only. Must use minimum 21 inch panhard or J Bar measured center to center. Lower spring perch must be welded to rear-end housing must be center over axle tube. No floating or bearing rear spring perches/cups allowed.
- b. Leaf spring design requirements: Must use leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.
- c. OEM stock design requirements: Rear cross-member, control arm mounts and bolt holes on frame must be in stock location. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing.

REAR END

1. Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed, must be centered in chassis.
2. All components must be steel, except lowering blocks, axle cap, and drive flange.
3. Safety hubs (floater) allowed.
4. Quick change devices ok.
5. No Detroit Lockers, Gold Tracks or any other types of traction control devices.

BUMPERS

1. Steel bumpers must be on front and rear.
2. Rear bumper must be constructed of solid square, or minimum 1.25-inch O.D. tubing with 0.095 wall thickness, and no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.
3. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

TIRES/WHEELS

1. Must use unaltered Hoosier Asphalt pulloff F45. May also run Hoosier F40, F45, (1070), F50, F56 or AR-152 on front.
2. No re-caps allowed.
3. Must durometer 60 or higher before the race, durometer (54) or higher after race. Will allow (10) minutes for tire cooling after race. Subject to inspection any time before or after the race.
4. No grooving, siping, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed.
5. Deglazing with sandpaper disc ONLY allowed but cannot leave any grinding marks and is subject to inspection before or after race.
6. All wheels must be steel, 8" or 10" wide.



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7. No bleeder valves, bead lock, on right rear only. Must use only steel bolts.
8. Must use minimum one-inch O.D. Steel lug nuts.
9. Mud plugs and wheel covers allowed ONLY on the right rear.
10. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places.

TIRE TESTING

1. Boothill Speedway reserves the right to test tires at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area.
2. It is strongly recommended that all drivers use only soap and water. Baking tires will not eliminate traces of illegal substances. Boothill Speedway will aggressively test for illegal substances and will levy severe punishment for infractions relating to tires
3. Boothill Speedway may utilize Random GC, Laboratory Testing, and any other proven technologies to detect tire alterations from the use of chemicals or other substances.
4. Random GC (gas chromatography)
 - a. Random GC scans may be performed to identify illegal substances at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. A GC scan should always be a peak in 19-20 minutes. If there is no peak, the driver will be disqualified. The main peak of the tire should never be in half.
 - b. Driver may protest the GC scan results and request a Laboratory Test at the cost to the driver (\$300 per tire). The laboratory testing will reveal exactly what substance was used.
 - c. Failure to allow Random GC scans will be viewed by Boothill Speedway as an admission of guilt, the competitor will be disqualified, winnings forfeited, and suspended from competition at Boothill Speedway following the Tire Testing Penalties
 - d. All random GC scan results that fail (that are not under Lab Testing protest) and subsequent suspensions (if necessary) will be announced on Social Media and Boothill Speedway's website.
5. Lab Testing
 - a. Lab Testing is not subject to a failed Random GC test, Lab Testing may be utilized at any time.
 - b. Boothill Speedway reserves the right to take three (3) tire samples for laboratory review at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. 1st – Lab Sample, 2nd – Competitor Sample, 3rd – Track Sample. Tire Samples will be sent to Blue Ridge Labs for testing and results will be final.
 - c. Competitor must take (as directed) and provide tire samples to track officials while being supervised by track officials. Competitor will provide their own tools to take tire samples.
 - d. Track officials will provide tools to take sample only at the request of competitor. If track officials provide tools on behalf of competitor, said competitor agrees that in no way did track equipment contaminate tire samples.
 - e. Any winnings will be held until lab results are returned.
 - f. In the event of a tire sample failure, competitor can pay for a second round of testing on the additional tire samples taken.



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- g. In the event a competitor is disqualified for failed tires, all winnings from the event will be forfeited and the competitor will be suspended from competition at Boothill Speedway for One (1) calendar year from the event date.
 - h. Failure to provide tire samples will be viewed by Boothill Speedway as an admission of guilt, the competitor will be disqualified, winnings forfeited, and suspended from competition at Boothill Speedway following the Tire Testing Penalties.
 - i. All lab results (pass or fail) and subsequent suspensions (if necessary) will be announced on Social Media and Boothill Speedway's website.
6. Boothill Speedway recommends that teams only use soap and water to clean your tires.

TIRE TESTING PENALTY

1. Driver and Car Owner (if different) will both be held accountable for failed tests.
2. It is the responsibility of both the Driver and Owner to understand and know the tires are legal and have not been tampered with. In the event the car owner and driver are different, both parties will be penalized and required to pay the fine and complete the suspension before entering another car, competing, or being on the grounds at any Boothill Speedway event.
3. First Offense - \$500 fine and 30-day suspension from any Boothill Speedway event.
4. Second Offense - \$1,000 fine and 90-day suspension from any Boothill Speedway event.
5. Third Offense - \$2,000 fine and 365-day suspension from any Boothill Speedway event.
6. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

BRAKES

1. Must be steel approved OEM, operative three or four-wheel, drum or disc.
2. Must maintain minimum OEM dimensions for hubs/rotors and OEM steel calipers only, cannot be lightened.
3. Bolt pattern may be changed. Larger studs allowed.
4. Rear rotors may be aftermarket 0.81-inch thickness (new).
5. Vented rotors only, no scalloped or ceramic coated rotors.
6. One proportioning device allowed front to rear only.
7. Rear caliper brackets must be welded or bolted solid to rear-end housing.
8. No floating calipers.

EXHAUST

1. Round tube headers only.
2. All primary header tubes must enter directly into one collector.
3. No Tri-Y headers.



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FUEL SYSTEM

1. Racing fuel cell required; maximum 32-gallon capacity must be in minimum 20-gauge steel container.
2. Fuel cell must be securely mounted behind rear axle. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick.
3. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required.
4. Any single carb. Gas or methanol.
5. No fuel injection.
6. No ICT (individual cylinder tuning) carbs.

GAUGES/ELECTRONICS

1. 12-volt ignition system only.
2. No electronic traction controls.

TRANSMISSION

1. Steel drive shaft only, minimum two-inch diameter and painted white. Steel slip yokes only.
2. 360degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.
3. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward.
4. No 'in and out' boxes allowed.

ENGINE COMPARTMENT

1. Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle.
2. Stock rear suspension mounts may be at 70".
3. Radiator must be mounted in front of engine.
4. Cast Iron block ONLY. 'Wet' sump oiling system only.
5. Steel oil pans only. If you run aluminum heads must add 25lbs. in front of motor plate.

WEIGHT

1. Minimum weight limit of 2,400 lbs.
2. Stock rear suspension cars (limiteds) must weight minimum of 2,300 lbs.
3. Weights must not be used in driver compartment or outside body.
4. All weights must be securely mounted with at least two 0.5-inch bolts, painted white with car number on it.
5. No titanium, magnesium, stainless steel, or carbon fiber components.
6. Solid steel fasteners only.

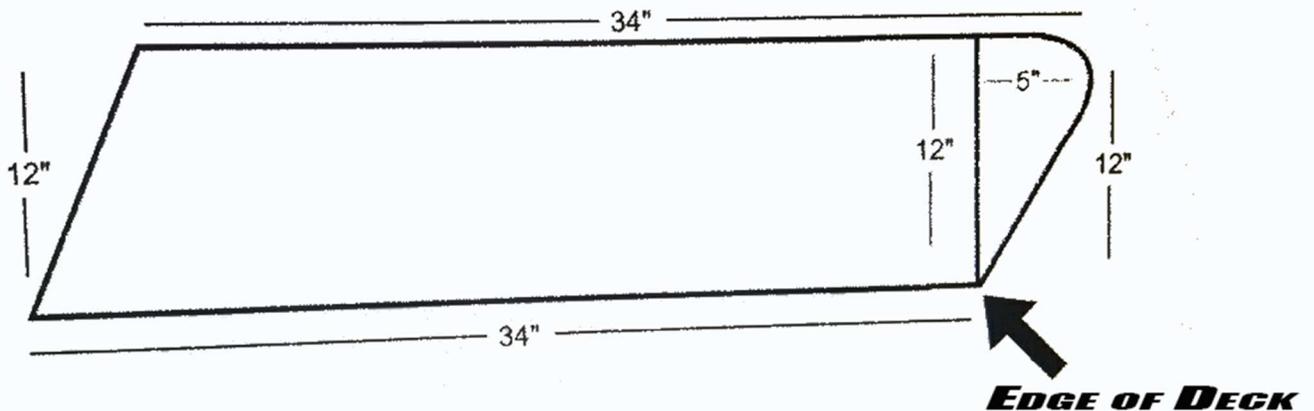


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PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, protested car gets \$200.00.
4. If illegal protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$300 (to cover testing) on top of the regular \$250 protest fee.

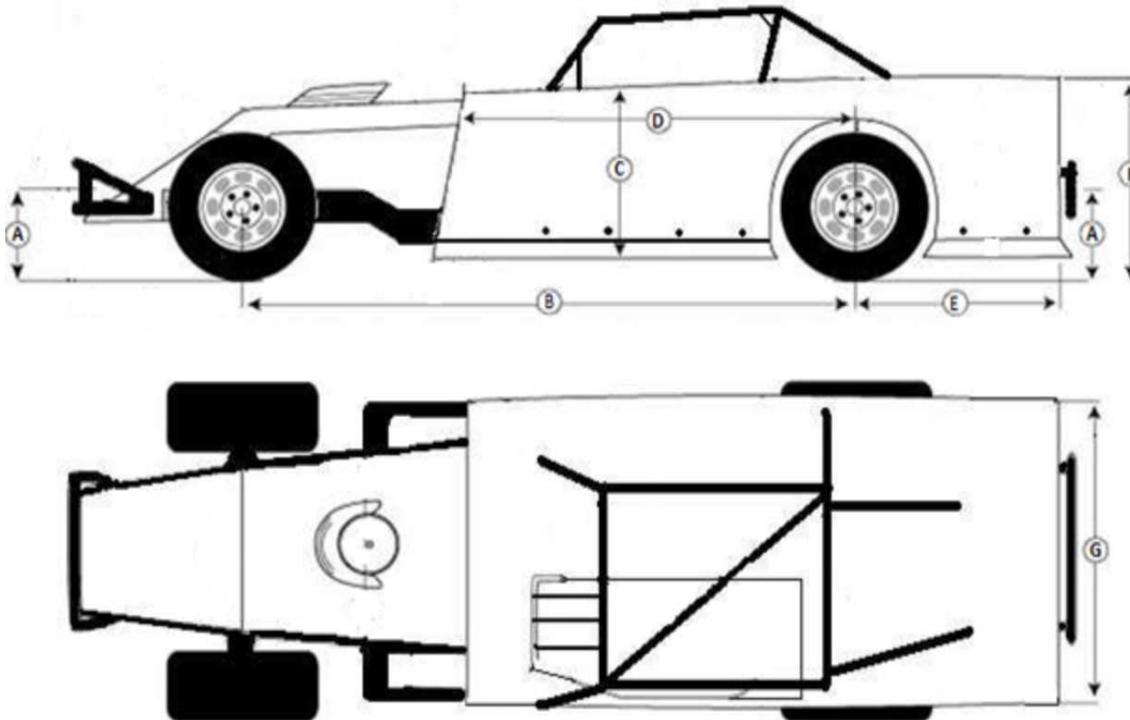
Left Side Spoiler Diagram





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Body Diagram



- A. 23" max. 16" min. (ground to center of bumpers, front and rear)
- B. 112" max. 108" min.
- C. 31" max. 22" min.
- D. 72" max or not past back of block at top or bottom. Left side may extend forward to cover foot box if necessary, but no further.
- E. 48" max.
- F. 41" max.
- G. 67" max. Measured at top of interior deck.
- H. (5) inches max on hood sides but cannot be lower than top of valve cover.