

2012 VALLEY SPEEDWAY  
B-MOD RULES  
\*\*\*\* MODIFICATIONS IN CAPS AND UNDERLINED\*\*\*\*

**MUFFLERS ARE MANDATORY:** DRIVERS ARE REQUIRED TO RUN THE **SHOENFELD #1 12535** SHORT MUFFLER OR THE **SHOENFELD #IMCA 609**, OR OTHER APPROVED MUFFLERS . THE MUFFLER MUST BE SECURED IN SUCH A FASHION THAT IT DOES NOT COME OFF DURING RACES ON THE SPEEDWAY.

The spirit and intent of these rules are to keep down the cost of racing. Any attempt to circumvent this intent will not be tolerated.

**1.) FRAMES-** Factory production complete full American passenger frames only. Frame rails must extend to a point beyond the base of the driver's seat. Rear clip may be fabricated out of tubing. Front and rear pick-up loop required; otherwise bumpers or other pick-up point will be used.

**2.) BODIES-** Same as A- Mod bodies. American compact passenger car only, such as Pinto, Vega, Monza, Gremlin, Daytona, Mustang II, etc. Fiberglass or metal duplicates may be used but must be recognized as factory production, and must have a complete paint job. (Same as aluminum A-Mod body). Original roofline of body must be maintained with a maximum two-(2) inch drop rear to front. Top to be rounded in all directions. No flat tops. All cars must have full floorboards and firewall's, both front and rear. All cars must have sheeting of some sort at rear of car at trunk area. Rear bumper to deck lid enclosure optional. If enclosed it should be solid panel at least eight (8) inches and include car number. If no rear panel, use five (5) inch by five (5) inch number plate on rear. Driver and passenger side windows must have at least twelve (12)-inch vertical opening. Driver's window must have approved window net.

**Valley B Mods may run a rear spoiler no taller than five inches.** All cars must have large legible numbers on both doors and on top in contrasting color from body. Numbers must be at least four (4) inches wide and eighteen (18) inches high. Legible car number at least five (5) inches high and one (1) inch wide on front and rear. Bodies should extend no further forward than back of block. Minimum of three (3) safety bars must be installed in front of driver, and may have screen attached thereto.

**3.) WHEELBASE-** 108 inches minimum. 112 inches maximum both sides after races. NO TOLERANCE!!!!!!!

**4.) 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 non-critical area. Must have at least three (3) horizontal bars at driver's door welded to front and rear of roll cage members.

**5.) WEIGHT-** Minimum weight is 2500 pounds with driver after race. NO TOLERANCE!!!!!!!

**6.) WHEELS-** Wheel width must not exceed eight (8) inches. No aluminum wheels. Bead locks allowed on right front and right rear only. Wheel discs (Mud Plugs) allowed but must be bolted or welded or foam type. No DZUS fasteners. Does not have to be IMCA certified.

**7.) TIRES-** American Racer G60 or Hoosier G60 or Hoosier 500. NO EXCEPTION. Maximum tire width of nine (9) inches mounted on a conventional one-piece steel wheel with a maximum width of eight (8) inches. Tires may be sipped and grooved.

**8.) BRAKES-** Disc or drum brakes may be used front and rear. No aluminum, titanium, or carbon fiber disc or brake calipers allowed. Must use steel rotors. One (1) brake Bias adjustable allowed. Brakes must be operational on all four (4) wheels and must lock up all four (4) wheels during inspection.

**9.) FUEL SYSTEMS-** Gasoline only. No oxygen bearing additives. No pressurized fuel systems. Fuel cells mandatory. 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 (4), two (2) inch by 1/8 inch metal straps, two (2) in each direction. Tip over valve and Tank flapper valve required

Bumper must be equipped with a drag loop extending below bottom of the cell. Fuel cells must not extend below the rear end housing. 32 gal. maximum. No electric fuel pumps. Must have tip over valve and flapper valve. NO EXCEPTIONS!!!!

**10.) 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 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. Must have two (2) tethers attached to rear bumper.

**11.) SEAT AND SEAT BELTS-** Racing seat mandatory. All cars must be 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 three (3) inches wide AND CAN NOT BE OLDER THAN 2 YEARS. Seat and steering wheel may be located to suit driver's taste, but must be kept on the left side of the car. No center steer.

**12.) ENGINE-** Must be OEM Cast Iron Blocks and Heads. American make V-8 engines only. Engines must be able to be used in conventional passenger cars without alterations. Engine casting numbers can not be altered. Maximum cubic inch limits GM 361 CID, Ford 360 CID, Chrysler 370 CID. NO TOLERANCE!!!! No Aluminum, Titanium or carbon fiber components allowed. NO STROKER MOTORS!!!! Crankshaft strokes allowed. SEE TABLE 1.

**TABLE ONE- Crankshafts strokes allowed:**

<b>GM</b> - 302 CID - 3.0	<b>FORD</b> - 289 CID- 2.87
305 CID - 3.48	302 CID- 3.0
307 CID - 3.25	351 CID- 3.50
327 CID - 3.25	
350 CID - 3.48	

**CHRYSLER-** 318 CID - 3.31  
340 CID - 3.31  
360 CID - 3.58

**TABLE TWO- OEM Blocks allowed:**

**GM** - 3892657, 3914678, 3932388, 3932386, 3956618, 3970010, 3970014, 10036033, 10066036, 14010207, 14010209, 14016376, 14016379, 14088548, 14093938, 14101148, 10066034, 10066098, 10105123.

**FORD-** Any OEM production block

**CHRYSLER-** Any OEM production block

Track has option to enforce these restrictions with a cubic inch pump gauge, or by visually checking parts and part numbers. Disqualification and loss of points if found illegal.

MUST have a 1" Inspection Hole on either side of Oil Pan with screw in type plug.

**13.) HEADS-** \$400 protest clause applies on head removal.

For clarification purposes: (Heads cannot be surfaced under 70cc)

EQ IMCA stamped sport mod ch350I heads are allowed with legal valve size.

For casting numbers see below.

**GM-** OEM Cast cylinder heads only. Maximum 2.02 inch intake valves and 1.60 inch exhaust valves. Rocker studs may be pinned or non shouldered screw in type or shouldered screw in type. Stamped steel roller tip rockers arms ONLY!!!! Poly locks allowed. No stud girdles allowed. **Guide plates are allowed.** NO PORTING, POLISHING OR ANY ALTERATIONS ALLOWED!!!!

**GM** - 3986336, 3986339, 3986339x, 3986388, 3932441, 3973487, 3973487x, 3973493, 3951598, 468642, 333882, 3998920, 3998991, 3998993, 3998997

**FORD-** Any cast iron OEM production head with inline valves. No SVO heads allowed. **NO CANTED VALVES!! Guide Plates Allowed** Maximum 2.04 inch intake valve and 1.70 inch exhaust valve. No aftermarket heads. Non shouldered or shouldered rocker studs allowed.

No stud girdles allowed. Stamped steel roller tip rocker arms ONLY!!!! Poly locks allowed. NO PORTING, POLISHING OR ANY ALTERATIONS ALLOWED!!!!

**CHRYSLER-** Any cast iron OEM production head with in-line valves. No Canted valves. No W-2 heads. Maximum 2.04 inch intake valves and 1.70 exhaust valves. No aftermarket heads. OEM rocker arm bar allowed. NO PORTING, POLISHING OR ANY ALTERATIONS ALLOWED!!!!!! Pushrod guide plates are legal.

**GM CRATE ENGINES:** MAY USE ANY HOLLEY 4 BARREL CARBURETOR, ALL COMPONENTS (FLOAT BOWLS AND MAIN BODY) MUST BE HOLLEY MANUFACTURED. METERING BLOCKS AND BASE PLATE MAY BE BILLET ALUMINUM NON-HOLLEY. NO AEROSOL-STYLE CARBURETORS ALLOWED. MAY USE SPEEDWAY MOTORS PART #545-64940 OR MOROSO PART #64940 CARBURETOR SPACER ON CRATE.

CRATE ENGINE **MUST** USE MSD #8728 REV-CONTROL AND 6,200 RMP CHIP.

**CRATE ENGINE:** MUST USE UNALTERED SEALED GM #88958602 OR #19258602 CRATE ENGINE. UPON INSPECTION, ANY DIFFERENT, ALTERED OR MISSING GM SEAL BOLTS WILL RESULT IN DISQUALIFICATION. GM SEAL BOLT EXCEPTION IS IMCA APPROVED AND ISSUED CABLE-LOCK REBUILD SYSTEM, AND OIL PAN MAY BE REPLACED BY IMCA CERTIFIED REPAIR CENTER WITH KEVCO PAN #1090NRH W/ISP AND KEVCO PICK-UP #1003-3/4. \$250 FINE FOR ANY CRATE ENGINE NOT USING REQUIRED SPACER, DISTRIBUTOR, REV LIMITER, PUSHRODS, VALVE SPRINGS, OR ROCKER ARMS.

CARS WITH CRATE ENGINES MUST HAVE STICKER ON CAR WITH CRATE MOTOR NUMBER.

**14.) PISTONS & CAMS-** Flat top or dished pistons ONLY!!!!!! Must use flat tappet cam and lifters. No mushroom or roller lifters allowed. No Roller or hydraulic cams allowed. CANNOT ALTER LIFTER BORES. May use oil restrictors.

**15.) ENGINE LOCATION-** Rear of engine (bell housing 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 the centerline of the car. NO TOLERANCE

**16.) 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. Lower A-frame cannot be altered. Adjustable A-frame and shocks must be steel. Heims joint. Stock passenger car spindles only. No fabricated spindles. Adjustable strut bars may be used on front end only. No coil over shocks allowed either front or rear. **One shock per wheel. Steel body shocks only, NO Schrader valves allowed.** Steering box must be stock OEM type and be in stock location. No rack and pinion steering. No center steering. Adjustable sway bars allowed. Outer tie rod and adjustable sleeve may be replaced by a minimum .625 inch steel rod end and steel tube. Quick Steers are allowed!!!!!! . NO EXCEPTIONS!!!!

**17.) REAR SUSPENSION-** Two options: After market three link design or multi-leaf spring design. All components must be steel. All mounts and brackets must be welded or bolted solid. A.) **Three link design requirements:** must use minimum 16-inch long lower control arms. Must use one upper control arm, solid tube only, (no pull bar spring to biscuit assembly), located at the top center of rear end housing. Pull bar must run parallel with drive shafts close to center of drive shaft as possible. (Interior configuration will be considered on this ruling). May use minimum 19-inch long panhard bar located behind rear end housing or minimum 19-inch long j-bar mounted to a steel pinion bracket. Measurements are from center of heim joint to center of heim joint. May mount rear spring directly over axle housing or use coil over eliminators (sliders). Lower spring perch or coil over mount must be welded to rear end housing. No bird cages or floating mounts allowed. Must use steel upper weight jack if springs are mounted over axle housing. **No coil over shocks allowed.**

B.) **Multi-leaf spring design requirements:** Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable lowering blocks allowed.

**18.) REAR END-** Any steel approved OEM passenger car or truck non-cambered rear end allowed, must be centered in chassis. All components must be steel, except lowering blocks, axle cap, and drive flange. Safety hubs (floater) allowed. No quick change devices. Inspection hole in housing required. Mini-spools and full-spools allowed. Ring gear, center section and yoke cannot be lightened. Solid steel axles and one piece drive flanges only.

**19.) CARBURETORS AND INTAKES-** Stock Holley 4412 500 CFM Carburetor ONLY!!! NO ADJUSTABLE METERING BLOCKS ALLOWED!!!!!!! **EXCEPTION CRATE MOTOR**

a.) Choke horn must be intact. The choke may be removed, but all screw holes must be permanently sealed.

b.) Butterflies: May remove choke butterfly. Stock butterflies must not be thinned or tapered, idle holes may be drilled in butterflies. Screw ends may be cut even with shafts but screw head must remain standard.

c.) Throttle bore not to exceed 1 11/16 inch. (1.6875).

d.) Must use Edelbrock performance intake. GM 2101, **GM 2701**, Ford 2121, Chrysler 2176

**Exceptions: Valley B Mods may also run IMCA intake –**

**Weiland GM #7547-1; Ford #7515, #8023 or #7516; Chrysler #7545;**

e.) Must use **unaltered** Moroso adapter part no. 64966. NO ADJUSTABLE SPACERS!

f.) Boosters may not be changed. Size or shape must not be altered. Height must remain standard.

g.) Venturi area: Venturi area must not be altered or reshaped in any manner. Casting ring must not be removed. Alterations to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates, and drilling holes into the carburetor will not be permitted.

h.) Base plates must not be altered in shape or size.

i.) Throttle shafts: Shafts must remain standard and cannot be thinned or cut in any manner.

j.) Accelerator Pump discharge nozzle may not be changed.

k.) Body of Carbs: No reshaping, polishing, grinding, or drilling of additional holes permitted. The maximum size for the air bleed holes in the top of the carburetor body will be .080 inch for all four (4) holes.

Rule changes made in attempt to equalize difference between GM, Ford and Chrysler motors.

**20.) OIL PANS-** Extra capacity oil pans are permitted. No dry sumps allowed. Oil pump must mount in stock position.

**21.) STARTER-** Engine must have working starter and be capable of starting car on demand. Starter must be in stock location. NO EXCEPTIONS!!!!!!

**22.) TRANSMISSION/DRIVE SHAFT-**

a. TRANSMISSION MUST BE OEM. MUST HAVE AT LEAST TWO FORWARD GEARS AND ONE REVERSE, PLUS NEUTRAL POSITION. WITH THE MOTOR RUNNING AND THE CAR IN A STILL POSITION, MUST BE ABLE TO ENGAGE CAR IN GEAR AND MOVE FORWARD AND THEN BACKWARDS. CAR MUST START AND MOVE UNDER OWN POWER.

b. ONLY OEM PRODUCTION-TYPE TRANSMISSIONS ALLOWED: TWO SPEED, THREE SPEED, FOUR SPEED, AND AUTOMATICS. NO FIVE SPEED (OR MORE) TRANSMISSIONS, "IN AND OUT" BOXES, OR QUICK CHANGE DEVICES ALLOWED.

c. FUNCTIONING SHIFT LEVELS MUST BE IN OEM LOCATION.

d. FLYWHEEL / FLEX PLATE MUST BE BOLTED DIRECTLY TO END OF THE CRANKSHAFT AND PRESSURE PLATE MUST BE BOLTED DIRECTLY TO FLYWHEEL / FLEX PLATE. ONE FLY WHEEL / FLEX PLATE ONLY. ALL DRIVE-LINE COMPONENTS WITHIN BELL HOUSING MUST ROTATE CONSISTENT WITH ENGINE RPM WHILE CAR IS IN ANY GEAR. UNALTERED FLEX PLATE MUST BE FULL OEM, OR OEM REPLACEMENT (13INCH MINIMUM).

e. AUTOMATIC TYPES: MUST REMAIN IN OEM OR OEM REPLACEMENT CASE, WITH A FUNCTIONING OEM-APPEARING PUMP. ALUMINUM OEM BELL-HOUSING MAY BE REPLACED WITH AFTER-MARKET EXPLOSION-PROOF ALUMINUM BELL-HOUSING. ORIGINAL OEM BELL-HOUSING MUST HAVE APPROVED SCATTER SHIELD CONSTRUCTED OF MINIMUM 0.125 INCH BY 3 INCH STEEL, 270 DEGREES AROUND FLEX PLATE. MANUEL BUMP STARTS ALLOWED. COUPLER ALLOWED.

f. MANUEL TYPES: MUST BE OEM OR OEM REPLACEMENT CASE AND HAVE A WORKING SINGLE-DISC OR MULTI-DISC MINI CLUTCH. MUST HAVE EXPLOSION-PROOF, STEEL BELL-HOUSING.

g. BERT, BRINN, AND IN-AND-OUT ARE NOT ALLOWED.

**23.) DRIVE SHAFT-** Minimum two-inch diameter, white, steel drive shaft. 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 U-joint.

**24.) BATTERY-** All batteries must be mounted in a safe manner.

**25.) HELMETS & FIRE SUITS-** Helmets are required and must be worn at all times car is on the track. All drivers must wear fire suits of a flame-retardant nature. Two-piece suits are allowed. Fire resistant gloves are mandatory. Fire resistant boots are highly recommended. Helmets must be SA-95, SA-2000 or SA-2005. NO M RATED HELMETS ALLOWED!!!! TAG MUST BE IN HELMET!!!!!! NO TOLERANCE OR EXCEPTIONS OR YOU WILL NOT RACE!!!!!!

**26.) EXHAUST-** Any collector type header allowed. Exhaust must be directed away from areas of possible fuel spillage. No zoomies. Must have Schoenfeld muffler. Inserts (Speedway part no. 12530 or 43035) or (Schoenfeld no. 112535 or IMCA 609) ONLY!!! NO EXCEPTIONS!!!!!!

**27.) 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. Weights and or lose objects are not allowed in the driver's compartment. All cars must be equipped with quick release type window net on driver's door. No rear view mirrors of any kind .Must have a Fire Extinguisher in the car!!!! No radio communication or sound equipment of any kind. Exception: Track approved raceceiver.

**28.) GAUGES/ELECTRONICS**- 12-volt ignition system only. HEI distributor only. OEM firing order cannot be changed. **Ignition rotor and cap must retain OEM appearing. Can use aftermarket coil and modules.** 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 (memory recall allowed). No electronic traction control ALLOWED.

**29.) THE TRACK AND ITS OFFICIALS CAN INSPECT CAR AT ANYTIME AND ANYWAY DEEMED NECESSARY!!!!!!!!!!!!!!!!!!!!!!**