

Bridgeport Speedway

2007 - Modified Division

A. Engines:

1. Only American manufactured V8 engines will be allowed. (GM, Ford or Chrysler)
 - a. 472 cubic inch maximum, 396 cubic inch minimum; with one American manufactured carburetor, no fuel injectors or multiple carburetors allowed.
2. No big small block engines allowed.
3. DIRT legal 358 cu/in., PA legal 358 cu/in., and 339 cu/in. American manufactured engines with one American manufactured carburetor, no fuel injectors or multiple carburetors are allowed.
4. No aluminum blocks.
5. No titanium crankshafts or rods

B. Weight Requirements:

1. 358 cubic inch Modifieds with cast iron heads (non-ported), 2450 lbs. with driver after the race.
2. All other engines, 2500 lbs. with driver after the race.
3. Cars not making weight are subject to a fine and/or disqualification.

C. Fuel Requirements:

1. Bridgeport Speedway track racing gasoline, all engines
2. Except for 339 cu/in. engines with steel or aluminum heads, alcohol or track racing gasoline.
3. Except for 358 cu/in. engines with steel heads, alcohol or track racing gasoline
4. No nitrous or any other additives are allowed. All cars are subject to random testing.
5. Any car found with illegal fuel will be subject to a fine and/or disqualification

D. Fuel Tank Requirements:

1. Fuel cells with rubber bladders and factory steel container required.
2. See section 1, B-2 of Bridgeport Rules & Regulations.

E. Muffler Requirements:

1. All cars must run satisfactory noise dampening mufflers for all Bridgeport Speedway events

F. Body Requirements:

1. Only aluminum or steel will be allowed for all inner and outer body panels. The roof, hood and dash may be fiberglass, as well as any body component allowed by DIRT. The nosepiece and front spoiler may be made of track-approved plastic.
2. Only clear lexan will be allowed for the rear spoiler and the rear wing windows.
3. All measurements must meet specifications, with or without driver or fuel.
4. All car numbers will be limited to three numerals or letters. Numbers are required on roof, nose, rear deck and both doors. Numbers and letters must be a minimum of 18" high on roof and doors and 8" on rear deck and nose. Sub-Letters (ie 12a) must be a minimum of 8". No duct tape numbers. Make sure all numbers are distinguishable. Team cars must be clearly distinguishable from one another and use a different number or letter, to aid in scoring.
5. Roofs -- Must be centered from side to side on roll cage and also be centered on frame. (No offset bodies.)
Length of roof: Minimum 48"/Maximum 60". Width of roof: Minimum 48"/Maximum 52". Overall height (top of highest point): minimum 52"/Maximum 61" measured from ground. Maximum roof angle is 5degrees on gauge with no deflections in roof contour. Roof may not change shape while racing. Must be securely fastened at back and all ends. Roofs must be fiberglass ONLY and be single ply, one contour inside and out. Roof must be one piece. (Roll bars must be exposed from any angle.) Vertical metal to mount roofs covering roll bars will not be allowed. Leading edge of roof must be minimum 33"/maximum 48" in front of rear axle centerline.
6. Front Door Posts – Must be 2" wide (side view) from roof all the way down to the door. Must be flat. No angle shape or round tubing permitted. Posts must be made from folded metal of minimum .050"/maximum .090". No lexan vent windows allowed. Strictly no solid door posts permitted. Door posts shall attach securely to the metal roof structure.
7. Rear Wing Windows – All window styles must be clear, smooth lexan with no bends or breaks. No writing or stickers allowed on wing windows.
Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 2" below the top of the rear spoiler or 3" higher than the rear deck. There must be at least a 2" indent profile, so as not to make this panel a fast back.
The maximum base length must not exceed 61". Left and right must be of the same style. See example of rear wing window drawing.

All window styles must be, nominally 160 square inches (suggested 10" tall x 16" long). Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual bow of 2" in the center of wing window.

8. Body Width and Ground Clearance – Body width (measure anywhere along the body line, front or back): Minimum 64"/Maximum 68". Minimum body and chassis ground clearance 2 ½". No fan or ground-effects cars. No rubber skirts, fins or spoilers of any description are permitted under the car. A 2" max air deflector is permitted in front of radiator to facilitate cooling.
9. Door Panels – Side door panel: Minimum 60"/maximum 70" in front of centerline of rear axle. Doors must be straight up and down within that measurement. Front door extensions will be permitted 20" behind the front axle centerline. Front door height must be minimum 30"/maximum 38" from the ground measure at 60" from rear axle centerline. Ground clearance on the bottom of the doors must be a minimum 6"/maximum 12" from the ground. All doors and rear quarter panels may have a maximum 1 ½" rounded at 90 degrees facing inward only on the top and the bottom. At the top of the doors and rear quarter panels, a lip angled out a maximum of 45 degrees, protruding away from the door no more than ½" and no more than 1" in length before it bends inward for strength will be permitted.
10. Rear Quarter Panels – Rear quarter panels must match each other and be a Minimum 40"/Maximum 47" from ground at the rear and continue in a straight line with top of door. A fender flare, up to maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum. Rear quarter panels can extend back maximum 48" at top and may include down to maximum 44" at bottom measure from center of rear axle to rear of car. Ground clearance on rear quarter panels must be minimum 8"/maximum 16".
11. Rear Spoiler – Rear spoiler must be clear lexan with a maximum height 5" from the rear deck and must not have any writing or stickers. The rear spoiler must be non-adjustable (no hinges or sliders). No metal gurney tabs permitted. Lexan may be pleated for rigidity. Spoiler maximum height from ground is not to exceed 50". A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.
12. Rear Deck – Must be a minimum 40"/maximum 47" from the ground. Must be fully enclosed from quarter panel to quarter panel and height must be a minimum 9"/maximum 14" in vertical coverage behind the fuel tank. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9"/14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses and vent lines. At the discretion of the chief tech inspector, older cars with tall gas tanks may have a step in the deck to accommodate the tank. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings. No openings from top of fuel cell to bottom of trunk lid are permitted. Any vent line nozzle used for catch can purposes must be mounted on the left side of the quarter panel only.
13. Hood, Nose and Front Spoiler – The hood, nose and front spoiler must be minimum 24"/maximum 36" in width. The nose piece shall end at the front of the shock towers. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at a shock and not used for an aerodynamic advantage. The front spoiler may not extend any more than 20" in the front of the front axle centerline. The front spoiler must be non-adjustable (no hinges or sliders). The hood shall be considered from the

front roll cage to on top and even with the front of the radiator. The nose piece shall start where hood ends to a maximum 20" in front of front axle centerline. Both hood and nose may have 2" maximum lips up or down on both sides following the contour of the body. The hood, nose and spoiler may not exceed 10degrees nor can sheet metal have an opening or extrusion between the hood and nose. Hood must extend over the radiator and have complete sides.

14. Hood Scoop – The hood may be fully enclosed. Two options of hood scoop mounted on top of the hood for the purposes of enclosing carburetor or ram air will be permitted providing they meet the following specifications

Ram Air Type Scoop: Maximum length 30", measure from rear motor plate to front of hood scoop. Maximum width of 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from the horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.

Conventional/No Ram Air Scoop: A maximum of 25" is permitted from center of the carburetor forward. The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under the roof or roll cage.

15. Interior Sheet Metal – Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only. No inside or outside wings, spoilers, air foils or wind deflectors are permitted. No double panels that create a wing effect will be permitted. A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area. No vertical fins, air dams or fairings permitted on the sides or behind the roll cage. Sheet metal must be a flat single plane across the inside of the car. No covered roll bars are permitted. Sheet metal that is one piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off the panel) is not considered an aerodynamic advantage provided it is not in excess. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine and oil cooler. The floor pan or belly pan may not be any wider than the frame, from front to back and may not have any lips or fins facing downward.

G. Track Tire Requirements:

1. The specified Bridgeport Speedway track tire must be used in the size and compound specified. NO EXCEPTIONS.

H. Transmission Requirements:

1. Approved manufactured transmissions only.
2. No automatic transmissions allowed.
3. No overdrive or underdrive transmissions allowed

I. Rear End Requirements:

1. Conventional quick-change type rear end only
2. No lockers or 2-speed rears allowed
3. No limited slip type rear ends or hubs allowed

J. Starter Requirements:

1. All cars must have a battery
2. All cars must have a self-starter in good working condition.

L. On occasion, situations may arise that are not covered in this rule package. All rulings and interpretations of the rules included herein will be made by Bridgeport Speedway Management. Such rulings and interpretations shall be deemed final.