

## 2010 Pro Mods

**Safety:** Required helmets must be Snell SA2000, SFI 31.1/2005 or newer. Must have helmet shield or goggles. Helmets must be worn at all times including packing. SFI approved full fire suits, fire retardant neck braces and gloves are required. Fire retardant shoes highly recommended. Roll bars must be padded around driver. 16x20 driver side ribbon or mesh type window net or arm restraints required. Window net to be mounted so the latch is at the top front of the window. Five point safety harness required and must be securely mounted to roll cage using 1/2" diameter bolts. Aluminum racing seats only and must be securely fastened to roll cage. 360 degree drive shaft loop required and must be constructed of at least .25" by 2" steel mounted 6" from the front of the driveshaft. Kill switch to be mounted within easy reach of driver and clearly marked "on/off". Must have an additional master shut off switch mounted BEHIND driver seat on horizontal surface, clearly marked "on/off", and be easily accessible from outside of car.

**Frame:** Factory production complete full 1960 or newer parallel American passenger car frames only. No Jeep, Bronco or similar four-wheel drive frames allowed. No sports car frames allowed. No front clips or tube-type allowed. Must be full and complete both sides. Frames may be cut in rear only at a point not further than 36" from center of rear end housing. Rear of frame may be altered to accept leaf or coil springs. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front crossmember may be notched and boxed for radiator and/or steering clearance. Engine set back minimum of 72" from back of block to center line of rear end. Minimum wheelbase 108", both sides NO TOLERANCE. Minimum frame and body height from ground is 4" (exception is front cross member). You will not be allowed to compete without front and/or rear bumper.

**Roll Cages:** Must consist of continuous hoops not less than 1.625" O.D. tubing and must have a wall thickness of at least .095". Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed. Must be frame mounted in at least six places. Body mounted roll cages are not acceptable. Must consist of a configuration of front and rear hoops connected by tubing on the sides or hoops in a manner deemed acceptable by the Tech Inspector. Driver's head must not protrude above cage with helmet on and strapped in driver seat. Roll cage must be securely supported and braced. No brace bars forward of cage may be higher than stock hood height. Protection of feet mandatory. Bar across back of engine with vertical bars and rub rails or similar protection to meet requirement of Tech Inspector. Must have minimum three windshield bars in front of driver.

**Driver Door Bars:** Must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver without causing undue difficulty in getting into or out of vehicle. Material must not be less than 1.5" O.D. tubing and must have a wall thickness of .095". Three horizontal door bars are mandatory and must be welded to the front and rear roll cage members. Minimum of four uprights tied from frame to top door bar.

**Bodies:** Sail panels must be the same from side to side and run in a straight line from roof to a maximum material height at the rear of deck not to exceed 5". Spoiler height may not exceed 5" in total material. Total width not to exceed width of deck lid. Maximum 4 braces including side braces and sail panels: maximum 3" material height at front and must run in straight line to a maximum 7" material height at rear. Maximum 18" from front of brace to rear of deck. One 2" tall fin is allowed on each side of the nosepiece. No other fins, wings, ECT allowed. Roof may be minimum 44" maximum 52" in width and minimum 41" maximum 56" in length. Maximum 5" drop allowed on roof rear to front. Must have windshield pillars, painted roll bars are not acceptable. No mirrors allowed. Minimum 12" vertical opening to left and right sides. Engine compartment

must remain open (no side panels). Maximum 5" drop on hood sides. Minimum 24" tall numbers on both sides of car. Must have minimum 6" tall car number visible from front of car.

**Suspension:** Front suspension must be replaceable by stock part from same type suspension. Tube-type upper "A" frames allowed and can be moved. Passenger car spindles only; no fabricated spindles. Bottom A-frames must retain stock OEM frame to ball joint dimensions, cannot be adjustable. Mounts cannot be altered or moved. 5" coil over shock kit allowed on rear suspension only. Any coil spring must be at least 4-1/2" O.D. No aluminum or fiberglass suspension or rear end parts allowed except coil-over components, rear hub assembly and leaf springs. No aluminum, remote canister or threaded shocks. No torsion bars allowed in rear. One shock per wheel only. **Additional shock allowed in lift- or pull-bar area only.** Quick-change rear end allowed only with steel tubes. No wide 5 hubs. No gear changes allowed during race program if using quick-change.

**Tires and Wheels:** IMCA G60 Hoosier required and must have a maximum width of 9" mounted on a steel wheel with a maximum width of 8". Bolt-in plastic mud cap or foam only. No snap-in caps allowed. Tires may be ground or siped within confines of tread (not past factory straight line). No softening of tires allowed. No recaps allowed.

**Brakes:** Must be operated on all 4 wheels and lock up all 4 wheels during inspection.

**Exhaust System:** Must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage. Must use unaltered race mufflers with downturn exhaust.

**Fuel Cells:** Racing fuel cells are mandatory and must be mounted by at least 2 steel straps 2" wide around fuel cell. Fuel cells must be protected in rear by roll cage tubing and securely mounted. No part of fuel cell may be lower than protective tubing. Check valve required. 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. Fuel cells must be enclosed in metal container.

**Fuel:** May be either gasoline or alcohol. NO NITROUS OXIDE. No additives of any kind.

**Weights:** Must weigh minimum 2450 lbs with driver after race. Loose objects and/or weights will not be allowed in driver compartment. **All weights added to vehicle must be securely mounted to tubing or frame with at least two 1/2" bolts and painted white with car number.** No weights allowed outside of the body. No weights attached above the deck of the car. Stacked weights will be at the discretion of tech inspector.

**Battery:** Must be securely mounted and shielded. Positive post must be covered.

**Transmission:** Any transmission allowed. Must have working reverse. Driveshaft must be steel and painted white.

**Engine:** No aluminum blocks, dry sumps, external dry sump tanks or magnetos. Headers permitted. Any cubic inch. Any over flow tubes must be directed to the ground, inside frame rails.

**Traction Control:** No computers allowed on racecar, including, but not limited to, electronic traction devices. Any driver caught with a traction device is subject to a fine, seizure of illegal parts and/ or a lifetime suspension from Drt Trak events and a notice of the details of suspension will be sent to all promoters in Eastern Iowa and Western Illinois.

**Car Protest Rules:** All intent to protest must be placed with a race official immediately following the feature with \$100 cash. Car in protest will be checked and if found illegal car will lose all points and awards for that night and protester's money will be returned. If car is legal then the protested car receives the money. Car owners and drivers are the only ones allowed to protest. Track officials have the right to protest any car, at any time, at no charge. No driver may protest more than two times during the racing calendar year. Protest is in effect on opening night for all eligible drivers and driver must have been at track on opening night to be eligible to protest second night of season. Following that, no driver may protest unless he/she has competed at the track the two previous consecutive events or 50% of the seasons races.

**Any rule, covered or not covered, will be interpreted by track officials. Officials' decisions on scoring and rules are final. Promoter retains the right to change and/or interpret the rules in the interest of better competition or safety.**