



**MOD MINI
2024 TECHNICAL RULEBOOK**

BODY

1. An aluminum body is allowed. 50 pounds must be added.
2. Inner panel may be removed.
3. A stock firewall in stock location and full floor pan are required. (You cannot weld a floor pan onto a tube frame, except jig car.)
4. The breather may stick through the hood.
5. Open back end allowed.
6. Nose and tail pieces, including MD3, allowed.
7. Spoiler must be no more than 8" max.
8. Stock auto body allowed. 100 lb weight break allowed.

FRAME AND RAILS

1. Must have a roll cage and all safety equipment.
2. Cage must be secured to unibody.
3. Chassis on a Fox-body Mustang can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, as long as they remain in the stock position and mount.
4. Leaf spring cars must retain the stock chassis all the way back to the rear leaf spring mounting points and positions. The trunk area can be cut out, but the shocks must go through the OEM holes.
5. Jig car allowed. No 4 bar rear suspension.

SUSPENSION

PENTON SUSPENSION RULES IN GENERAL RULES ALSO APPLY

1. Must be stock suspension. (except jig chassis)
2. Lowering blocks ok.
3. Adjustable buckets and wedge bolts are permitted.
4. Racing springs permitted, must be in stock location.
5. May cut/lower a-frame for caster/camber adjustments.
6. May cut panhard bar, must retain stock ends, non-adjustable.
7. Caster and camber plates ok.
8. Shocks with external reservoirs will not be allowed.
9. Racing shocks and struts are allowed as long as they can be mounted in the **FACTORY POSITIONS**. Shocks must retain stock angle.
10. In order to be able to run different shocks, the shock mount can be moved up for shock travel, as long as the angle is not modified.
11. Aftermarket control arms (front or rear) must carry 10 pounds per wheel.
12. If your car did not come from the factory with coil over shocks, you cannot run them.
13. Only one shock per wheel will be allowed.
14. Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
15. Bump steer adjustment will be allowed.
16. All suspension pivot points must remain in the factory locations;

aftermarket bushings/monoballs will be permitted.

17. Four-link cars may adjust pinion angle adjusting the length of the upper links only.
18. No suspension parts can be added to cars not equipped from the factory; no adding a panhard/sway bar.
19. Bushings or offset bushings ok in steering rack.

BRAKES

1. Three wheel brake shut off permitted.
2. Stock rotors and drums, may remove caliper and rotor on RF only.
3. 4 wheel Disc brakes permitted.
4. Dual master cylinders permitted.

WHEELS AND TIRES

1. 13" diameter steel wheels only. Beadlocks allowed.
2. 10" maximum width wheels permitted.
3. Hoosier 1350/1600 tires or American Racer 48/57 tires are allowed.
4. Tires must not be treated with any chemicals, solutions, or any other compounds.
5. Beadlocks allowed.
6. Wheels over 8" maximum width must carry a 10 lb per wheel weight penalty.
7. If you run 8" wheel and 8" tire you get 10 lb per wheel weight break.

DRIVELINE

1. Only a stock transmission will be allowed. Top loader transmissions will not be allowed. Transmission must have forward and reverse gears.
2. Lightening of the transmission is allowed.
3. All internal gears must be OEM stock production gears.
4. No billet gears allowed.
5. No aftermarket transmissions allowed.
6. No racing transmissions allowed.
7. Any clutch and flywheel.
8. Any working race clutch, such as Tilton, Quarter Master, or Gold Star allowed.
9. Couplers are not allowed.
10. Stock OEM housing or Ford 9" rearend allowed
11. No quick change differentials allowed. No floaters allowed. Locking of differential or spool allowed.
12. Any driveshaft allowed, prefer aluminum or carbon fiber.
13. If you run a stock clutch, pressure plate, and stock lightened flywheel, you can take a 50 pound weight break.

ENGINE

PENTON MOTOR RULES IN GENERAL RULES ALSO APPLY

1. Stock engine location.
2. No engines with more than two valves per cylinder.

3. CC must be based on original bore of block.
4. Formula for CC: bore x bore x .7854 x stroke x 4= cid, then divide cid by .061 (tolerance .010 for wear).
5. One pound per CC; 2200 lb. minimum.
6. No rotary or turbo or DOHC permitted.
7. OEM only .080 over max bore + .010 for wear, not to exceed 2500 cc +.080 over bore.
8. Aluminum cam gear or pulley allowed; adjustable gear ok.
9. Any steel rod; no aluminum or titanium.
10. Stock crank or billet crank permitted with stock stroke; +.010 tolerance.
11. Oil pan: any wet sump pan.
12. No dry sumps allowed.
13. No vacuum pumps permitted; may have regulated exhaust evac system.
14. Any flat top piston.
15. Toyota 1600 and 1800 may run dome piston of .267 maximum height.

IGNITION

1. Any ignition system allowed.

WEIGHT BREAKS

1. OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting or polishing, stock size valves, and a flat tappet cam and stock intake may receive a 100 pound weight break.
2. If you run a stock clutch, pressure plate, and lightened factory flywheel, you can take a 50 lb weight break.
3. Stock OEM intake manifolds (with no porting/polishing) may take a 50 lb weight break.
4. If you run a stock body, you may receive a 100 lb weight break.
5. If you run 8" wheel and 8" tire you get 10 lb per wheel weight break

WEIGHT PENALTIES

1. Aftermarket cast iron heads must carry a 50 pound weight penalty.
2. Aluminum bodies must carry a 50 pound weight penalty.
3. Wheels over 8" maximum width must carry 10 lb per wheel weight penalty.
4. Aftermarket control arms (front or rear) carry a 10 lb per wheel weight penalty.

CYLINDER HEAD

1. Any cast iron head allowed as long as they are/were available to the general public for sale.
2. OEM production aluminum heads on Toyota allowed.
3. No aftermarket aluminum heads allowed on any engines.
4. No dual camshafts.
5. Milling, porting, and polishing is allowed.
6. No relocation of intake/exhaust ports or runners.

7. Any cam allowed.
8. Any size valves allowed. Valve guide spacing cannot be altered.

FUEL

1. Pump gas or racing fuel only. (RACING FUEL AVAILABLE AT TRACK)
 - Pump gas may contain up to 10% ethanol as allowed by law.
 - Gas must pass an acid test.
2. E85 Fuel is allowed.
 - Fuel must check within 1% at any time checked (MIN 84% Ethanol – MAX86%)
3. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitromethane, nitro propane, or any nitrate additives.

INTAKE

1. Any intake manifold permitted.
2. Stock OEM intake manifolds with no porting/polishing may receive a 50 lb weight break.

CARBURETOR

1. Fuel injection will not be allowed.
2. Holley 4412 500 cfm, Holley 7448 350 cfm 2-bbl and Holley XP 2-bbl carburetors allowed.
3. No 4-bbl carburetors.
4. No aerosol carburetors allowed.
5. Choke horn may be removed.
6. Carburetor must have boosters with no modifications to boosters or venturi.

BASE WEIGHT

1. Base weight 2200 pounds.
2. All weights must be posted in clear view including all breaks and/or penalties.
3. Any engine up to 2250cc must weigh 2200 lbs.
4. Any engine between 2251cc and 2400cc must weigh 2400 lbs.
5. Any engine between 2401cc and 2610cc must weigh 2500 lbs.
6. Any engine between 2611cc and 2850cc must weigh 2650 lbs.

SAFETY

PENTON SAFETY RULES IN GENERAL RULES ALSO APPLY

1. Approved helmet and full fire resistant driver's suit required.
2. All cars must have 3" lap belt and 2" shoulder harness and crotch strap MINIMUM and must be attached to roll cage.

3. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 5 lb. halon system is recommended.

PROTEST PROCEDURES

1. A protest fee and written request must be made to the Technical Inspector within 5 minutes of the end of the main event (Checkered Flag)
2. In order to protest a car you must finish behind that car or you have the option to protest each car that finishes ahead of you. If it is a multicar, you must protest each car on the same items.
 - a. 2 items \$300
 - b. Complete Engine: \$800. This will consist of camshaft, head, intake/spacer, carburetor, cc's.
 - c. Bumper to Bumper: \$1100. This will consist of complete engine, flywheel assembly, transmission, rear end, suspension, and checking for traction control.
 - d. Visual Protest: \$50. Retained by the track. Tech must be made within 30 minutes before qualifying, heat race, or main event. This includes bodies.
 - e. If protested, you have the right to back protest. Protested car has 5 minutes to decide if they want to back protest. After all protests have been filed, parts must be ready for inspection within half ($\frac{1}{2}$) hour. (Tech man discretion)
 - f. Once a protest has been filed, it will be final. There will be no dropping protest.
3. If declared illegal for any reason, all money and points will be forfeited.
4. Any money not picked up at track on night of race will be forfeited unless arrangements have been made.
5. Track retains 25% of all protest fees except visual where track retains 100%.
6. All drivers must adhere to the general rules, in addition to the division specific rules set forth below.

GENERAL

1. Technical Inspector has the final call.
2. Track has the right to change, delete, or amend the rules in the interest of competition.
3. Any size valves allowed. Valve guide spacing cannot be altered.
4. Aftermarket cast iron heads must carry a 50 lb weight penalty.
5. OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting/polishing, stock size valved, and a flat tappet cam may receive a 100 lb weight break.
6. Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
7. Bump steer will be allowed.
8. All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
9. 4-link cars may adjust pinion angle, adjusting the length of the upper links only.
10. Bushings or offset bushings ok in steering rack.