



WinterNationals B-Mod Rules

Note to all Drivers and teams: This B-Mod rule package is an experimental package that may be changed to improve competitiveness of all sanctioning bodies. There is such a drastic range of rules for this class that makes it hard to get all sanctioned cars to a level playing field. We will strive to bring everybody to a competitive level, regardless of sanctioning bodies. These rules may be altered if we find that one sanction has a decided advantage over the rest, so please bear with us to help make it fair for everyone.

Please bear in mind that this rules package is a work in progress and can and may be changed at any time.

Bodies: Bumpers : 20” from ground to center. NO farther forward than 42 “ from center of front wheels.

Nosepiece: Must be minimum 24” and maximum of width of outside of front Frame horn.

Hood: Maximum 6’ drop on sides with a maximum 6” rake. Maximum 6” Hood scoop.

Door Panels: Maximum 72" from center of rear end. or not past back of block.
Left side may extend forward to cover foot box.

Roof: Height: Maximum 54" Minimum 42"
Width: Maximum 52" Minimum 44"
Length: Maximum 56" Minimum 41"
Rake: With level, must have no more than 2" in rear and no more than 5" in front.

Rear Deck: Maximum 40" +/- 1" tolerance. BEFORE AND AFTER THE RACE. Race related damage will be taken into account.
Slope: No more than 6" front to rear. Measured from top right front of door panel to top of rear deck and back of rear quarter panel.

Rear Quarter Panels: Maximum 48" Minimum 34"
Width of Body: **Top:**Maximum 66" Minimum 53"
Bottom: Maximum 78"

Spoilers: SEE WEIGHT SECTION

Engines: GM Performance Parts 602: Must remain as supplied by manufacturer. No changing or altering of parts with the exception of valve keepers and retainers may be aftermarket. Valve Springs must be exact GM replacement. No aftermarket valve springs of any type.
GM Performance Parts 602 with factory bolts will not be pulled down beyond bolts. Any rebuilt engine must be by an approved and reputable sanctioning body re-builder. Any re-built 602 may be torn down same as a non-crate engine. May utilize any Holley 4BBL. Carburetor.

Builder prepared Engines: OEM Steel blocks only.
No bowtie, SVO or Mopar W components.
Maximum 360 cubic inches displacement.
Maximum 9.5:1 compression ratio.
Flat tappet or hydraulic cams only. No roller cams

Heads: OEM Steel heads or aftermarket replacement heads only!
No Porting or Polishing allowed.
GM must utilize 76cc heads (approved head numbers are 336, 339, 388, 441, 454, 487, 624, 813, 882, 991, and 993)
After market heads allowed are:
GM: EQ-#CC16ES2 or #CH3501
Dart-#10024267 or # 10024360
World Products- #043600 or #042670
Ford: World Products-#53030
Mopar: EQ -#CH138B
RHS/Indy-#20300 or #20301
Heads may be milled to reach a maximum of 9.5:1 compression rule.

NO VORTEC HEADS ALLOWED.
NO BEEHIVE VALVE SPRINGS ALLOWED.
Valve size no more than 2.02" intake and 1.60" exhaust.
Engines with 1.94" intake and 1.50 " exhaust will receive a 50 lb.
weight break on total weight of car. MUST BE READY TO PULL
HEAD AFTER ANY FEATURE EVENT TO PROVE VALVE
SIZE IF CLAIMING WEIGHT BREAK. Not proving valve size or
having wrong will be disqualification from that event and remaining
events of tour.

Headers: No tri-T or tri-Y headers. No 180 degree headers.

Normal down and to rear headers. No crossovers.

**MUFFLERS: MANDATORY AT EAST BAY RACEWAY
PARK.**

**Schoenfeld 112535 or 112530 are MANDATORY!
Muffler must be on car and in working condition
at all times.**

**AUTOMATIC DISQUALIFICATION IF MUFFLER FALLS
OFF AT ANY TIME. ABSOLUTELY NO TOLERANCE.**

Intake: Any stock OEM unaltered, low rise cast iron intake manifolds or approved
aluminum intakes allowed.

NO MARINE, HIGH PERFORMANCE OR SPECIAL INTAKES ALLOWED.

Stock-type stamped steel rocker arms or cast steel rocker arms only.

NO ROLLER CAMS OR LIFTERS ALLOWED.

NO MUSHROOM LIFTERS ALLOWED. STOCK DIAMETER ONLY.

NO STUD GIRDLES.

Electronics: OEM HEI distributors only.

One 12 volt battery per car. NO 16 volt batteries.

No aftermarket distributors of any kind.

No magnetos.

Unaltered MSD rev-limiters # 8728 or # 8727CT allowed.

NO other MSD boxes allowed.

Transmission: OEM three- speed, four-speed and automatic production type only.

Must have working forward and reverse with engine running.

Approved aftermarket transmissions are Bert #LMZ/GENII,

Brinn #70001, Falcon #60100, Race Gator #140002 or #140002-C

or Mitchell Machine Bullet Tranny with internal clutch.

When using aftermarket transmission, must add 100 lbs.to total weight

with 50 lbs. mounted in front of mid-plate (25 lbs. on each side within length of engine).

Aluminum flywheel allowed, must have full sized, explosion proof aluminum or steel bell housing.

Rear End: Any passenger car or truck type rear end allowed. Nine inch Ford rear end allowed. Floater recommended.
Quick change rear ends allowed.
NO Gold-track, true track or similar type traction devices allowed.

Rear Suspension: Any 3-link or 4-link suspension.
4-link suspension: NO SPOILER ALLOWED.

Shocks: One steel, nonadjustable, unaltered shock per wheel only.
All shocks must completely collapse at any time.
No remote canister shocks. No Schrader valve shocks.
No bulb end or expanded chamber shocks.
Concentric body only. No aluminum shocks.
Must not be able to adjust pressures at track.

TIRES & WHEELS: Hoosier 100, H-500, Medium, Hard, A40, A40S or H40.
Minimum tire durometer reading will be announced in drivers meeting. Tires must be as supplied by Hoosier, no grooving, siping, needling, changing of mold markings or chemical altering of tires. No grinding or buffing with any thing rougher than a 36 grit grinding wheel.

TIRE SAMPLES MAY BE TAKEN AT ANY TIME TO SEND TO LAB FOR TESTING FOR FOREIGN CHEMICALS. IF SAMPLES ARE TAKEN MONEY FOR POSITIONS INVOLVED WILL BE HELD UNTIL LAB SAMPLES ARE RETURNED.
Sampling procedures and forms will be given to each driver to fill out before first night the tour begins or first night of driver entering tour.

8" steel wheels only. Bead-lock allowed on right side only, maximum width is 8.75 inches.

WEIGHTS & SPOILERS:

GM Performance Parts 602 Crate motor with any Holley 4bbl. carburetor and stock type transmission: 2400lbs.
With aftermarket transmission: 2500lbs., mandatory

50lbs. in front of mid-plate with 25lbs.on each side within length of engine block.
Maximum spoiler height is 6”

GM, Ford and Mopar builder prepared engines with a Holley 1850, 600cfm and stock type transmission: 2500lbs.

With Aftermarket transmission: 2600lbs

With 1.94/1.50 valves, Holley 1850, 600 cfm & stock transmission:: 2450lbs.

With 1.94/1.50 valves, Holley 1850, 600 cfm & aftermarket transmission: 2550lbs.

Maximum spoiler height is 4”

WEIGHT NOTE: We reserve the right to add or take away weights as seen fit to help keep everyone competitive.

MUFFLERS: MANDATORY AT EAST BAY RACEWAY PARK.

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AUTOMATIC DISQUALIFICATION IF MUFFLER FALLS OFF AT ANY TIME. ABSOLUTELY NO TOLERANCE.