



## PRO 4 MODIFIEDS OF NEW ENGLAND

The name of the club is Pro 4 Modifieds of New England. It is a nonprofit club. It will also be known as [P4Mods]. Any reference in this book to any of the foregoing or to the club will mean Pro 4 Modified as a club, not as any one person or officer. The club is formed for the mutual benefit and welfare of P4Mods racecar owners and drivers, the promotion of P4Mods racecar development and racing, and the betterment of the sport. The club is primarily in business as a not-for-profit sanctioning body for P4Mods races. P4Mods may also be promoters of races if the situation warrants, but promotion is not its primary function. P4Mods may co-sanction racing events with other cooperating racing or entertainment organizations.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of P4Mods Competition Events and to establish minimum acceptable requirements for such events. These rules govern the condition of all events, and, by participating in these events, all participants agree to comply with these rules.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The President shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

No expressed or implied warranty of safety shall result from such alteration of specifications.

The P4Mods Rule Book and any amendments thereto, shall be effective immediately upon majority vote of owners and Officials, and shall apply to all P4Mods events.

**Amendment:** The P4Mods Rule Book can only be changed mid-season by a 75% majority vote of owners and lifetime members that are in good standing with the P4Mods.

**Interpretation and Application:** The interpretation and application by the P4Mods Officials of the P4Mods Rule Book shall be final and non-appealable. In consideration of receiving the benefits of P4Mods membership and in effort to promote orderly conduct of race events, absent bad faith on the part of any P4Mods Official, all members agree that any interpretation or application of the P4Mods Rule Book by a P4Mods Official is non-litigable, and further agree that they will not initiate or maintain any legal action against P4Mods or its Officials, agents, or sponsors to reverse or modify such interpretations or applications or to recover monetary damages or any other equitable relief. Any member who initiates such an action in violation of this section shall be responsible for all costs, including reasonable attorney fees incurred by P4Mods in defense of its Officials, agents, and/or sponsors, all members hereby waive any right to a trial by jury in such action and accept that the matter will be tried before a judge of competent jurisdiction.

**Finality:** The interpretation and application of the P4Mods Rule Book by the Officials shall be final and **not subject to appeal.**

**Extraordinary Circumstances:** In the event circumstances which are unforeseen or extraordinary are presented to the Officials, strict application of the Rule Book may not allow them to adequately address the situation. On these rare occasions, the Officials may make such determination, as they deem necessary to resolve the situation.

## Membership

**Life Member:** Life Membership shall be granted to those special members who have unselfishly given to the P4Mods not less than ten (10) years of dedicated service. Life members shall have all the rights and benefits of voting members and shall be afforded this membership for life and exempt from all P4Mods membership fees. Candidates for Life Membership shall be nominated by the President and voted upon and approved by the Competition Committee. A President may nominate, and the Board may approve no more than three (3) candidates for Life Membership in a calendar year.

### Life Members:

Dan Meserve, Sr.          Harry Kourafas, Sr.  
Bill Gaston

**Suspension/Termination:** P4Mods may suspend or terminate any membership for a prescribed period {including indefinitely} if it determines such action is in the best interest of P4Mods auto racing. The suspended/terminated member will receive documentation as to the grounds for suspension/termination. Similarly, any member may voluntarily terminate his/her membership in P4Mods by surrendering his/her membership card to the Secretary and notifying the Secretary in writing of his/her intentions to terminate membership. Any member suspended/terminated involuntarily may appeal to the Competition Committee.

**Independent Contractor:** All P4Mods members acting in such a capacity shall be independent contractors and shall not be employees, servants, or agents of or for P4Mods. It shall be each member's obligation to supply any tools or other equipment needed to function in their capacity as a member of P4Mods. All members shall be responsible for the actions of their employees or agents. Members assume and take all responsibility for all charges, premiums, and taxes, if any, payable on any funds they receive because of their racing activities, including, without limiting the generality of the foregoing, social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

**Dues:** Dues paid for by the club help to cover the costs of awards, events and other expenses related to the operation of the P4Mods. **Club dues are to be paid at the first event attended.** Dues not received at the first event will be withheld from any purse earned until paid in full. Dues will not be pro-rated. The amount for joining the P4Mods will be \$125 yearly. The registration form can be found on the website.

## Car Identification

#22 and #11a are officially retired.

Cars will be required to use only the numbers assigned at the time of registration **AND APPROVED BY THE P4MODS OFFICIALS.** Numbers are to be given on a first-come first-served basis. The owner from the previous year will be given first preference if he/she is in good standing and has participated in at least one event from the previous year. **THERE WILL BE NO DUPLICATED NUMBERS.** The number shall be applied to both sides, roof and on the front of the car facing the flagger to be easily identifiable at a reasonable distance. The roof and door numbers must be at least 18 inches in height, in addition, the car number must be displayed once facing forward (ex: the passenger front window area or upper corner of

the nose cone) on the vehicle and one on the right rear panel. This number must be easily identifiable. Cars must display the car's minimum weight and engine size on the hood in block lettering.

Any car that is not entitled to the number must have a new number on the car in such a manner to satisfy the Officials.

## Technical Requirements

**Competition Committee:** Have complete authority to inspect any race car at any time. Their decisions concerning matters pertaining to their duties shall be binding and final in keeping with track management. The Officials may hire an independent non-club member for the position.

All cars must arrive at the track in good mechanical condition and of good appearance. Any car, in the opinion of the Officials, that is not in good condition will not be allowed to participate in an event. The Officials must be able to provide an adequate reason for this decision.

All cars shall be required to pass technical and Safety Inspections prior to the first race. Any car that shows non-conforming application of P4Mods rules, or workmanship, shall be barred from all competition until such faults are corrected. The decision of the P4Mods Officials is final. **Car owners are solely responsible for the building and maintenance of a safe car.**

The location for technical inspection will be announced at the Drivers Meeting. It shall be the driver's responsibility to ensure that his/her car is present for technical inspection. The Officials may waive inspections, under certain circumstances, but the determination must be made and announced at the Drivers Meeting.

Any change(s) to a car that significantly alters the car or safety of the vehicle must be reported by the owner to the Technical Committee for re-inspection. If you are found to be illegal due to an unreported change(s), all season points will be revoked.

Each registered car will be required to have in their individual pit area a readily accessible, working fire extinguisher, minimum 5 lb. capacity, dry chemical or CO2 recommended.

Wheelbase must be between 87" and 102". All cars must have a roof.

Only open wheel cars are permitted. Both front tires and the right rear tire must be completely outside the body. Left rear may be exposed at the builder's option.

The rear panel of the car must remain closed except for a 5-inch opening across the width of the car. The opening must be screened in with a maximum ¼-inch mesh. The front windshield bar must be higher than the driver's helmet. A third windshield bar is mandatory. A securely attached and approved window net that is within 5 years of the manufacture date is required in the driver's window, frayed, or damaged nets must be replaced regardless of date. A securely fastened steel mesh shield is mandated for the passenger's side of the front windshield.

Rear spoilers are allowed. No more than 5-inches exterior. Airfoil effects must remain inside the body area.

Body, engine, and chassis do not have to be from the same manufacturer.

Side windows, rear windows, ground skirts lower than the chassis rails, full length belly-pans, wings of

any type or adjustable suspension controlled from the cockpit by the driver **ARE NOT ALLOWED**. Side rear quarter windows are allowed.

Aluminum or carbon fiber drive shafts are not permitted.

No carbon fiber to be used anywhere. No titanium is allowed anywhere on cars except where specifically mentioned in engine rules.

All cars must have two (2) approved drive shaft safety hoops, recommended to be made of at least 1" wide by 0.125" thick steel strap.

A securely mounted fire extinguisher, within the driver's reach, is mandatory. Fire suppression systems are recommended.

**Radio:** Radios are mandatory for all drivers/spotters. Each Driver must have a radio set to the tracks frequency or be able to hear their spotter that can hear the race director.

**Brakes:** All four wheels must have brakes in good working order. All brake lines must be run and secure in a safe manner. All brake lines shall be made of DOT approved material, no line locks.

**Tires and Wheels:** Maximum allowable tire circumference is 80 inches. Maximum tire width is 10 ½ inches. The maximum wheel width is 11 inches. Steel wheels only. **NO aluminum, alloy or carbon fiber wheels are allowed.**

**Tires: Track Tire TBA** Max 8 Tire inventory. Tire Inventory Rule TBA

**Safety Switches:** The driver, when securely belted in their seat, must be able to reach and operate the fuel and battery safety shut offs, Longacre type engine shut off switches and all toggle switches are recommended.

**Transponders:** All owners are responsible for procuring their own transponders. Cars without a transponder will not be scored for the event. The transponder bracket is to be mounted to the outer body panel, right side of the car, 40 inches back of the center of the upper ball joint, no more than two feet off the ground.

**Electrical:** Wiring must be neat and done in a professional manner. Kept away from heat sources and fluids. The signal wire to the tachometer must be in clear view.

**Seats:** A seat must be made of aluminum of at least 0.095" thickness securely mounted to the chassis at the bottom and back of the seat. Securely mounted requires a minimum of six (6) 3/8 bolts and 3/8 x 1 ¼ fender washers, four (4) on the floor and two (2) in the back. At least three (3) straps 1 x 1/8" mounted horizontally or vertically are recommended. Seats with an integral headrest are recommended.

**Seat Belts:** A 3-inch lap belt, shoulder harness and crotch belts with date tags attached, and not more than three (5) years old at the time of inspection are required. Shoulder belts must be attached to a separate secured bar located behind the driver's seat; this bar is to be located within 3 inches of the shoulder belts opening in the seats to the belts are secured at shoulder height.

**Fuel Cells and Fuel:** Fuel cells with a maximum capacity of eight (8) US Gallons are mandatory. All fuel cells must have inner foam, a rollover spill valve, and must be encased in a steel container. The fuel cell must be mounted in the racecar behind the rear axle in a secure manner, with at least two (2) straps lengthwise and two (2) crosswise. Only gasoline is allowed.

**Gasoline only, no additives, maximum alcohol content of 10%, any octane rating allowed.**

**No antifreeze is permitted.**

**Electric Fuel Pumps:** Are allowed with the proper feed line shutoff valve mounted on the right side of the driver's compartment to be easily reached by an outside attendant. Handle must be labeled "ON" and "OFF". All fuel lines, filters and pumps must remain inside the mainframe rails. **Electric fuel pump power source must be tied in with the engine oil pressure switch**, such that the fuel pump must shut off when the engine is not running.

**Chassis Offset:** The center of the chassis is measured between the front frame rails. All cars must have OEM type upper and lower ball-joints. Chrysler screw in, GM and Ford bolt in types are allowed. No spherical rod ends are permitted to replace ball joints. A maximum offset of 10 inches is allowed at the left side chassis rail. The inside of the left rear tire may not be any further to the right than the inside of the outermost left side chassis rail. The driver's body must remain within the frame rails and the roll cage area. Door bars may not extend more than 6 inches outward beyond the outer frame rail.

**Track Width:** Maximum allowable track width is 76 inches, measured to the outer sidewalls of the tires, with the club gauge at center hub height. The track width is ultimately responsible for ensuring that the car is the proper width.

**Batteries:** Must remain inside the mainframe rails, in front or behind the firewalls. No batteries are allowed in the driver's compartment. A battery shut off switch is mandatory and must be mounted on the right side of the driver's compartment such that an outside attendant can easily reach it. The switch must be clearly labeled "ON" and "OFF". A battery box is recommended unless the battery is completely sealed.

**Mufflers:** Racecars are required to be always fitted with a working brand muffler, at all events. No alteration is permitted except for the welding of tabs or other means of attachment to the muffler to the exhaust system. It must also have a turnout pointing down at the track. If the Competition Committee or technical inspector deem it too loud, the car owner will be notified, and a replacement must be installed, prior to the next race.

**Weight:** The required weight for each car is listed below and is applicable post-race. A one-time allowance of .5 % will be given if a car fails to meet its designated minimum. Required weight will be listed on the hood along with the engine's displacement.

All ballast must be bolted with a minimum of 2 grade 8 3/8" through bolts or welded securely to the main frame rails, or within the mainframe rails (within perimeter). No ballast is to be mounted in, or to the NERF bars. NO lead is to be placed inside the NERF bars. The maximum ballast is 300 lbs. All ballast is to be painted white and be lettered legibly, with the car # and the weight of the ballast. **Any lost ballast during a race will result in disqualification.**

Weight may be added or subtracted to cars by officials in the best interest of competition.

**Roll Cage, Frame and Floor:** The roll cage material must be at least 1 ½ inch diameter round steel tubing of at least 0.095-inch wall thickness. The main chassis frame rails, from the front bumper to the rear bumper mounts, are recommended to be made of steel tubing of at least 5 ½ circumferences and at least 0.095-inch wall thickness. Three evenly spaced horizontal door bars (with at least two vertical tubes evenly spaced between each horizontal tube and between the lowest horizontal and the frame rail) are required on the right side, not including the main rails.

Three door bars are required on the right side if the driver sits within 14" of the right-side frame rail.

Roll cages must be constructed to protect the driver from impact at any angle. A padded headrest must be attached to the roll cage behind the driver's head or be part of the seat. All interior roll cage and sidebars must be properly padded.

Gussets are required on the main roof bars. Cage bars must be padded in the area of the driver's head, left arm and leg areas. A third roll bar is required in wide roll cages to protect the driver. A vertical bar is required between the upper and lower bars forming the window opening on the left side to protect the driver's head in the event of a side collision. All cage bars on the left interior side (interior left door) shall be covered with at least 12-gauge steel welded in place.

The four legs of the front and rear roll cage hoops must be securely welded to the main frame rails. The fuel cell must be protected from a rear impact by a full chassis/clip, with a cross member made of at least 0.095" wall thickness and equal in dimension to the frame rails, in addition to the lower fuel cell guard.

The driver's compartment floor, extending from the pedal area to beneath the driver's seat is to be made of a single thickness of at least 12-gauge [0.100] inch sheet steel, welded to the frame. Riveting is not acceptable. No stacking of thinner sheets to achieve the 0.100" thickness is permitted. A floor of 0.125" thickness is recommended.

A safety fire wall of at least 22-gauge steel separates the driver from the fuel cell, radiator, battery, and engine compartment and must be fully sealed.

**Roof panel** must be easily removed by either quarter turn "Dzus" fasteners or hood pins to easily extract the driver.

### **Bumpers and NERF Bars**

Front and rear bumpers must be centered to within 1 inch of 15 inches from the ground and must be a minimum of 3 inches. Both front and rear bumper ends must be turned inward. The front bumper cannot be more than 3 inches wider than the front frame horn with bracing of the bumper is permitted. The bumper must be bolted with at least 4 grade 8 bolts, 3/8 inches in diameter. Rear bumper is recommended to the car width. Double NERF bars are required on both sides of the Pro 4 Modified in the door areas. The bars must be constructed of either 1.25" diameter 0.083" wall mild steel tubing or 1.25" diameter 0.065" wall steel tubing. The left side must remain 0.095. If you choose to use 0.065 tubing on the front bumper, you must place 2 diagonal 0.065 braces. The horizontal tubes must run parallel to each other from the rear roll cage hoop to at least the front hoop. NERF bars must be securely attached to the rear hoop in two places and in at least one place to the front hoop.

**DO NOT** attach NERF bars to the door bars. One vertical tube of the same material as the NERF bars should be located between the horizontal tubes at the rearward bend, with at least one additional tube located midway along the length of the doubled section. The lower tube must be centered within 1 inch of the rear wheel axle center height. NERF bars may not extend outward/inwards more than 1 inch beyond the center point which is a line drawn from the outside of the front tire in a straight-ahead position to the outside of the rear tire. Front bumpers must not exceed 30 inches from the center of the ball joints.

### **Pro 4 Modified General Specifications**

**Clutches:** No custom clutches. Clutches must have a pressure plate, clutch disc(s), throw-out bearing and a flywheel. After-market clutch units are permitted providing they meet the first two requirements. The minimum weight for the complete assembly, not including the release bearing, is 10 pounds. A blow blanket or scatter shield approved by a tech inspector is required around the top and left side of the clutch housing. All bell housings must have a minimum 1 ½" inspection hole, located in a convenient location for easy visual inspection of the clutch assembly.

**Transmission:** No automatic or semiautomatic transmissions allowed. Quick-change transmissions are only allowed in cars without quick-change rear ends. Transmissions must have a minimum of two forward gears and one reverse gear.

**Rear Axle:** Quick-change rear ends are allowed when used in conjunction with non-quick-change type transmissions. Only solid or gun drilled steel axles, no titanium or twist axles allowed.

**Shocks:** Canister shocks are not allowed.

**Tires:** Cars required to weigh 1875 pounds or greater or equipped with the Duratec 2.5 engine will run Hoosier F45 tires on the right side and F15 tires on the left side. All other cars will use Hoosier F25 tires on the right side and F15 tires on the left.

**Engines:** Any four-cylinder automobile engine, from any manufacturer up to 2300cc, that meets the following criteria.

1. No after-market block or head castings are permitted, Esslinger cylinder heads are allowed.
2. Max displacement is 144.45cu (2360cc).
3. No rotary engines are permitted.
4. A maximum of 8 operating spark plugs, and 16 valves are allowed.
5. The maximum allowed displacement is 144.45cu (2360cc). Maximum bore when cleaned up can be no more than .050" greater than stock.
6. All engines must be no more than 1" to the left of the center of chassis using the center point of the crankshaft to measure.
7. The engine must remain in front of the driver.
8. No traverse mounted engines
9. Engine may not be tilted more than 25 degrees from vertical.
10. Part numbers must be in a factory catalog (blocks and heads)
11. Only magnetic steel connecting rods. No titanium rods are allowed.
12. Only carburetors, maximum of four venturi's
13. The maximum choke size for multiple carburetors is 46mm.
14. No superchargers, fuel injection, or turbochargers
15. Engines must be self-starting with an operating starter system.



16. Head and block castings must be mass-produced for highway use.
17. An inspection hole in the oil pan is recommended for viewing rotating parts.
18. A one-quart overflow container for the cooling system is required.
19. The twin cam engine cylinder head must remain stock (no porting or welding). Be on the same manufacturer's engine block and the only upgrade can be springs to accommodate the camshaft. No titanium valves allowed.

### **2025 Engine and Weight Rules**

**Any 4 Cylinder Engine not described in these rules must be approved by the competition committee and meet the following weight requirements. For V6 cars see the V6 engine rules.**

2300cc Minimum weight is 1950 lbs. 57% left side.  
2200cc Minimum weight is 1900 lbs. 60% left side.  
2150cc Minimum weight is 1875 lbs. 60% left side.  
2100cc Minimum weight is 1850 lbs. 60% left side.  
2050cc Minimum weight is 1825 lbs. 60% left side.  
2000cc Minimum weight is 1800 lbs. 60% left side.  
1800cc Minimum weight is 1700 lbs. 60% left side.

Add 25lbs for Side Draft Carburetors.

All four (4) cylinder engines above 1750cc are limited to 8000 RPM.

It IS THE OWNER'S RESPONSIBILITY to prove RPM setting, either with 8000/6250 MSD chip, RPM dial setting with electromotive "chatter box", or with a laptop for systems without an external limiter, such as Megajolt, Megasquirt, AEM Infinity ECU, or MSD part #8673 or #8728. This will be spot checked often and top 5 after feature. Viewing RPM on a tachometer with memory function will no longer be accepted, However, Tachometers are REQUIRED and must be functional. External RPM limiters with dial type adjustments must be covered to prevent manipulation. If the RPM tac is over, the owner can request the rev limiter be checked with the tool.

**ANY 2025 rule MAY BE ADJUSTED to ensure an equal and competitive racing division and not disallow any car to not compete during the 2025 season.**

## **Ford "Lima" Engine**

### **General:**

1. Two valves per cylinder, single cam only.
2. 2-barrel Holley or side draft carburetors only. No fuel injection.
3. Normal Engine Machining to increase compression and restore surfaces is allowed.
4. Maximum 0.050 overbore to clean cylinders.

**Crankshafts:** Titanium crankshafts are not allowed. Steel or cast crankshafts only. No knife edging, Balancing is allowed. Billet crankshaft cars must add 50 pounds.

**Piston:** Any forged or cast aluminum pistons are allowed.

**Rods:** Only magnetic rods are allowed. No titanium, aluminum or other ultra-light rods allowed.

**Camshaft:** Any camshaft is allowed. No titanium valves are allowed.

**Valve Spring:** Any valve spring is allowed.

**Intake Manifolds:** Both flat plane and high-rise intakes are allowed for 2-barrel carburetors.

**Carburetor:** Any two-barrel carburetor is permitted. Side Draft carburetors are permitted maximum Venturi size of 46mm.

**Carb Spacers:** A spacer of maximum height of one inch is permitted. No wedge shape spacers allowed. Both the top and bottom must be parallel. The porthole may be tapered to meet the stock intake opening. No additional opening for the induction of air allowed. Only one 0.075 gasket per side of spacer is allowed.

**Cylinder Head:** The following cylinder heads are allowed:

- Any steel cylinder head with any work being done is legal, 1700 lbs. and 60% left side.
- Esslinger Aluminum D-port head is allowed. No port or polish or oversized valves. Milling to increase compression is allowed, 1750 lbs. and 60% left side.
- Esslinger SVO cylinder head with no port or polish work having been done and no oversized valves a 350 or 500 cfm 2-barrel carburetor. Minimum weight is 1900 pounds and 60% left side. Add 25 pounds for side draft carburetors.
- Engines with less than 2100cc 350 or 500 cfm 2-barrel carburetor, minimum weight is 1850 lbs. and 60% left side. Add 25 pounds for side draft carburetors.
- Cars with a Lima type of engine not listed above must be 1950 lbs. and 57% left side.

**Oil System:** External oil pumps are permitted.

**No titanium parts allowed.**

## **Duratec 1.8/2.0/2.3 Liter Motors**

### **Weight requirements:**

2.3 Liter cars with stock compression ratio, and either 40mm side draft motorcycle style carburetors or a 2-barrel style carburetor will need to weigh 1700 pounds with 60% left side weight.

2.3 Liter cars with 10.1 to 12.9:1 compression and either side draft or a 2-barrel style carburetor will need to weigh 1800 pounds with 60% left side weight.

2.3 Liter cars with compression ratio greater than 12.9:1 will follow the General Specifications section.

1.8- or 2.0-Liter cars will need to weigh 1700 pounds.

**Engine Block** - Factory cast aluminum Block with factory Bore sleeves. No aftermarket blocks or sleeves. Block must be factory cast with either 1.8L, 2.0L or 2.3L on the side. NO 2.5L blocks

**Crank shafts** – Crank shaft stroke must match the block it is being used it. No stroker kits. Stock cast or steel crankshaft. Only basic Machine work for cleaning of bearing surfaces and balancing purposes. No Knife edging or lightening allowed. Keyways for locating timing gears and crank shaft drive pulley are allowed.

**Connecting Rods** – Magnetic steel connecting rods only. No long rod conversions. Rods must match the stroke of the block and crank shaft being used. NO STROKER KITS

**Pistons** - Maximum compression ratio 12.9:1 to be achieved by domed pistons. Piston Compression Height must match the OEM specs. Pistons allowed are:

### 2.3 Liter Engines:

Wiseco: KE628M875, KE628M88, K629M857, K629M88

Supertech: P4-DU875-N2, P4-DU875-P1, P4-DU88-N2, P4-DU88-P1

Stock Replacement Ford or Mazda pistons that Match the block being used are allowed.

Any Piston Ring can be used.

Any unspecified Piston is subject to Official approval.

### 2.0 Liter:

Pistons allowed as above and including:

Wiseco: KE257M875, KE 257M88

Supertech: P4-DU875-P7, P4-DU88-P7

Stock Replacement Ford or Mazda pistons that Match the block being used are allowed.

Any Piston Ring can be used.

Any unspecified Piston is subject to Official approval.

**Head Gasket** - Felpro part number 26250PT,  
Ford Part number 1S7Z-6051-AA,  
Mazda Part Number L3G2-10-271A

**Cylinder Head** - Cylinder heads must be Stamped on the back of the head with "FoMoCo" Ford or Mazda 2.0L, 2.3L or 2.5L cast aluminum cylinder head can be used as it comes from the factory. No milling to increase compression, no porting or polishing. Head must measure no less than 4.980" from the head gasket surface to the valve cover gasket surface, allowing for .010 to be cleaned from the head to create a flat sealing surface. Cylinder heads requiring more milling are no longer serviceable and must be replaced. The 2012+ Focus high port head is not allowed.

**Valves, Springs, and Retainers:** Valves to remain stock size. Intake 35MM, Exhaust 30MM, Stainless steel valves are allowed. No titanium valves. No swirl polishing. Valve springs can be upgraded as needed to handle higher RPM and account for cam changes. Titanium Valve retainers are allowed.

Crower part number: 87083-16

Supertech part number: RET-TS5.5-T1.

Brian Crower: BC0400 or BS0400S

**Cam Shafts** – Any lift camshafts are allowed. Adjustable Cam shaft sprockets are allowed. No Variable Valve Timing systems. Stock Timing chain components only.

**Intake/Carburation** – Ford Flat plane Intake can be adapted to be used in conjunction with a Holley 500 or 350 CFM carburetor.

Side draft carburetors are allowed, Maximum venturi size is 46.

No Fuel Injection. No forced induction.

**Fasteners** – Cylinder head studs are allowed. Crank shaft girdle studs are allowed. Upgraded Camshaft sprocket bolts and Flywheel bolts are allowed. NO TITANIUM FASTENERS.

**Maximum RPM 8000**

## 2.5 Duratec Engine

Engine must be approved for use by club officials or approved engine builders.

The maximum RPM is 7000 To be set by club officials. A working memory tachometer must be in the car. A car reading less than 5000 RPM during post-race inspection will be disqualified.

Block must say 2.5L on the side and have a stroke of 100mm (3.94in) and a bore of 89mm (3.5in) no over boring of cylinders allowed.

**Tires:** F15 on left, F25 or F45 on right. Right side tires must match front to rear. No mixing F25s with F45s.

**Weight:** 1850 pounds minimum with driver Post race. Maximum 60% left side weight.

**Pistons:** Must remain stock Ford part number 8E5Z-6108-AC

**Piston Rings:** stock replacement rings only. No Total seal or gapless type rings allowed.

**Connecting Rod:** Must remain stock Ford part number LX6Z-6200-A

**Crankshaft:** Ford part number DV6Z-6303-B Underdrive crankshaft pulley is allowed. Crankshaft may be machined to accommodate a key for the purposes of mechanically locking the timing chain sprocket.

**Cylinder Head Gasket:** Ford Part Number 8E5Z-6051-B or aftermarket oem equivalent. No cometic or thin gaskets.

**Cylinder Head:** Cylinder head must be ford casting, original 2.5 head. No port and polish work are allowed. Head must measure no less than 4.980" from the head gasket surface to the valve cover gasket surface, allowing for .010 to be cleaned from the head to create a flat sealing surface. Cylinder heads requiring more milling are no longer serviceable and must be replaced.

**Camshafts:** Original Ford camshafts, Crower 62553-2, 62551-2, SPA Turbo CMBDRTUS049 all may be used.

**Valve Springs:** Valve springs may be upgraded to accommodate the camshafts. Aftermarket retainers are allowed.

**Carburetors:** No Fuel injection. Either a gauge legal Holley 500 or 350 2 barrel or Kiehin CVR type carburetors 40mm max choke size. An intake spacer of 1in is allowed to adapt a ford SOHC intake to the duratec head. A spacer of 1in is also allowed between the intake and the carburetor.

Flywheel and clutch: See General specifications.

Any ignition system is allowed.

No variable valve timing. VVT delete kit is allowed.

EGR delete kit is allowed.

Balance shaft can be removed to increase oil capacity.

The stock oil system must be used. No dry sump systems

Any exhaust manifolds are allowed.

**This is the only 4-cylinder engine with more than 2300cc advertised displacement allowed at this time.**

## **V6 Engine Specifications:**

**Engine:** Engine must be a Chevrolet crate motor, part number 12363230 V6 with a displacement of 2.8 L or 3.4L. Only these two motors will be allowed.

2.8L engine can be bored enough to resurface cylinders and rebuilt using stock parts with a 9:1 compression ratio like those found in the 3.4L V6. No altering of any parts is allowed.

The 2.8-3.1-3.4 V6 must run a gauge legal 500cfm 2 barrel or a Holly gauge legal 390 cfm 4 barrel.

The 2.8L can use the same camshaft as the 3.4L engine.

**Camshaft:** Schneider Racing 254h 60-degree hydraulic lifter and Crower 03050 Camshafts are allowed.

**Rocker Arms:** Scorpion 1037 Narrow Body roller rocker arms are allowed.

**Pistons:** Silv-o-lite 3409 pistons may be used.

**Bore:** Cylinders may be over bored to a maximum of +1mm (.040").

**Intake Manifold:** The 2-piece Edelbrock intake is mandatory; top part number is 3789 and base part number is 3785. This manifold is a 4-barrel manifold. You must adapt it down using a 1-inch space to a 2-barrel Holley. It is legal to port-match the intake to the cylinder head.

**Carburetor:** Holley 2 barrel or 4-barrel 390cfm carburetor allowed

**Oil Pans:** Aftermarket oil pans are acceptable; the manufacturer will be KEVKO.

**Oil Pumps:** All motors will be wet sump.

**Ignition:** All motors must have an MSD 6AL ignition system to run a max 6500 chip. All motors must have a working distributor in them. No crank fire ignition or any other ignition system will be allowed except the stock electronic distributor.

**Heads:** All motors must have steel heads. No aluminum heads are allowed.

**Weight:** Minimum weight with driver is 1850.













