

PEORIA SPEEDWAY KID MODS 2021 RULES

SPONSORED BY CREBO MOTORSPORTS

SEC 1 GENERAL RULES AND PROCEDURES-

ANY FIGHTING WITHIN THE KID MODS DIVISION WILL RESULT IN A 1 YEAR SUSPENSION FROM THE SPEEDWAY FOR THE DRIVER/CREW MEMBER THAT STARTS THE ALTERCATION. ANY DRIVER THAT HAS PREVIOUSLY COMPETED IN A V8 CLASS IS NOT ELIGIBLE FOR COMPETITION IN THE KIDS MOD DIVISION. THIS CLASS IS A BEGINNER CLASS THAT IS MEANT TO BE FUN. LET'S KEEP IT THAT WAY!!

1.1 The rules and regulations set fourth do not express or imply warranty of safety from publication of or compliance with these rules and or regulations. They are intended as a guide for the conduct of the sport and in no way to guarantee against injury or death.

1.2 Peoria Speedway Kid Mods may at any time make amendments to the rules set forth. Any and all rules may be changed and revised at anytime.

1.3 All cars are subject to inspection by official at anytime

1.4 Drivers may be between the ages of 8 to 16.

1.5 Drivers may not participate after their 16th birthday.

1.6 All awards, money, contingencies, etc., will be awarded to car owner, who must be over age of 18. The car owner's social security information will be needed before or at first race event.

Sec 2 Safety

2.1 Fire resistant racing suits, shoes, gloves are required.

2.2 All cars will be equipped with a window net min 18" x 18" with quick release for easy exit of car.

2.3 The use of at least a five-point safety harness including a crotch belt is required. The system is to be mounted to the frame and not to the floor pan. The mounts must be run at the same direction as the belts are intended to secure the driver. Belts and harness are recommended to be no more than five years old. Belts cannot be frayed or worn.

2.4 All competitors are recommended to wear a minimum rated SA2005, SA2010, or SA2015 full coverage helmet.

2.5 Arm restraints are highly recommended. A head and neck restraint device (hans) is strongly suggested, if not using then you must use a foam neck brace.

2.6 Driver's seat must be of a proper racing seat design and installed on left side of car and securely attached to frame as per manufacturer's specifications.

2.7 Halon fire extinguisher system is highly recommended.

2.8 The fire wall at front of cockpit should be constructed to protect the driver against fire from the engine compartment. It should be constructed of aluminum or steel to minimize airflow from engine compartment into the cockpit and contain no holes or gaps.

2.9 Raceceiver is mandatory, if you don't have one you will not race.

Sec 3 Frame, Roll Cage, Bumpers

3.1 All tubular clip cars must be designed using all and include lower a-frame mounting points of stock clip. Must consist of 1 3/4" round tubing of .095" or .083" dom.

3.2 Tube frame cars must have coil over springs, 2 1/2" outside

3.3 Tube frame cars must run rack & pinion only

3.4 Stock OEM stub cars, stock side rails must be in stock location and may be cut off 36" in front of rear axle. Lower A-Arm's must mount in stock location.

3.5 Stock OEM stub must run stock lower A-Arm. No tubular type lower A-Frames (exception Metric front end cars running Nova lowers may use UB Machine tubular lower control arms part #UBM32-3220R/L)

3.6 For stock stub cars: stock stub or ump approved aftermarket stock stubs only. No right side raised rail cars

3.7 All cars must have a suitable steel roll cage in driver's compartment including headrest. Roll cage must be welded to the frame and extend above driver's helmet.

3.8 Roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude above cage with helmet on. Roll cage must be securely supported and braced.

3.9 Roll cage must be frame mounted in a minimum of 6 places

3.10 Roll cage must consist of continuous hoops of no less than 1 1/2" outside diameter and have wall thickness of at least .095" or .083" dom

**3.11 Must have a minimum of three windshield bars in front of driver.
Minimum diameter .320"**

3.12 Protection of feet is mandatory. A bar across the back of the engine with vertical bars and rub rails or similar protection is sufficient.

3.13 The door bars must be welded to roll cage. Must have a wall thickness of .095" or more and be at least 1 1/2" in diameter. Minimum of 3 door bars on driverside.

3.14 There must be a steel 18 gauge door plate welded to door bars

3.15 Side roll bars are mandatory and must extend into the door panels. They can either be welded or bolted to the front and back of roll cage. No sharp edges. All open ends must be capped.

3.16 Side roll bars must be minimum 1 1/4" outside diameter tubing with minimum .095" wall thickness.

3.17 Front and rear bumpers must be mounted to ends of the frame with the bottom loop parallel to the ground. Minimum of 1" tubing is required, or flat stock and rear supports must protect the fuel cell. Center of bumpers must have 18" of ground clearance with 2" tolerance.

3.18 Rear bumpers must be of a continuous loop and be welded or bolted together

3.19 No brace bars forward of cage may be higher than hood height

3.20 No rear push-bars to extend beyond 6" of rear quarter panel

3.21 All side bars and bumpers must have capped ends

3.22 Minimum wheel base 108" maximum wheelbase is 112"

3.23 No Mark Bush Racing Chassis (MBR), Elite Chassis, Lethal Or Beak Built Chassis allowed to be used in this class.

Sec 4 Steering

4.1 Stock stub cars must run OEM steering box.

4.2 No 6 to 1 or 8 to 1 stock type steering box allowed

4.3 Stock stub cars all steering components must mount in stock location and in stock location on center link and spindles.

4.4 Stock tie rod ends may be replaced with minimum 5/8" steel tube and steel rod ends

4.5 Stock spindles only no 3-piece after market spindles

4.6 Stock stub cars: springs must mount in stock location

4.7 Upper arms may be tube type, steel only, cross shaft may be aluminum

4.8 Tube type cars rack & pinion steering only

4.9 Tube type cars can run tubular lowers only

4.10 Tube type cars must run coil over springs on front of car.

Sec 5 Transmission, Bellhousing, Driveshaft

5.1 Stock manual, automatic, or "Bert style" transmission only

5.2 Only approved after market transmissions are Bert part# LMZ Brinn part# 70001 and Falcon/Winters part# 60100

5.3 No roller slide. Ball spline type transmission. No Bert Gen 2. No Brinn Predator Transmissions. No quick change transmission

5.4 Transmissions must be bolted to engine

5.5 If using a clutch style transmission, must be equipped with explosion-proof steel bellhousing, or a constructed shield of at least 1/2" x 6" steel covering the clutch are 360 degrees and securely fastened, or use of an NHRA Blanket

5.6 All cars must have forward and reverse gears and be able to shift to forward or reverse with engine running

5.7 No direct drives allowed

5.8 Steel or Carbon Fiber drive shaft only must be painted white or silver with car number on it

5.9 A 1" round .120" wall steel driveshaft loop is mandatory. A drive shaft tunnel at least .060" aluminum or 18-gauge steel the complete length of the drivers leg area is mandatory

Sec 6 Fuel System and Fuel Cells

6.1 All cars must run a minimum 12 gallon fuel cell. Fuel cell must be completely enclosed in a 18 gauge steel container.

6.2 All fuel cells must have a minimum of 2" by 1/8" steel straps surrounding them

6.3 Pump gas, E-85 or racing gas only

6.4 No alcohol, Oxygenated, or any exotic fuel allowed

6.5 Upper cylinder lube is ok

6.6 Fuel cell vents, including cap vent, must have a check valves. If fuel cell does not have an aircraft style positive seal filler neck/cap system, a flapper, spring, or ball type filler rollover valve is required.

Sec 7 Brake and Brake system

7.1 All cars must be equipped with a working brake system on all four wheels. All four wheels must lock up at all times

7.2 Steel brake rotors only, no drilling, lightening or alteration to the brake rotors front and rear and calipers are permitted.

7.3 **Rear brake rotor maximum weight 9.5 pounds minimum 7.400 pounds**

7.4 **No scalloped, slotted, drilled, single disc rotors allowed**

7.5 **Stock OEM steel calipers only. Maximum weight on caliper is 6.825 pounds minimum weight 5.340 pounds steel caliper bolts only.**

7.6 **No aluminum or carbon fiber brake parts or components allowed.**

7.7 **Caliper brackets must be steel maximum thickness 1/4" (.250")**

7.8 **No floating of rear brakes**

Sec 8 Weight and Lead Ballast

8.1 All cars must weigh according to the engine choice

- **FORD 2300 Engine- must weigh with driver minimum of 2100 pounds after all races**
- **4.3 V6 Engine- must weigh with driver minimum of 2175 pounds after all races**

8.2 All added weight must be painted white with car number on it.

8.3 All added weight must be securely mounted to the car with a minimum of 2 1/2" bolts going through each piece of weight.

8.4 No added weight can be mounted to rear bumper, or outside of car, inside cockpit, or anywhere on rearend including axle tubes.

8.5 Track scales are the official scales of that night. The number of cars being scaled will be determined by Track Director and will be announced at the Driver's

Meeting

8.6 Any driver not reporting directly to scales after a race will be disqualified.

Sec 9 Electronic Devices and Traction Control

9.1 NO TRACTION CONTROL DEVICES OF ANY TYPE ALLOWED

Sec 10 Rear Suspension and Drive Train

10.1 Quick Change or 9" rearends permitted. No live axle or independent suspension rearends allowed.

10.2 Rear suspension must be of a 3 link design or leaf spring only. Rubber or solid style pull bar. Spring pull bars are not allowed.

10.3 Rear 3 link mounts must be welded or bolted to rear axle tube. No floated design allowed. Any panhard bar style is allowed. 3 link mounts cannot be made of any material over 1/2" thick. Double shear mounts cannot be made of any material over 3/8" thick.

10.4 All rear suspension parts must be made of steel.

10.5 All rear springs must mount in same location. Both on top, behind, or in front of axle tube. All springs must be tethered to the car.

10.6 Quick change axle tubes must be made of steel. Both axle tubes must have the same inside diameter. No heavy left side axle tubes

10.7 Quick change axle tube maximum wall thickness of .225"

10.8 No exotic metal axle tubes allowed

Sec 11 Tires and Wheels

11.1 Hoosier M-30S, A-40S, and A40 compounds only. Only 8" racing wheels are allowed

11.2 Grooving and siping will be allowed. No recaps are permitted.

11.3 There will be no defacing or altering of the manufacturer's identification markings on any tire.

11.4 No tire softening or chemical treatments of any kind.

11.5 Mud plugs are allowed on all four wheels. All wheel covers must bolt to beadlock or to mounting ring on regular wheel. A minimum 1/4" bolt to fasten.

11.6 Beadlocks on right side only

11.7 Wheels must be of conventional one piece steel and must be mounted with lug nuts. No plastic, carbon fiber, or aluminum wheels are permitted. Must have 5 lug nuts per wheel.

11.8 Steel lug nuts only

11.9 Maximum over all width (front and rear) shall not exceed 78" from outside of tread to outside of tread.

- **Maximum 1" wheel spacer between hub and wheel is allowed.**
- **Wheels spacer up to 1" is allowed on front of car as long as it does not exceed 78".**
- **Aluminum wheel spacers only no steel spacers of any kind**

Sec 12 Roof and Supports

12.1 All roofs must meet UMP rules. See www.umpracing.com, Modified Rules

Sec 13 Interior and Driver Compartment

13.1 All cars must have a 11 1/2" minimum vertical opening. The entire interior must have 11" of clearance from deck to roof for easy exiting.

13.2 No adjustable shocks, hydraulic or pneumatic weight jacks, trackers or similar adjustable components of kind allowed inside the cockpit of car.

13.3 No mirrors are permitted

13.4 Drivers compartment must be sealed from engine and race track.

13.5 Brake bias adjustors only in the cockpit of car.

Sec 14 Bodies

14.1 Front roof post must be in straight line from top to bottom.

14.2 Body must match American Compact Cars

14.3 Engine compartment will remain open on both sides. No side panels are permitted. Hood sides may have a maximum of 5" drop. They must be enclosed at the rear of hood.

14.4 No side fins or lips will be permitted along the entire length of car or any panel

14.5 Deck must be level from side to side No drop deck interiors allowed

14.6 Minimum height to top of roof is 42" and maximum height of 52"

14.7 Minimum height to top of deck is 28" and maximum height of 38"

14.8 There must be 2" of tire clearance from the body

14.9 Doors & quarters should be a minimum of 22"

14.10 4" of ground clearance

14.11 From center of hub to rear top of deck minimum of 34" and maximum 45"

14.12 Maximum body width 72" at widest point with minimum of 53"

14.13 Bottom of doors may not exceed length of 68" maximum

14.14 Rear of the door may flare out 6" for tire clearance, left side only. Bottom of flare must be curved, not pointed

14.15 Maximum rear width of the car must be 72" at the widest point

14.16 Roof width must be minimum of 42" and a maximum of 50". Roof length maximum of 56" and a minimum of 41"

14.17 4" maximum height on rear vertical post

14.18 Nose piece no longer than frame horns and no further back than the radiator.

14.19 Spoiler

- **Ford 2300 Engine- spoiler must be a maximum of 5" tall with 3 supports only**
- **4.3 V6- spoiler must be maximum of 4" tall with 3 supports only**
- **See diagram for spoiler supports measurements 3 - max supports**

14.20 **All cars must have a car number on both sides of the car and the roof that are at least 18" tall.**

15 SEC 15 ENGINES

The most important rule is to be fair as possible, to try to and keep cost down without creating reliability problems which end up not saving money but costing more in the long run. We will try to give the do-it-yourselfer/home builder some heads-up on parts that are proven to work and some machine work that helps. All o.e.m. parts/aftermarket equivalence are not the same. There are some pistons, camshafts, oil pumps, heads, intakes and rings that work better than others, so bear with us, there is a definite method to our madness. We would also like to narrow the gap for a team that just goes to the junk yard and finds a stock cut out and pops it in.

15.1 Ford 2300 OHC

- **Engines must have a maximum of 210 psi after five revolutions. The compression must be good on all 4 cylinders as we will be checking cylinders at random so do not try to get slick. If you have over 210 psi. You will not be able to run until you decrease this within range needed.**
- **Cylinder head at this time will only be o.e.m. Ford production head. No aftermarket heads are allowed. For now, note valve springs may be upgraded to better than factory specs. After all we are going to race them. Spring retainers and keepers must be steel, no aluminum, or titanium valve train parts what's so ever.**
- **Milling of head is recommend. However, this can improve performance greatly, but remember the 210 psi cranking rule.**
- **Ford factory o.e.m. valve sizes required, no ultralight aftermarket stuff, but o.e.m. after market valves okay. They are less costly and just as good. Intake valve size 1.739, exhaust valve size 1.502.**
- **Yes, you can do a competition valve job on the head and 2 angles on the valves. This is a bonus for the do-it-yourselfer that has a lot more time than money.**
- **No porting or polishing of the head, just seat angles. At the end of the head rules, you might end up regretting the sneaky work you are contemplating.**
- **Flat tappet camshaft is spec as supplied from KidMods. Cam must have "km1" designation from manufacturer and meet constraints listed below. Cam stampings listed below are**

required. This is to ensure everyone is using the same camshaft for reliability and fairness. Followers, lash compensators/lifters are factory spec. O.e.m. spec flat followers and cam permitted.

CAM STAMPINGS AS FOLLOWS:

IN THE FIRST SECTION A "CWC" OR "EI"

NO STAMPINGS IN THE MIDDLE

REAR SECTION HAS EITHER A "CI","DI"

OR "1229" THE REAR WILL BE

ENGRAVED "kml"

- Flat tappet comp cams model 70-131-6
- Crane aftermarket roller cam part number 199501 used with factory o.e.m. or aftermarket roller followers, similar to Melling MR922 and adhere to the additional specs below.

15.2 A short block will consist of a factory o.e.m. crankshaft and may be reground (stock stroke maintained). Rods factory o.e.m., may be reconditioned, stock length maintained, upgrade rod bolts is recommended but not mandatory. Rod and main bearings may be aftermarket o.e.m. Pistons o.e.m. type aftermarket replacement is okay but must be a flat top cast not a forge. Rings may be oversized to match piston. This is where cheap doesn't always Save money. We suggest using a good set of rings: they last longer and save you money in the long run.

15.3 Block maybe of any year o.e.m. cast iron only. No grinding, milling, or lightening of the block permitted. Boring and decking of block okay as long as the pistons do not rise above the blocks deck. Blocks that are bored oversize and deck milling will increase cranking compression, keep in mind rule 15.1 on the 210 psi rule.

15.4 Aftermarket oil pans and pickups are okay. Oil pump may be o.e.m. or aftermarket replacement type. High volume pumps okay. Must mount in stock location. _____ No dry sump systems.

15.5 Stock o.e.m. or aftermarket fuel pumps are ok. They must mount in stock location or be a front drive belt system. No rear bellhousing drive pumps allowed.

15.6 Rotating assembly may be balanced but no knife edging or lightening of the crank, rods, pistons, beyond what is necessary to balance assembly.

15.7 Timing belt drive pulleys may be o.e.m., an adjustable or multiple key aftermarket is acceptable. The timing belt tensioner maybe aftermarket.

15.8 The distributor is o.e.m. electronic or MSD type only, no magnetos.

15.9 Intake manifold must be o.e.m. type with aftermarket adapter or spacer permitted. Intake may be modified in order to match up to the head/spacer a maximum of 2" from each opening.

15.10 CARBURETOR IS A 350 CFM 2-BARREL ONLY.

15.11 Carburetor spacer can be (1) 1 inch spacer. Must be in this order: intake, adaptor, 1" spacer, and carburetor.

15.12 There is a carburetor claim so be careful on what you spend. See claim section for more info.

15.13 **NO TRI-Y HEADER ALLOWED**

16 **ENGINE OPTION #2 GM 4-3L V-6**

16.1 There is an engine claim rule on this engine to keep cost down.

16.2 GM 4.3l V-6 engine stock as per manufacturer. A stock o.e.m. intake only

16.3 Engine is to stay stock.

- No aftermarket parts are allowed on this engine.
- A no aftermarket oil pans, valve covers, or timing covers.

16.4 Only the following can be changed from stock.

- High Volume Oil Pump
- Factory ratio roller tip rocker arms (no full roller rocker arms)
- Aftermarket pulleys
- Starter

16.5 Can clean engine up and install new aftermarket bearings, seals, and gaskets.

16.6 At this time, no boring or decking of blocks.

16.7 Stock heads only. No porting, polishing or valve jobs allowed.

16.8 Can replace valves & springs, retainers and keepers with stock o.e.m. only. No aluminum, titanium allowed in valve train.

16.9 No stud girdles permitted.

16.10 Fuel pump must bolt in stock location on blocks that have the provision. Can run belt drive fuel pump must be front mounted not mounted to bellhousing

16.10.1 For blocks that do not have mechanical fuel pump provision, you can run an electric fuel pump. It must have 20 psi oil pressure switch. If oil pressure drops below 20 psi it will shut fuel pump off. This is for safety. You must also mount a master disconnect switch. Behind driver seat for easy access to shut off by track crew in case of accident. **If you do not have the master switch mounted in car you will not be allowed to race. NO Exceptions**

16.11 Distributor must be o.e.m. HEI with MSD soft touch #8727CT or MSD.

There will be a chip rule. Officials must have easy access to this.

Officials will provide chips they will be installed and sealed and removed by officials at end of night. Anyone caught removing or changing of chip will be fined \$250 and suspended 4 races. Will lose all points and winning for that night.

16.11.1 The following are only MSD boxes allowed 6AL, 6ALN, 6AL digital.

16.12 Carburetor will be Holley 4412 2-barrel 500 cfm

16.13 Carburetor adaptor plate can not exceed 1" in height.

16.14 Carburetor restrictor plate will be installed by official; it will stay on engine for the racing season, then removed by official. These will have a serial number on them for ease of tech. Anyone caught removing, altering, enlarging, defacing of plate will result in a \$250 fine and suspended 4 races. Will lose points and winnings for that night.

16.15 If running a manual or "bert" type transmission you must run a steel explosion prof bellhousing.

16.16 No try-y headers permitted.

16.17 Stock O.E.M. cast iron water pump only, no aluminum pumps.

16.18 IF ITS NOT STOCK ITS NOT LEGAL OTHER THAN WHATS NOTED IN RULE 16.4

16.19 Engine option claim rule. Top 3 finishers only with this engine can be claimed. Cost of claim \$700. With \$50 going to tow truck for engine removal. The \$650 goes to the car being claimed. The claiming driver only gets long block. The following do not go with claim, all pumps & pulleys, carb, carb adaptor plate, carb spacer, distributor, spark plug wires, fly wheel and starter, headers, throttle return springs/and or stops, and low oil pressure switch.

16.20 To be eligible to claim you must have raced 3 consecutive night.

17 PROTEST & CLAIMS NOTE: CLAIMS AND PROTEST ARE NOT FOR STARTING FIGHTS BUT TO KEEP CARS COMPETITIVE AND TO MAKE SURE IT IS FAIR AS POSSIBLE.

17.1 You may protest or claim one item per night of racing. If the racer does not surrender claimed item in a reasonable amount of time judged tech official, then racers points and money for the season will be forfeited.

17.2 Any team refusing tech, protest, or claim will be suspended 2 races and losses the right to claim or protest for 4 races after suspension.

17.3 Any team that is being claimed purposely breaks, destroys, or defaces part or engine being claimed will result in \$250 fine and suspended 4 races and losses the right to claim for 1 calendar year.

17.4 You must run 5th or better in feature race on night of claim or protest. Claiming cant not be done till race 4 of the season. And you must have run 3 consecutive races.

17.5 To claim GM option 2 engine must race 3 consecutive nights

17.6 You will have 15 minutes after feature to protest or claim. You must do this with a tech official.

17.7 Claiming of Ford 2300 cylinder head you must be running same engine to claim. Claim is \$750 plus the head you raced that night. Camshaft and followers do not go with claim, so don't show up with a trick head you may lose it.

17.8 If claimed head is to be found illegal during claim process you adhere to penalties in rule 17.13

17.9 Any team, or the series director can claim engine option 2

17.10 If claimed engine option 2 is found illegal during claim process you adhere to penalties in rule 17.13

17.11 Can claim any shock on car for \$150 if shock is found illegal during claim process you will adhere to penalties in rule 17.13

17.12 Can claim carburetor for \$250 if carburetor is found illegal during claim process you will adhere to penalties in rule 17.13

17.13 In the event that Tech Official has determined someone is illegal, the penalties will be as follows:

- **1st offence: driver, car, and team will forfeit all winnings and points for that race.**
- **2nd offence driver, car, and team will forfeit all winnings and points for the season. And will be suspended for rest of the racing season.**

17.14 Top 3 feature finishers will report immediately after crossing scales to the designated inspection area.

17.15 Drivers and teams can not remove hood until official or tech official says to.

17.16 Only driver and one crew man are allowed in designated inspection area. No others will be permitted.

18. Behavior

18.1. No derogatory or distasteful statements on any race car or team hauler are permitted. Track officials have the discretion and final decision on all lettering on race cars and haulers.

18.2. No driver, parents, or pit crew member shall subject any track officials or competitors to threats, abusive or improper language at any time all punishments will be determined by track officials.

18.3. No participants, crew members, family members, drivers, or any affiliates with your race team, at no time may approach the pits of any other team to address a problem on or off of the racetrack. If there are any issues you must approach an official to address them. At this point the official will address the problem at hand.

***** Under no conditions will an adult or parent of any of the participants address another child/driver with any problems on or off the race track. If you do the entire team that causes the issue will be suspended for 3 races.*****

18.4. If you cause a physical fight at anytime during or after a race, the person causing the issue will be fined \$1,000 suspended for 1 calander year and will be punished by local law enforcement.

18.5. If at any time you are involved in any controversy or approach any driver or crew member verbally or physically Track officials retains the right to determine any punishment, they decide appropriate for that behavior.

19 Techincal Inspecton

19.1 Tech inspection will be done prior to, in staging of a race, and after a race.

19.2 If you refuse tech inspection before race event you will not be permitted to race.

a. If you are found to not be in compliance of the rules for a minor infraction you will have 1 week to correct the problem, if not corrected you will not be allowed to race until fixed. No exceptions!

b. Tech after feature event

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