



2026 Crate Modified Rules

The following rules are set as a guide, and are in no way a guarantee against injury or death to participants, or others. If there are any concerns not covered in these rules, consider any altercations to be illegal, unless told otherwise by the tech inspector.

These are the 2026 rules. Officials do not care what you ran or where you ran it at in previous years, they only care that you built your car to these rules, and these rules only. Your car will be expected to conform to the rules to compete. All cars must go through tech before going on the speedway.

Engine:

Unaltered sealed GM crate engine #88958602. Engine must use required HEI distributor that comes with the engine and must purchase a rev limiter (part #MSD 8728). Chip #6200. Chip must be out of reach of driver. No type of vacuum pumps on the engine. Track reserves the right to impound an engine at any time for evaluation and further tech. Track also may swap your engine for another if it deems that you may be at a mechanical advantage. Any engine that is found illegal will be forfeited to the track. Any illegal parts will also be forfeited. Repair and rebuilding must be done by Race One and resealed by Race One. 604 oil pan on 602 allowed. Oil pan modifications only by Race One are allowed. All new engines should be purchased through Race One and all engines will be checked and sealed by the Race One. Purchasing used engines is permitted.

**ANY TAMPERED ENGINES – MAY BE SUSPENDED, DQED, FINED, LOSS OF POINTS –
OR ALL – DRIVER AND OWNER**

ALL ENGINES MUST BE SEALED BY RACE ONE!!

Frame:

Frames may be cut 36" (rear only) at a point from the center of the rear end housing. Tube front clip chassis will be allowed. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete on both sides. Front cross member must remain full and intact where jointed at the frame rails; center of cross member may be notched for radiator and/or steering clearance.

Bumpers:

Center of top bumper bar, front and rear, must be 18" with a 2" tolerance from the ground. Steel (aluminum I-beam bumpers allowed in rear) must be used both front and rear. Two bar front bumpers must be mounted frame end to frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar so bumper is perpendicular to ground. Must be made of minimum 1.25" tubing and must be able to support car if lifted by wrecker. Front of bumper to be measured from center of front spindle to outer edge of bumper and may not exceed 32" maximum. Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges. Rear bumper no more than 2" wider than body on each side. **MUST HAVE RUB RAILS AROUND REAR OF CAR!**

Body:

This division is limited to American manufactured autos from 1970 and newer. No jeeps, suburban, pickups, station wagons, 4x4s, sports cars or front wheel drives permitted. The minimum allowed wheelbase is 108", with a maximum 1" tolerance. Maximum overall width 78" front to rear, to be measured from outside of tread. Must be stock appearing with rear window support unit. May utilize a flat half-windshield, with no wings mounted to roll cage. Must have minimum of 3 windshield bars in front of driver. Firewall and floorboards are MANDATORY. Fiberglass or metal duplicates are permitted. Must have a roof made of aluminum or fiberglass (no carbon fiber), and original roofline of vehicle should be maintained with a 1" drop to the front and rear

THESE RULES MAY BE CHANGED BY TRACK**Body Continued :**

Engine compartment must remain open with no side panels. Hood side may have a 6" drop and must be enclosed at the rear of the hood. Body should extend no further than the back of the block. Rear of the body to be solid panel at least 8" high. Nosepiece may extend to bumper, must be flat and have clean bends with no extensions on sides to exceed 1". Bodies may be a maximum of 120" long from A post (measured from engine plate) to rear of quarter panel. Bodies may be a maximum of 66" wide, minimum of 53" wide. Front and rear of body must be same. An optional rear spoiler may be used but must meet these requirements: maximum 4" high by 66" wide. MUST HAVE clear spoiler. Top surface of the rear deck lid must not be dished. Decks are permitted a maximum of 3" slope from behind driver to rear of deck. Spoiler boards, verticals, airfoil or any other Aerodynamic devices will NOT be permitted anywhere on the car.

Chassis:

Roll cage must consist of a continuous hoop not less than 1.66" outside diameter and must have a wall thickness of at least .095". Must be frame mounted in at least 6 places, No brazing or soldering allowed. Must consist of a configuration of front and rear hoops connected by tubing on the sides of side hoops. Driver's head must not protrude outside cage, with helmet on, strapped in driver's seat. Must have minimum of one cross bar in top halo of roll cage. Roll cage must be securely supported and braced. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. Brace bars forward of cage may not be higher than stock hood height. Main cage may be no further forward than the engine plate. A minimum 3 driver side door bars, at least 1.5" O.D. must be as parallel with the ground as possible, and located perpendicular to the driver to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. The sidebars must be welded to the front and rear of roll cage members. ROLL CAGE INSTALLATION WILL BE RIGIDLY INSPECTED!!

Carburetor:

Any two-barrel or four-barrel.

Fuel:

No Methanol, Nitrous or Exotic Fuels

Engine Compartment:

Bell housing flange) is mounted at least 72" forward from the centerline of rear axle. Engine offset must be kept within 2" of centerline of front crossmember. Oil coolers must not protrude above interior. Cooling systems may be modified. Any overflow tubes must be directed to the ground, between frame rails. Radiators are to be mounted in front of engine ONLY. The use of antifreeze will result in \$100 fine.

Transmissions:

Must have at least one gear forward and one reverse, plus a neutral position. Only O.E.M. production type transmissions will be allowed, 3 or 4 speeds and automatic. No 5 speed transmissions, in and out boxes or quick change devices allowed. Falcon, Bert and Brinn transmissions allowed. No Jerico transmissions. A 360 degree blow proof bell housing is mandatory for standard transmissions and a metal blanket for automatics. If triple disc clutch is used, aluminum bell housing is permitted, only for this application. Steel driveshafts ONLY, no aluminum or composite. Drive shaft must be painted white for identification and drive shaft MUST have at least one safety strap/loop installed.

Suspension:

Any approved O.E.M. passenger car or truck rear end allowed. Quick change rear ends are permitted. No aluminum allowed, except aluminum cross shaft upper A-arm, lowering blocks, axle cap and drive flange. Full aluminum spool, floater, or welded rear ends only. No cambered rear ends. Steel axles only. Front suspension must be unaltered approved O.E.M., be in stock location, and must be replaceable by stock parts. Tube type upper Aframes okay. Weight jack must be in original centerline of ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved. Front sway bar must be stock O.E.M. type, no splined sway bars. Adjustable sway bar okay. No aluminum or fiberglass suspension or rear end parts allowed. Steering box must be O.E.M. and must remain within original bolt pattern for type of frame used. No rack & pinion allowed. Steel steering shafts and knuckles only. In cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. No center steering allowed. Rear of frame may be altered to accept leaf or coil springs; any coil spring must be at least 5" outside diameter. Steel springs only. No devices allowed that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition, NO hydraulic, ratchet or electric weight jacks. No bump stops.

Shocks:

Shocks must be steel bodied. Non-adjustable and Schrader valves OK. At least one welded shock mount per shock. Steel coil over eliminators and steel or aluminum (5") coil over kits allowed on rear only. Front half of any shock may be shielded. One or all shocks may be claimed per event for \$225 each plus your shock.

Brakes:

Brakes must be operated on all four wheels and must lock up all four wheels during inspection. No brake shutoff devices allowed. Proportioning valve allowed, front to rear only. Vented rotors only, front and rear. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved O.E.M. calipers, and cannot be lightened. No titanium products, parts or components allowed anywhere on racecar. No traction control device of any type.

Tires:

American Racer AR 970 only. Steel 8" racing wheels.

Weight:

All cars to weigh 2400 lbs. and 58% left side AFTER the feature with driver in seat. All bolt on weight MUST be securely fastened to car and must be painted white and with the car number for identification.

Mirror:

MUST HAVE CLEAR SPOILER 1- 5" MAX spot mirror either side. If caught abusing the mirror you will be asked to remove it!!

Safety:

Single front racing seat mandatory, and must be inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail. Hutchens, D-Cell or Hans neck restraints are highly recommended. Must have all standard safety equipment: operable window net, 5-point racing harness (no older than 5 years of age), fire suit(Fire Suit must not have any holes or patches), gloves and a fully charged fire extinguisher, mounted securely within arm's reach of the driver. **MUST HAVE POWER KILL SWITCH ON ROLL BAR IN REACH OF DRIVER AND SAFETY CREW.**

Radio:

Must have racing approved helmet! Must have Clear spoilers!! **Must have one-way radio-Scanner receiver 454.0000 - - - ANY one talking back to pit crew or officials will result in DQ! Must have transponder located on the rear axle tube or on bottom of frame in line with axle tube.** Any Car that does not respond to radio communication for line up on restarts will be placed at the rear of the pack.

Payoff:

(16 Cars and Above)- 800, 550, 350, 300, 250, 225, 200, 175 on back

(15 Cars or Less)- 600, 400, 300, 275, 225, 200, 175, 150, 130, 120 on back

The use of antifreeze will result in a \$100 fine.

Anything not covered in these rules should be confirmed with a tech official. All concerns should be checked before completing car. The top 4 finishers are to report to tech after the completion of the feature, failure to do so will result in a disqualification.

THE TECH CAN CHECK ANY CAR AT ANYTIME DURING THE RACE NIGHT AT HIS DISCRETION!!

ANY DRIVER OR CAR OWNER SUSPENDED FOR THE SEASON WILL IMMEDIATELY LOSE ALL POINTS FOR THE YEAR!!

THESE RULES MAY BE CHANGED BY TRACK

All Decisions Are Final And Are Not Subject To Protest!!

ASPHALT BODY DIAGRAM & DIMENSIONS

(A) 20" Max. – 16" Min. (Ground to center of bumper front & rear) (B)

6.5" Min. (Center to center) (C) 46" Max. – 42" Min.

(D) 6" Max. Hood sides – 3" Max. Rake in hood.

(E) 32" Max. (Bumper & Nose)

(F) 6" Max. (Scoop/Deflector)

(G) 4" Min. at Nose and Sides– 8" Min. at Quarters

(H) 19" Max. (Same both sides) (I) 112" Max. – 108" Min. (J) 29" Max. – 22" Min.

(K) 72" Max. Or not past back of block, right side. Left side may extend forward to cover foot box if necessary.

(L) 18" Max. – 12" Min. Opening, both sides.

(M) WITH 6' LEVEL, MUST HAVE MIN 1.5" MAX 2" GRADUAL CLEARANCE AT REAR AND MIN 3" AND A MAX OF 5" AT FRONT

******* LEVEL WILL PLACED AT CENTER OF ROOF TO GET DIMENSIONS LISTED IN ITEM**

"M"!!

(N) 117" Max. – 106" Min.

(O) 45" Max. – 34" Min.

(P) 3" Max. height at rear of sail panel, gradual slope from roof to this point. (4" x 66" Max. spoiler 45 degrees to the deck is allowed with supports to the rear only.)

(Q) Interior slope is 6" Maximum. Front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind the driver to the rear you only have 3" of slope. Top of interior must be flush with top of doors and quarter panels.

(R) 38" Max. – 28" Min. (S) 38" Max. – 24" Min.

(T) 66" Max. – 24" Min. No narrower than radiator (U) 52" Max. – 44" Min. (V) 56" Max. – 41" Min.

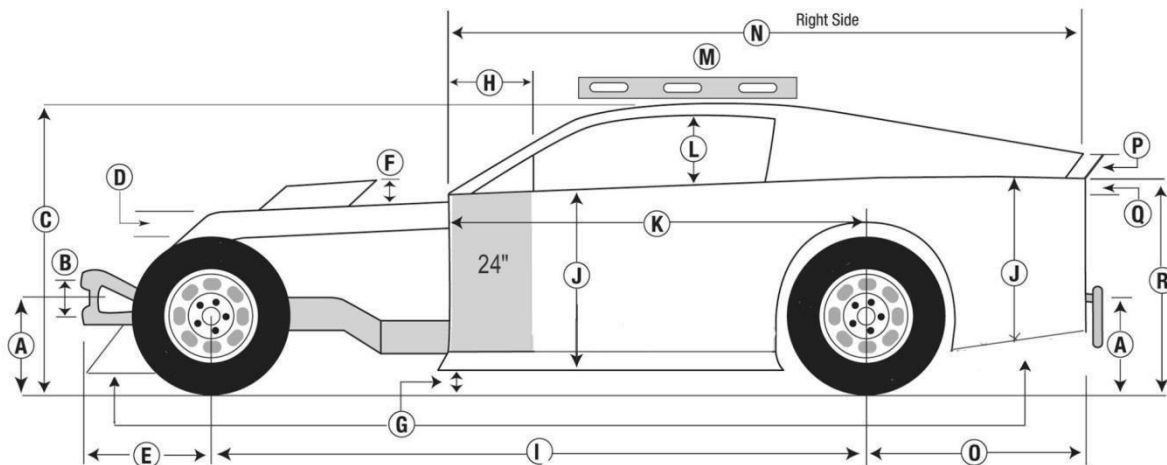
(W) Tires must be the widest part of the car. Must be able to see side wall of tire from front, top, and rear.

(X) 66" Max. – 53" Min.

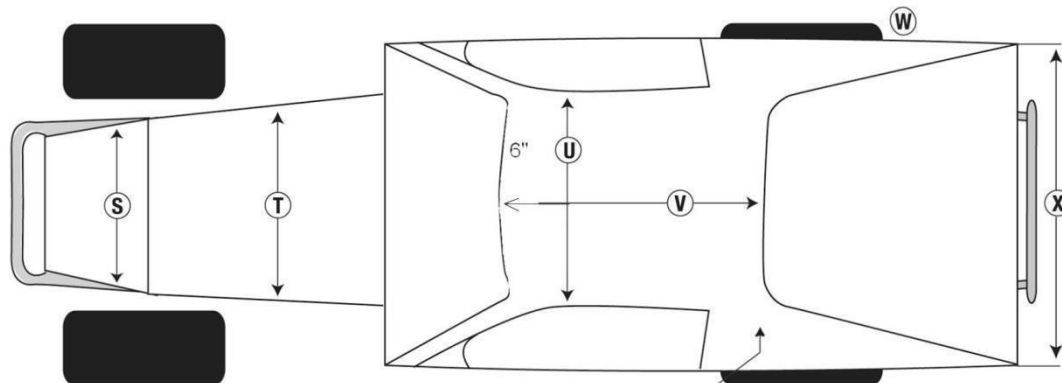
(Y) 8" Panel / 90 degrees to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened.

(Z) Aluminum "I" beam or tubular steel rear bumpers allowed, MUST have rounded nerf bars that follow quarter panel and connect back to frame on both sides.

(AA) 6 ins max nose to ground before and after race (no pull up)



Shaded area reserved for Series and/or Track Sponsor Decals. MUST DISPLAY DECALS TO BE ELIGIBLE FOR FULL PURSE.



SAIL PANELS: Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. No fins or lips on sail panels, body, or nose.

