2026 Virginia Modified Division Rules

Effective 1/1/2026

Rule Book Disclaimer

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restriction that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the Officials. Their decision is final.

1. **ROLL CAGE**

    1.1 Roll bars must consist of continuous hoops not less than 1.750 inches O.D and must have a wall thickness minimum of .095 inches.

    1.2 Roll bars must be frame mounted in at least 8 places.

    1.3 Drivers head must not extend above roof loop with helmet on and strapped in the car.

    1.4 Foot protection consisting of a bar or plate is mandatory.

    1.5 Drivers door bars must be parallel with the ground and located so as to provide maximum protection for the driver. The side bars must be welded to the front and rear of the roll cage members. Door bars of less than .095 inches thickness are not allowed. A minimum of 3 bars at 1.750 inches O.D. or 4 bars at 1.500 inches O.D. must be used a 0.090 magnetic steel plate attached to the drivers door bars is required.

2. **FRAMES AND SUSPENSIONS**

    2.1 All cars must use factory production American passenger car front frame sections. Frame sections cannot be narrowed or widened.

    2.2 No rack and pinion, tie rod sleeves and rear end alignment tubes will be made of steel. The tie rod tubes may be replaced with Heim joints to correct bump steer. The upper link can be aluminum. Any type of front sway bar is permitted, but arms on aftermarket sway bars must be made of steel.

    2.3 Spindles can be either OEM, Howe, or Lefthander and must be the same left to right.

    2.4 These are the only replacement spindles.

2.4.1 Howe part number 344GN (Right-side), 344GNL (Left side)

2.4.2 Howe part number RP970 (Left and Right side)

2.4.3 Lefthander part number 158RP970L and 158RP970R

2.5 And the Howe replacement with the IMCA raised stamp.

2.6 Weld-on brake brackets and aftermarket steel hubs are permitted.

2.7 Steel steering shaft and knuckles only; drivers compartment steering may be modified, must be kept on the left side. Quick release required, steering quickener and steering wheel may be aluminum.

2.8 Rear suspension spring must be a minimum of 4.50 inches in diameter. Front springs must be conventional, pig tail, big springs minimum 5 inches in diameter and minimum rate of 400 Lbs., Coil over type springs are not permitted on the front but are permitted on the rear. No torsion bar rear suspension permitted. No coil spring eliminators allowed. Springs must remain in normal spring bucket position. No bump stopping or coil binding allowed.

2.9 The top link spring does not apply to the 4.50 inched spring diameter rule.

2.10 No aluminum except for the pan hard bar. The upper link can be aluminum, any type of front sway bar is permitted, but arms on aftermarket sway bars must be made of steel.

2.11 Only Koni 30 Series shocks are approved. No changes or modifications are permitted, the rubber bump stop must be removed.

2.12 Front suspension all components must be steel with the exception of the helix in the lower control arm, lower A-arms may be OEM or aftermarket. No bump stops or coil binding allowed.

2.13 Lower A-frames must be the same length and width, adjustable ends permitted but must be the same on both sides,

2.14 A-arm bushings made of metal or spherical bearings are permitted. OEM or OEM replacement ball joints allowed.

2.15 Wheelbase must be a minimum of 108 inches.

2.16 Maximum tread width of car (both front and rear) must not exceed 78 inches, as measured outside of tire to outside of tire at spindle height.

2.17 Frame, nose, body height will be a minimum of 4 inches at all times, with the driver in the car.

2.18 The 1968-1972 GM Chevelle OEM or OEM replacement frame has been approved.

2.19 Howe Chevelle front clip 35810 and Howe Impala front clip 35809 may be used with no modifications.

3. **BODIES**

3.1 All bodies must be 1980 or newer replicas of American passenger cars only. Aluminum, steel or fiberglass full size roof required. No wings, stock bodies allowed. Bodies must be neat in appearance and in good condition. 2023 IMCA modified body dimension rule will be used as a guideline.

3.2 Firewall and floorboards are mandatory.

3.3 Bodies will consist of the following measurements.

3.3.1 Window opening must maintain 18 inches maximum forward/aft and 12 inches minimum tall on both sides.

3.3.2 Rear body height is a maximum of 38 inches then a maximum of 5-inch spoiler may be added for an overall rear maximum height of 43 inches measured from the ground to the top of the spoiler.

3.3.3 Rear body width will be 66 inch maximum and 53 inch minimum, must be the same front and back measured from rear to front A post.

3.3.4 Center of the rear spindle to the rear of the body must be 34 inches minimum and 48 inches maximum.

3.3.5 Center of the front spindle to the front of the body must be 42 inches maximum.

3.3.6 6-inch maximum slope will be permitted from front to rear measured on both sides starting at the leading edge of the door panel measured at or around the A post to the rear edge of the quarter panel. 3-inch maximum slope from the back of the B post to the rear of the car.

3.3.7 No additional panels or fillers may be added.

3.3.8 No additional air deflection panels may be added in any areas of the car. Examples of this are but not limited to the (front, rear body, nose alongside the engine compartment inside the exterior body etc.).

3.3.9 Bodies must have a solid straight (not angled) panel at least 8 inch minimum and 22 inch maximum in height and must extend completely across the rear of the car and attach to the top of the rear of the body. No open rear bodies allowed, spoiler is to be no wider than the width of the rear body and maximum of 5 inches high.

3.3.10 Hood must be level or sloped down at the front, enclosed and maximum of 2 inches above the interior deck at rear.

3.3.11 No reverse hood rake allowed. 6 inch maximum, scoop cannot extend past front hood.

3.3.12 Engine compartment sides must remain open. Hood sides may have a maximum of 4-inch drop and must be enclosed at the rear of the hood.

3.3.13 Front windshield must be complete from dash to roof, a minimum of 14 inches wide, constructed of 3/16 of an inch Lexan. The windshield may not extend above the

roofline. Full Lexan windshields and rear windows are allowed. Braces are required to support the Lexan windshield.

3.3.14 Front body nose height is a minimum of 4 inches.

3.4 Numbers must be legible on both sides of the door and top of roof.

3.5 Numbers on the side of the car should be in contrasting color from the body. Numbers must be at least 20 inches high and at least 4 inches wide. Roof numbers will be placed with the top of the number towards the driver's side of the car (to be read by the flagman). The roof number must be 4 inches wide and at least 24 inches high.

3.6 Numbers must be at least 4 inches in height on the right front nose and on the right rear panel.

3.7 Decals must not interfere with the car numbers. All cars must display divisional sponsor decal.

4 BUMPERS

4.1 Steel bumpers must be on front and rear at all times and welded or mounted with minimum 0.375-inch bolts. The rear bumper must be constructed of solid square, or minimum 1.025-inch O.D. tubing with 0.095 wall thickness, maximum 6-inches past the rear deck, no wider than 5-inches outside of rear frame rails. If wider than 5-inches outside the frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least 1 upright, minimum 1.25-inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame end to frame end, no wider than width of material outside frame horns and with bottom loop parallel to ground. The top bar must be directly above the bottom bar, minimum 6.50 inches apart, measured center to center. The center of the bumper must be 18-inches above the ground +/- 2 inches. Nerf bars must extend between 1- inch +/- to the outside edge of the tires. Rear nerf bars are strongly recommended.

5 REAR ENDS

5.1 Any steel approved OEM passenger car or truck rear end (housing and carrier) allowed. Quick change rear ends are permitted with steel axle tubes only. Only Detroit locker ratchet type differentials will be permitted. When this type of differential is used, the wheel either when jacked up with the transmission engaged must turn freely by hand for 1 full turn, 360 degrees while the opposite wheel remains stationary.

5.2 Locked rear drive axle assemblies (solid spool) will be permitted. When jacked up both rear wheels must rotate in the same direction and the same rotational distance at all times. 1 wheel when jacked up must not rotate in any direction, No torque dividing differentials. No scalloped ring gears. Hubs and all other rear end components must be made of steel. However, axle caps, lowering blocks, drive plates, and carriers may be aluminum.

5.3 No center pull rears allowed.

5.4 Rear ends may be cambered +/- 1 degree only.

5.5 No electronic traction-controlled devices permitted.

6 TRANSMISSIONS

6.1 Only OEM type transmissions allowed, 3 speed, 4 speed, or automatic. No 5 speeds, in or out boxes, overdrive, couplers, or buttons allowed.

6.2 All cars must have operable reverse gear and be able to back up and move forward from standing position.

6.3 Clutch type transmissions must be equipped with approved blow proof bell housing. A transmission blow proof cover shield is required for automatic transmission cars.

6.4 All flex plates must be steel and OEM or SFI approved. No FFI or other manufacturer or lightened flex plates allowed.

6.5 Only steel driveshafts are permitted. Driveshaft will be painted white and have a car number on it. Cars must be equipped with a drive shaft strap made of steel that is 3/16 of an inch thick by a minimum of 2-inches wide.

7 BRAKES

7.1 Only single piston OEM or aftermarket brake calipers that conform to OEM specifications. Brakes must be fully operational on all four wheels and must lock up on inspection.

7.2 No electronic or hydraulic traction control devices allowed on brakes.

8 TIRES AND WHEELS

8.1 Only 8-inch steel wheels allowed.

8.2 Tire alterations are **NOT** permitted.

8.3 All competitors will use an American Racer tire JLA5A. The two-tire rule will apply. All competitors must start the feature race with the same tire on which the car qualified.

9 SAFETY

9.1 All drivers must wear a fire suite made of flame retardant material. Suits will be kept in presentable condition. All drivers must wear flame retardant gloves. Flame retardant hoods, socks, and shoes are highly recommended. Gloves and other safety equipment covered by grease and/or oil and not cared for properly should be replaced or disallowed by Tech Official. The driver's competition shoulder harness and lap belt must be 3-inches wide with a submarine strap. Metal to metal buckles are required on shoulder and seat belts. The shoulder harness should be mounted even with or slightly higher than drivers shoulders. Belts that are weathered or slightly frayed will not be permitted for racing use. Belts should be replaced after 2 years.

9.2 Approved Hans type head and neck restraint is mandatory.

9.3 Fireproof driver’s side window net is mandatory.

9.4 All cars must be equipped with an onboard fire system/extinguisher that is fully charged and up to date. Must be within reach of the driver while belted in.

9.5 All roll bars within the reach of his/her arms and legs must be padded.

9.6 The steering wheel will have a safety pad in the center.

10. FUEL CELL

10.1 Maximum capacity of fuel cell is 22 gallons.

10.2 Minimum clearance from ground to lowest point of fuel cell is 8-inches. The fuel cell must be enclosed in a metal container constructed of a minimum 22-gauge steel. It must be securely mounted in a race car with at least 2 straps widthwise. Straps have to be a minimum 1/8 inch thick by 1-inch wide (steel only).

10.3 Must have closed cap or check valves on gas fill and vent must exit on outside of the rear panel, approximately 12 to 18 inches from the quarter panel.

10.4 Racing fuel only. No additives or nitrous oxide may be used.

11 ELECTRICAL

11.1 1–12-volt battery. The battery must be securely mounted and shielded.

11.2 Must have an electrical cut off switch mounted in the center of the car or in the center of the dash. This switch must be labeled ON and OFF.

11.3 All cars must be equipped with a self-starter. Alternators may be used.

11.4 No electronic traction control or timing devices. Rev limiters and MSD boxes are allowed.

12 ENGINES

12.1 Chevy Crate 604-part number 88958604 or 19318604.

12.2 Engine must be used as supplied by the OEM manufacture, no modifications permitted (aftermarket valve covers, water pump, and only Mahle pistons part numbers 930127805 and 930127808 will be allowed if block is bored due to wear, no change to stock rods allowed).

12.3 GM 604 crate motors may use aftermarket valve spring retainers, keepers, locators/spacers, but all parts must be magnetic steel.

12.4 In the interest of reliability and long-term cost savings the CompCams part number 26975 Valve spring will be allowed in GM crate engines for competition. They must remain unmodified and used as supplied by CompCams. The part number 26975 spring is a 1.320 O.D. and .920 I.D. spring without a damper and will be checked at the install height of 1.780 inches and maintain a seat load of 103 Lbs., or the Beehive replacement part number 26915 with O.D. of 1.055/1.290 and I.D. of .650/.885 spring without damper and will be checked at the installed height of 1.800 inches and maintain a seat load of 105 Lbs.

12.5 GM 604 crate engines may run any 1.5 or 1.6 aluminum self-aligning rocker arm with 3/8 of an inch stud. A combination of 1.5 and 1.6 rocker arms are approved; however, the 1.6 rocker arm must be on the intake valves and the 1.5 rocker arm on the exhaust valve if mixed rocker arms are selected.

12.6 Chevy built engines will be allowed using the NASCAR 2018 rules except for the carburetor. **(STARTING IN 2027 THIS WILL NO LONGER BE ALLOWED)**

12.7 Engines will not exceed 405 horsepower and 405-foot pounds of torque on the track approved dynamometer. Engines will be dynamometered without accessories.

12.8 Chevy built engines will be allowed using the NASCAR 2018 Rules except for the carburetor. Engines will not exceed 405 horsepower and 405-foot pounds of torque. Engines will be dynamometered without accessories. Crankshafts for crate engines will be 55 pounds with timing gear attached. built engines crankshafts will weigh 50 pounds with timing gear attached.

12.9 Crate engines may run a Mel's distributors or any other distributor meeting NASCAR 2018 LMSC rule 20F-6.1. Rev limiter may be used but is not required unless implemented by Dominion Raceway.

13 CARBURETORS

13.1 The only approved carburetor is the Holley 500 model 4412-CT (500 CFM) for all engines. Only models allowed are 4412-1, 4412-6, or 4412-15.

13.2 Must be used **STOCK OUT OF THE BOX**. No modifications allowed with the exception of jet size.

13.3 Each carburetor booster may be secured by a small amount of epoxy and a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of carburetor booster failure, the carburetor booster shall remain suspended in the carburetor without any interference to the operation to the throttle shaft and the throttle plates (butterflies). A minimum size hole, acceptable to Tech officials, must be drilled through the top of the booster barrel inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube. The 0.025-inch diameter steel wire must loop through the hole in the booster barrel and then be tied to the hole in the chock horn. As an alternative to drilling a hole in the booster the 0.025-inch diameter wire must pass through the booster barrel from top to bottom and then be tied to the hole in the choke horn.

13.4 Carburetor Spacer

13.4.1 Will be solid aluminum manufactured by MOROSO .750 inches thick with 2-1- and 11/16-inch diameter holes located in the center that match the carburetor must be installed on the engine. (NO SUPER SUCKER SPACERS)

13.4.2 Chevy built engines will run a track supplied restrictor plate underneath the carburetor spacer plate with 2- 1.50 diameter holes located in the center of the plate. A one-piece nonmetallic gasket maximum of 0.065 inches thick must be installed in-between the spacer plate, restrictor plate, and intake.

14 WEIGHT

14.1 All cars must weigh a minimum of 2600pounds with the driver at all times. The driver's side of the car cannot exceed 58% of total car weight.

14.2 No fluids may be added to maintain weight after the completion of an event for post-race technical inspection.

14.3 Added weight must be in block form of no less than 5-pound blocks.

14.4 No pellets will be permitted.

14.5 Added weight must be securely bolted in place and painted white with the car number on it.

14.6 Any dislodged weight will not be returned to the car for weighing after the race.

INSPECTION

All race equipment, including but not limited to vehicles, vehicle parts, components, equipment and/or fuel is subject to inspection by Tech Officials. All decisions by Track Officials regarding the timing, manner and location of inspection, which equipment will be inspected are final and are non-appealable or reviewable.

Dominion Raceway, Track Officials, or Track approved inspection facilities are not responsible for payment, reimbursement, damage, or loss to the competitor as a result of such inspections or tear downs.

These rules are subject to modification and change by Dominion Raceway in its sole discretion with 48-hour notice.

These rules are for use at Dominion Raceway and Entertainment only. No unauthorized use, reproduction, publication, or printing allowed for any other Raceway without the expressed written consent of Dominion Raceway and Entertainment Management.

Shock claim rule, anyone in the top 10 in points from May 1st-Sept 1st may claim another competitor's shocks for $300.00 cash per shock that is in the top 10 in points. Claim must be in writing and given to a Tech Official within 5 minutes of the checkered flag of their event. Tech Official will inspect shocks before the claim is finalized