

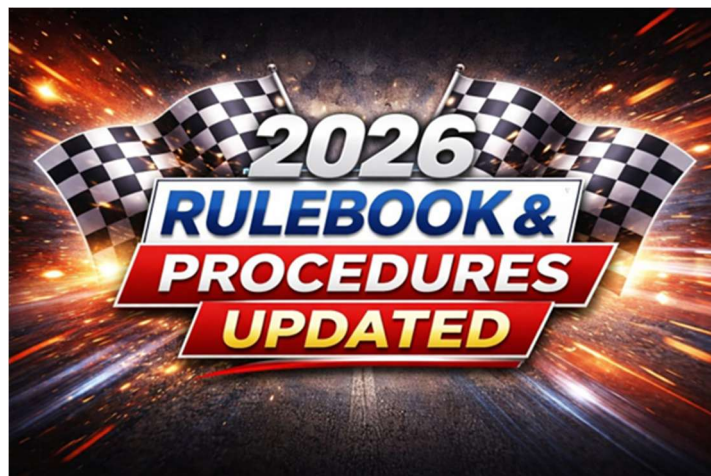


# 2026 MODIFIED DIVISION *R U L E B O O K*

THE RULES BELOW ARE GENERAL GUIDELINES FOR ALL MODIFIED CARS THAT COMPETE  
IN THE 2026 SEASON













IF THESE RULES DO NOT CLEARLY SAY THAT SOMETHING IS LEGAL, ASSUME THAT IT IS  
NOT PERMITTED.

RULES SUBJECT TO CHANGE DUE TO SAFETY CONCERNS, OVERLY COMPETITIVE  
RACECARS, OR FUTURE RULES IMPOSED BY THE NEW JERSEY STATE POLICE



## **REQUIRED SAFETY EQUIPMENT**

The installation of a 5-pound fire suppression system is now required in all Wall Modified racecars.

-  Car must at least be manual and can be upgraded too automatic.
-  One nozzle required. Must be pointed into the cockpit. (driver)
  - SFI Certification required.
-  The bottle date must always be within two years of the current date.
-  Bottle(s) must always be full and charged.
-  Visitors and drivers “new” to Wall Stadium (first race of the season) will be granted a one race waiver. **Turkey Derby is excluded.**
-  HANS DEVICE or Hans-like devices are MANDATORY.38.1 5-year expiration.
-  Window net MANDATORY.
-  5-point harness MANDATORY. SFI 16.1 belts two-year expiration.
-  Full face helmets are MANDATORY. Must have Snell SA 2020/2025 or newer sticker. NO motorcycle M helmets allowed.
-  Driver must wear a one-piece fire suit and flame-retardant underwear. Both must be in good condition, with no rips or holes. SFI 5
-  Full containment seat MANDATORY.
-  All other New Jersey State Safety Regulations MUST BE STRICTLY ADHERED TO.

## **COMPETING MODELS**

Modified division races are open to eligible 1987-2002 models of American made, steel bodied, passenger car production sedans.



## **APPROVED MODELS**

Chevrolet:	Cavalier, Monte Carlo
Dodge:	Avenger, Stealth
Ford:	Escort
Plymouth:	Laser, Sundance
Pontiac:	Sunbird, J-2000, Grand Prix














Other models may be selected when available providing they are the same in body configuration.

## **OVERLY COMPETITIVE CARS WILL BE SUBJECT TO INSPECTION**





## **TRANSPONDER**

-  MUST BE ON DURING PRACTICE TO VERIFY THAT IT IS WORKING PROPERLY.
-  Location: 11-13” from the back of axle 2.


## **BODY**

-  All car bodies must be stock appearing.
-  The body at its widest point must not exceed sixty-three inches.
-  Car bodies must be neat appearing and painted.
-  All body panels must be constructed in one piece. No add-ons, no extensions on A-post, B-post, C-post doors, and quarter panels.
  - C-post and spoiler cannot be connected. Must have 2” gap.
-  Spoilers size 10” x 50” (same as Sportsman cars.)
-  Floor area directly beneath the seat forward to the front engine firewall must be made using a minimum of 1/8” thick magnetic steel.
  - The remainder of the floor area to the right and rear of the seat must be made from a minimum of twenty-two-gauge magnetic steel.
-  Outside body panels may be made of twenty-two-gauge steel or aluminum .040 steel stock roofs. Fiberglass roofs will be permitted if they conform to the dimensions and contours of the stock steel roof.
-  Belly pans of any kind are not permitted.
-  Sheet metal of twenty-two-gauge right of driver must be angled or straight to right side door.
-  Front nose panel can be aluminum or steel.
  - It must not extend rearward past the rear of the harmonic balancer. Nonadjustable type nose is not to exceed from 2” behind front bumper and no wider than the front of frame.
-  No wings on any body parts.
-  Stock cars without complete windshields must have the rear of the hood sealed or equipped with a deflector to prevent hot liquids from entering the driver’s compartment.
-  Car must always have a hood on.

## **TIRES**

-  American Racer Race tire AR805 and AR825 only.
-  Must purchase tires at the track. Tire Bank rules apply to all cars for all 2026 season races. Long distance races have separate rules.
-  See Tire Bank Rules and/or the special race rules on our website.
-  **The tire bank belongs to the driver, not the car.**


## **TREAD WIDTH**

 Wheel width must be maximum 84” at bead, at zero toe, at spindle height, front, and rear.

## **WHEELS**


 Maximum wheel size is 15” x 15”, steel only.

## **WHEELBASE**


 The minimum wheelbase that will be permitted is at minimum 106, maximum 108.

## **GROUND CLEARANCE**

 2” minimum ground clearance with driver in car.


 No weight jacking devices.


## **CAR HEIGHT**

 The car height, measured along the roof center line at its highest rearward point, will be at least 42” high.


 No checking sway bar on scales or when called to scales is allowed.

## **CAR TOTAL WEIGHT**


 Spec Motor: 2,650 lbs. race ready with driver.

 Wall Modified Motor: 2,650 lbs., race ready with driver.

 True Wall Motor: 10.0 World Products Head, etc. 2,575 lbs. race ready with driver.


 Legal SK Type Modified: 550 lift rule, flat tappet engine, SK chassis, body, suspension, and drivetrain 2,600 lbs. May run a gauge legal 650 carburetor.

 Eleven pounds must be added for every cubic inch over 359 cubic inches.





 After a 40-lap race, 50 lbs. weight loss is to be deducted from the minimum weight of the car.

 Allowances for extra distance events may be made at the officials’ discretion.







## **LEFT SIDE WEIGHT**

 Left side weight not to exceed 56% of cars total before or after an event with driver in car.






## **BRAKES**

-  Only four-wheel hydraulic brakes are allowed.
-  They must be in good working order and are subject to official testing prior to competing in any racing event.
-  Brake adjusters are always allowed.
-  No titanium brake rotors, magnetic only.






## **HUBS**

-  Safety racing hubs with racing 5/8" inch steel studs, with any type of steel lug nut.
-  NO ultra lightweight hubs. (265>00 racer net limit)
-  A single spindle tether on left and right front wheels MANDATORY.
-  No oil filled hubs.
-  Wheel bearing grease only.
-  Magnetic steel wheel bearings.



## **FRONT BUMPER**

-  Any type of bumper will be allowed if it is at least 3" in height.
-  No longer than 70".
-  Each end must be capped.
-  No bolt heads on outside of bumper.
-  The center of the rear bumper must be mounted at center hub height.



## **REAR BUMPER**

-  Any type of bumper will be allowed if it is at least 3" in height.
-  No longer than 70".
-  Each end must be capped.
-  No bolt heads on outside of bumper.
-  The center of the rear bumper must be mounted at center hub height.


## **CORNER BARS**


-  Both bars should cover area of 12" and 18" from the ground and be bolted to the inside of the rear bumper.
-  Corner bars must be behind the tires not to extend past the sidewall of the tires.

## **SIDE BARS**


-  Will not be tied into chassis in more than six places.
-  Bottom bar should be near center line of rear axle and front spindle.



 Chevrolet, Ford, and Chrysler: Maximum engine displacement of 358 cubic inches at 2,650 pounds.


 No lightweight blocks permitted.

## **ENGINE LOCATION**


 The block must be centered on the chassis within 1” to the frame.

 The crankshaft center line must be within 1” of center line between ball joints.


## **CRANKSHAFT**

 Any steel crankshaft is allowed providing it maintains stock stroke of manufactured engine block used.

## **RODS**

 Stock production O.E.M. or aftermarket rods allowed.

## **PISTONS**

 Flat top pistons only.

 JE Pistons optional parts numbers:

- 170692 30 over - 170693 40 over - 170694 60 over


## **VALVES**


 Any steel valve can be used.

 Intake maximum size 2.020.

 Exhaust maximum size 1.60.

 Steel valves only. NO TITANIUM VALVES ALLOWED.

 Titanium retainers and locks permitted.

 Minimum valve stem size – 5/16” minimum.

 No altering of valve guide angle or location.

## **VALVE SPRINGS**


 Any valve springs allowed.

 Any retainers will be allowed.



## **COMPRESSION**

 Spec Motor 12:1


 Hybrid Motor 11:1

 A hole must be drilled in the bell housing to turn the engine over to check compression.










## **INTAKE**

 7501 Edelbrock  
 Must be box stock, unaltered.






## **ROCKER ARMS**

 Any roller rocker arm systems allowed.






## **CARBURETOR**

 Holley 4412  
 500 CFM 2-barrel carburetor for gas with no modifications.  
 SK legal cars may run 650 carburetors with 1” spacer.  
 The choke and choke housing may be removed, only Holley parts allowed.  
 NO HP Holley or Billet parts.  
 Maximum 1” adapter plate allowed. Flat top and bottom.  
 NOTHING PROTRUDING INTO THE INTAKE AND NOTHING INTO THE CARBURETOR.  
 Two paper gaskets, one per side, maximum thickness. (.065)  
 Main jets and air bleeds can be changed.





## **IGNITION**

 Magneto self-contained systems will be permitted.  
 (H.E.I.) self-contained ignition system will be permitted.  
 The distributor must mount in the stock location and maintain the same firing order as a factory produced engine.  
 No outside ignition box or outside coil allowed. Ford and Mopar must run stock type box and coil.  
 No crank trigger systems will be permitted.


## **OILING SYSTEM**

 Pan must be minimum of 6” in depth, made of steel or aluminum.  
 No vacuum system or oil pan vent.  
 Stock O.E.M. Oil pump, must be at stock location.  
 The use of combustion enhancing oils or additives is not permitted.  
 1” PIPE PLUG BETWEEN THE 1<sup>ST</sup> AND 2<sup>ND</sup> MAIN CAPS WITH NO VISUAL BLOCKING FROM CRANK SCRAPE. (except Hybrid)




- Without it, pan must be removed if tech inspector asks **RADIATORS, OVERFLOW, AND COOLANT**

-  Radiator must be in front of the engine.
-  Overflow hose must be directed out towards right side of frame near the front roll cage bar.
-  Tap water or distilled water only.
-  Any competitor found to be using any coolant additive will be disqualified.






## **HOOD**

-  Hood must always be on the car. Any car without a hood for any reason will not be allowed on the racetrack due to safety concerns.



## **SHOCKS**

-  External reservoirs are not permitted.
-  Remote or electronically controlled shock absorbers are not permitted.
-  Shock price: Racer net cost cannot exceed \$350.00.





## **STEERING COMPONENTS**

-  Steering shafts require at least 5/8" shaft with safety U joints.
-  All steering shafts from rack to steering wheel must be magnetic steel.
-  Steering wheels made of only metal will be permitted.
-  Center of steering wheel post must be passed.
-  A quick-release magnetic steel coupling on the steering wheel is mandatory.



## **TRANSMISSION**

-  Richmond transmission, Jerico transmission, or stock O.E.M. case with minimum of two forward and one reverse.
-  T 101 transmissions allowed.




## **DRIVE SHAFT**

-  One piece steel drive shaft with steel U joints and yokes required.
-  Driveshaft, Yokes, and Universal Joints must be painted white.
-  2", three hundred sixty-degree solid steel brackets of 2" by 1/4" around drive shaft and torque arm required.
-  Drive Shafts, Yokes, and U Joints must be magnetic steel only.










## **REAR END AND AXLE**

-  Quick change rears with backside cover only.
-  Locked spool only, NO differentials, lockers, etc.




## **FRAME**

-  The rails must be at least 2” by 3” of magnetic steel box tubing with minimum thickness of 1/8”.
-  Width starting from 34” to 46”.
-  All kick-up must maintain a minimum angle of 18”.



## **ROLL CAGE**

-  All roll cage material must be at least 1 3/4” in diameter with at least .090 wall steel tubing.
-  Front and rear hoops should not be angled more than twenty degrees rearward.
-  At least four bars on left side and three bars on right side of roll cage.
-  All roll cages should have these bars as listed: main roll bar, two front roll bars, roof bar, center line roof bar, diagonal main roll bar, dashboard bar, right, and left door bars, left side driver head bar, vent bars, rear down bars, front down bars, center windshield bar, vertical support bars.
-  Vertical support bar must turn down and be welded at the front sub frame.
-  Roll bars must be welded and gusseted.
-  All bars must be passed wherever head or body may strike during an accident.
-  All frames must be approved by the pit steward.
-  **Minimum clearance of 3” between the top of the roll cage and the top of the driver’s helmet is mandatory.**

## **REAR SPOILER**

-  No larger than 50” wide and 10” in height from deck lid.
-  Any support angle should be no larger than 1”.
-  Must not connect to C-post. 2” minimum separation.





## **REARVIEW MIRROR**

-  One mirror only mounted in upper windshield area.
-  Left side spot mirrors are permitted.





## **ACCESSORIES**

-  Raceceivers are mandatory!
-  Radios of two-way communication is allowed.
-  **No traction control devices of any kind permitted!**





## **MUFFLERS**

-  Mufflers required, must be straight through type, must have provisions to lower decibel number, (holes, holes and dents, etc.)
-  No straight through solid tube.
-  Must be commercially available.
-  Must be available to all competitors.



## **HEADERS**

-  Only four tube type running into a single collector will be allowed.
-  No tri “Y” header.
-  No header wrap.
-  Exhaust turnouts must be facing the ground.






## **FUEL**

-  Gasoline only.
-  Gas will be checked periodically by race officials for additives.
-  No cooling cans or nitrous oxide.
-  All Wall Stadium track fuels must be used in competition and purchased at the track.

## **GAS PEDAL & LINKAGE**

-  Must have return tab for foot on gas pedal.
-  Three minimum return springs linkage. One must be in opposing direction.

## **SEALED ENGINES**

-  All engines must be sealed before starting any race.
-  The engine must be stone cold to check the compression and cubic inches.
-  Any tampering with seal will result in forfeiting payout and championship points.
-  It is the driver's responsibility to have engine sealed.
-  Sealed motors ONLY. Verify the compression and cubic inch at time of sealing.
  - Motors can be rechecked at any time by Officials.

**WALL STADIUM DOES NOT ALLOW TRACTION CONTROL OF ANY KIND**