



Sabine Speedway Limited Modified Rules

RACECEIVER

1. A working RaceCeiver must always be used when the driver is on the track. Drivers found with broken and/or nonfunctioning RaceCeivers are subject to an immediate disqualification.

DUAL DUTY ENTRY/CAR SWAP

1. On race night, cars entered into one division are not allowed to be used and compete on the same race car in another division, even with a different driver. No “double-dipping” with the same car in other divisions.
2. Drivers can utilize another competitor’s car in the same division should their entered car not be able to continue and compete. However, once a driver switches to another car, he may not “switch back” to his original entry and must complete the evening in the car the driver “switched to.” A car that has been “switched to” cannot be returned to the original driver and be used again in the same event and a car can only be used once in the race program in this “switch scenario” once.
3. Drivers will only be allowed to “switch cars” one time in the evening. If a driver switches car, he must start at the rear of the next qualifying race.
4. Drivers will not be allowed to start the main event in a car other than the car they qualified into the main event with. This applies to heat races, last chance, time trials, or provisional transfers into the main event based upon performance in the original car. Once a driver switches car, he must qualify again with the new car in the current races format. If this occurs in the last chance race, the next car not transferred would be given the transfer spot. The only time this rule would be waived is if the starting main event does not have a full field entered in the event.

SAFETY EQUIPMENT (RULES ALWAYS APPLY WHEN CAR IS ON THE TRACK)

1. RaceCeiver one-way radios are required to be used in Hot Laps, Heat, Last Chance, and Main Events.
2. Recommended fire system or working fire extinguisher required within drivers reach in the car.
3. Snell-rated SA2015 and SA2020 helmet required.
4. Roll bar padding required in the driver compartment. Recommended: Fire retardant padding



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5. SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required.
6. Recommended: Fire retardant head sock and underwear, collapsible steering shaft.
7. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, and must be mounted securely to the main roll cage. Recommended: Safety belts no more than two years old.
8. Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON'.
9. Safety items such as seat belts, helmets, and fire suits will be checked.
10. There will be no more warnings for how weight is mounted. If weight is found mounted incorrectly, it will be an immediate disqualification from the remainder of the race event. Once a car has left its own pit area, it is subject to being checked and disqualified for improper weight mounting.

APPEARANCE

1. All racecars must be numbered with large, legible numbers on both sides, on top, and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.

DIVISION RULES

1. Cars must adhere to 2021 USRA rules (2022 IMCA SportMods are legal under 2021 USRA rules).
2. Quick changes allowed. Quick change must maintain Zero (0) degrees of pinion angle and must mount in the same manner as the GM rear-end. Mounting bracket pickup points should all measure identical to GM rear-end.
3. Five (5) inch spoiler max.
4. All Cars must have a full frame. A traditional southern sport mod design. (i.e. No B-mods, 3-link Mods, etc.)

FUEL

1. Gasoline or Racing Gas allowed. No Methanol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethyl hexanol.



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2. Gasoline or Race Gas- specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. A. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing. B. It is the competitor's responsibility to know what is being put into their fuel cell.
3. Fuel cell must be secured in trunk any part of fuel cell cannot be forward of any part of the rear end.
4. Fuel cell must be visible for inspection purposes from the top through a removable stock appearing trunk lid.
5. Fuel cell vents, including cap vent, must have check valves.
6. Fuel cell must have an aircraft style positive seal filler neck/cap system. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

TIRE TESTING

1. Sabine Speedway reserves the right to test tires at any time while a competitor is signed into competition and on any tire on the car or in the competitor's pit area. The procedures and penalties are outlined in Sabine Speedway's Tire Testing Rules and Authorization form.

PROTEST RULE

1. Any driver in the same race on the lead lap may protest another car immediately after the feature in the tech area.
2. \$250.00 cash per component \$50.00 to the track.
3. If legal, the protested car gets \$200.00.
4. If illegal protestor gets \$200.00 back.
5. Laboratory Testing of Tire protest will cost an additional \$300 (to cover testing) on top of the regular \$250 protest fee.

PLEASE SEE THE LINK- "USRA LIMITED MODIFIED RULES" TO SEE THE USRA RULES THAT WE WILL FOLLOW.