



2018 DIRTcar UMP Pro Modified Rules

TO ALL COMPETITORS/PARTICIPANTS

- ❖ Under the guideline of the 2018 DIRTcar UMP Pro Modified rules any and/or rules and as stated in the 2018 DIRTcar Rule Book, all DIRTcar rules apply. Local track rules pertaining to the racing procedures and/or overall rules that are administered by the local track officials and management may apply at local tracks in DIRTcar sanctioned events. Instances, where applicable, local track rules may be applied.
- ❖ The 2018 DIRTcar UMP Pro Modified Rules have been established to include the rules in several different regions of North America, refer to the rules that are in effect in your region.
- ❖ The following are the 2018 DIRTcar UMP Pro Modified rules. All amendments supersede any previous rules regarding any technical article and/or aspect.
- ❖ Under the guideline of the 2018 DIRTcar UMP Pro Modified rules any and/or rules and as stated in the 2018 DIRTcar Rule Book, all DIRTcar rules apply to all sanctioned divisions.
- ❖ **The specifications published shall be considered a section of the "Official Rules and Specifications" for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance.**

15.0 DIRTcar UMP Pro Modified

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE DIRTcar and/or World Racing Group OFFICIALS

15.1 – Engine

- A. The Chevrolet Performance Parts 602 engines (GM Part Numbers 19258602 - 88958602) will be the only engines permitted in all DIRTcar Pro-Modified events. Engines must be purchased through current authorized vendor, Pace Performance. The engine and all components must remain in their original configuration and form as purchased and/or delivered by Pace Performance. Any alterations to the engine will not be permitted. The engine must remain as manufactured by General Motors. Performance Parts 602 crate engines may have part number changes from time-to-time as issued by the manufacturer. All engines must retain all GM Factory seals. Tampering, removal, or modifications of any type and/or broken factory seals will not be permitted.
- B. In addition, DIRTcar and/or World Racing Group require secondary sealing and verification of all seals on any new or repaired Chevrolet Performance engine by the approved vendor. Tampering with and/or alteration of any seals will not be permitted and is subject to immediate penalty and/or suspension. DIRTcar cable seals and Pace Performance QR Coded seal must be installed and remain on all new engines. Only Chevrolet Performance replacement parts of any type will be permitted for any type of replacement and or repair work. Only Chevrolet Performance Engine specific valve springs may be used for replacement or repair. Part numbers 10212811 or 19154761 must be used. Approved repair is permitted; however, engine rebuilds are not permitted. DIRTcar must authorize Chevrolet Performance 602 engine repairs and repairs must be completed by an approved vendor/repair facility. Factory sealed engines currently in use must register the engine serial number with a DIRTcar or track official. These engines must have factory seals intact and conform to guidelines in section
 - a. Any 602 engine that has non-conforming or missing seals will be disallowed and illegal engine.
- C. In addition to seals installed by Chevrolet Performance, "Verification" DIRTcar seals (and Pace QR code seal) installed by Pace Performance are required. The "Verification Seal" program is managed by Pace Performance. All engines must have verification seals prior to the 2019 season. Seals from other sanctioning bodies are not accepted as "verification seals". A Chevrolet Performance 602 engine without full seals (Chevrolet, DIRTcar, Pace) will be considered an open engine.
- D. One (1) four (4) barrel 650 cfm unaltered Holley carburetor, Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-1, (-2) will be permitted. One (1) two (2) barrel unaltered 500 cfm Holley carburetor Part 4412 will be permitted. All carburetor components must remain unaltered. Any changes will result in disqualification from the event. Any alterations to the carburetor will not be permitted.

"Unaltered" includes replacing any component of the carburetor with or adding an aftermarket piece. Maximum 1" in thickness carburetor spacer plate allowed. Only one round, 4"X14", air filter element with metal top and bottom is allowed. K&N style filters are allowed. Maximum distance from carburetor air horn base to top of air cleaner is 5".

- E. All engines and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.
- F. Any part that is sealed from the factory that has been tampered with and/or removed will result in an immediate penalty.
- G. Any issued penalty may include and will not be limited to a suspension of the car, driver, car owner, engine builder from participation in any World Racing Group event.
- H. Any participant (driver, car owner and/or engine builder) that is found to have tampered with the engine will lose all points accumulated for the season, all earnings and the parts will be impounded for competitive analysis. In addition, the participant may be suspended indefinitely from all World Racing Group events.
- I. Changes and/or alteration to the engine, intake manifold, cylinder heads, valve covers, valve components, front cover, oil pan, harmonic balancer and/or any parts on or in the engine will not be permitted.
- J. As an option, a "Steel Block/Steel Cylinder Head" engine may be used. This shall include:
 - a. Steel engine block, steel heads, No 400c.i blocks. 3.48 stroke and standard stock journal size only. Aftermarket steel or stock steel heads allowed, no aluminum heads, must be stock valve angle Chevy 23* Ford 22*
 - b. Chevrolet, Ford, and Dodge OEM Engines ONLY. Aftermarket blocks will not be permitted. A maximum of 360 cubic inches will be permitted for any steel engine.
 - c. The "Steel Block/Steel Cylinder Head" engine may only use one 500 CFM 4412 Holley unaltered carburetor. The local track rules reserve the right for carburetors to be claimed and/or changed (i.e. "exchanged") for competitive analysis and/or inspection. Choke horns may be removed.
 - d. Only flat tappet type cams and lifters will be permitted. In 2018 Roller rocker arms and stud girdles allowed. Shaft Rockers will NOT be permitted.
 - e. Note: this engine option may not be permitted at all tracks. In the event this engine is not an option, track officials will determine the eligibility for a "Steel Block/ Steel Cylinder Head" Engine. The weight penalties for the "Steel Block/ Steel Cylinder Head" Engine must be applied in every application
 - f. Overall vehicle weight for cars using this engine option shall be: - 2600 pounds

15.2 – Engine Inspection and/or Engine Exchange

- A. World Racing Group and/or DIRTcar Officials reserve the right to exchange or impound any engine at any time for competitive analysis and for inspection. Failure to allow the engine to be retained for the impound procedure will result in disqualification from the event and possible further penalties. The engine that has been impounded and/or exchanged will retain all components as the engine was received from the factory or on the factory sale list.
- B. The engine that has been impounded and/or exchanged will retain all components as the engine was received from the factory or on the factory sale list.

15.3 – Chevrolet Performance 602 Engine or Optional Engine Distributor / Ignition

All 602 engines must use factory type and module of a HEI ignition system must be equipped with an approved, unaltered operational MSD #8727 CT Digital Soft-Touch HEI Rev Control Limiter. The unit must be mounted under the access panel above the driver foot box.

- A. All engines using an approved non-HEI MSD ignition system must be equipped with an approved, unaltered, operational MSD #6430 6ALN, #6425 6AL or #64253 6AL ignition Control Box. The unit must be mounted under the access panel above the driver foot box.
- B. All engines must be chipped or programmed to the following maximum engine RPMs. Chevrolet Performance 602 engines, 6,200 rpm and all optional, steel block/head engines, 7,200.
- C. Series retains the right to change MSD boxes with any car at any time without notice.

15.4 – Exhaust

- A. The exhaust system(s) must be mounted with the exhaust directed away from the vehicle and away from the ground. The exhaust system(s) must remain completely below the interior deck of the car. The entire exhaust system (including the exhaust pipe and/or header exits) must be inside all parts of the body. The

only breach of any interior or exterior body panel that will be permitted is for routing the left side header or exhaust pipe on the left side of the car. When routing the left side header or exhaust pipe through the left side firewall a maximum of 1/2" inch clearance around the header or exhaust pipe will be permitted. Standard design headers and collectors only may be used. No Tri Y or other exotic exhaust systems will be allowed.

15.5 – Transmission & Driveline

- A. The drive shaft must be made from magnetic steel. The driveshaft must be painted white with the car number clearly labeled.
- B. Aluminum, fiberglass, or carbon fiber drive shafts will not be permitted.
- C. A 1/2"-inch x 2"-inch 18-gauge steel drive shaft hoop is mandatory. The drive shaft hoop must be at least six (6") inches behind the universal-joint. Two hoops are strongly recommended.
- D. All competitors are encouraged to perform systematic checks on their drive-train. E.)
- E. Direct drives and/or any type devices will not be permitted.
- F. Only OEM Production transmissions will be permitted. The transmission must be bolted to the engine in the stock location. All cars must have forward and working reverse gears and be able to shift to forward or reverse with engine running
- G. One steel or aluminum OEM style/size flywheel or steel OEM style/size flex plate allowed, bolted directly to end of crankshaft will be permitted.
- H. Automatic Transmission will be permitted. The automatic transmission must remain unaltered and it may be two or three speed, the automatic transmission must utilize an OEM production case with a functioning OEM appearing pump or replaced with aftermarket explosion-proof aluminum bellhousing. Only external lines allowed are for transmission cooler. Only splined drive flange coupler or torque converter, 10"-inch minimum diameter will be permitted.
- I. Manual: The manual transmission must remain unaltered; Three or four speed manual transmissions will be permitted. The manual transmission must utilize an OEM production case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flex plate. These components must rotate, consistent with engine rpm, while the car is in any gear.
- J. BERT type transmission: A BERT Generation 1 or Brin Original Type Transmission will be permitted. The BERT Type Transmission must utilize a stock OEM mounted starting system and standard flex plate assembly, with scattershield. second generation or 2.0 versions of aftermarket transmissions not permitted.
- K. Clutch-type transmissions must be equipped with explosion-proof steel bell housing. In lieu of an explosion-proof bell housing or if one is not available for your engine, a shield of at least 1/2"-inch x 6"-inches covering the clutch area 360 degrees securely fastened in place and fabricated from magnetic steel will be permitted.
- L. The steering box must be O.E.M appearing. CNC machined steering components are not permitted. Any-type rack and pinion style steering is not permitted. The original bolt pattern that matches frame type must be used. In the cockpit, steering may be modified to suit the driver but must remain on the left side of the vehicle. Moving the steering mechanisms to the center of the vehicle will not be permitted.

15.6 – Chassis & Frame

- A. Only factory production full 1950 or newer parallel American passenger car frames will be permitted. The frame must be complete in front of firewall. Cutting of the frame in any way in front of firewall will not be permitted. Engine location follows UMP Modified Specification
- B. The frame must remain unaltered and must meet the requirements of the drawing (as shown in rulebook).
- C. The right side frame rail may not be altered and/or raised and/or moved from the stock OEM location in any manner and must measure a maximum of six (6) inches from the ground to the bottom or lowest edge of the frame rail.
- D. The front cross member may be notched to allow clearance for the radiator only. The cross members must be plated to retain complete box configuration.
- E. Jeep, Bronco, 4-wheel drive, front wheel drive or sports car frames will not be permitted.
- F. The minimum wheelbase permitted will be 108" inches. The maximum wheelbase permitted will be 112" inches.
- G. The rear of the frame may be altered to accept leaf or coil springs. Any coil spring must be a minimum of

5" diameter.

- H. Fiberglass lift bars and/or rear torsion bars will not be permitted.
- I. Any frame may not be widened or narrowed and must be able to support the roll cage on both sides and must be full and complete on both sides.
- J. The minimum frame and body height from ground is four (4) inches.
- K. The front bumper must be mounted to the ends of the frame with the bottom loop parallel to the ground.
- L. A minimum of 1" diameter tubing and/or pipe is required to for towing of the vehicle.
- M. The rear bumpers must be constructed of tubing and/or flat stock. The rear bumpers must protect the fuel cell.
- N. The bumper(s) (front and rear) when measure from their center(s) must have a minimum of 25" inches of ground clearance. There will be a two (2) inch tolerance, plus or minus regarding this dimension. The rear bumper and/or the nerf bars must not extend beyond the width of rear tires. All bumpers must have round edges. Sharp edges on any bumper and/or bumper surface will not be permitted.
- O. The brace bars forward of the roll cage must not extend higher than stock hood height.
- P. The rear push bars must not extend beyond six (6") inches of the rear quarter panel(s).
- Q. All side bars and bumpers must be capped on ends.
- R. The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall width of the vehicle does not exceed 78"-inches.

15.7 – Weight

- A. All added weight(s) must be painted white or with High Visibility paint that can be seen with the car number clearly labeled on each weight.
- B. All added weight(s) must be securely mounted to car with minimum of two (2) 1/2"-inch bolts that pass completely through each weight and the car. Weights that are mounted on the rear bumper or outside the body of the car will not be permitted. All added weight must be mounted below all windows and the interior sheet metal.
- C. Any car that loses any weight(s) during any event may be fined up to \$500.00.
- D. The minimum weight of car with driver at all times including after the race is 2,400 lbs.
- E. Cars' using any engine combination other than the Chevy Performance 602 is 2600 lbs.
- F. All weight determinations will be measured on the scales selected by the local track officials and/or by DIRTcar Officials for each racing event. There will be no weight tolerance after the completion of any racing event.

15.8 – Fuel Cells & Fuel

Note: Fuel Cell requirements will become mandatory in 2019

- A. All cars must have fuel cells. The maximum capacity for the fuel cell will be 22 gallons. The fuel cell must be completely enclosed in an 18-gauge magnetic steel container. Aluminum fuel cell containers will not be permitted. All fuel cells must be completely visible. All fuel cells must have a minimum of 2"x2" inch x 1/8"-inch steel straps surrounding them. The fuel cell must be protected in the rear of axle by securely-mounted (welded) roll cage tubing. All fuel cells must have check valve in breather and filler check valve.
- B. The fuel cell must not extend lower than protective tubing.
- C. Only leaded and/or unleaded gasoline will be permitted for competition. Standard pump gasoline is recommended. Racing gasoline will be permitted.
- D. Alcohol, Methanol, Nitrous oxide, nitrous methane, propylene oxide or any type of additives will not be permitted.

15.9 – Body

(See drawing diagram in rulebook for reference – There may be dimensions referenced in the drawing diagram that are not referenced in written rules and vice versa. All dimensions whether written and/or referenced in the drawing diagram dimensions are rules(s).

- A. All bodies must follow dimension(s) and the appearance as shown in diagram. The body shall be the

fabricated modified body from approved vendors. **The body must be symmetrical, including but not limited to doors, nose, sail panels, spoiler supports, etc.**

- B. The front windshield and rear window support must be stock appearing. The front window support(s) may have a clear Lexan support of no more than 16" inches including the roof post at the bottom and going straight to the roof. The support must be securely fastened in a positive manner.
- C. The front roof post must be in a straight line from top to bottom.
- D. The sides of the engine compartment must remain open. Any side panels in the engine compartment area will not be permitted. A five (5") inch maximum drop of the hood on either side of the hood will be permitted and it must be enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. The firewall must be a minimum of 16"-inches in length from top-to-bottom.
- E. The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of eight (8") inches past the motor plate toward the front of the vehicle. Any material that exceeds 8"-inches forward of the engine plate will not be permitted.
- F. **Right panel from top of door to bottom of door may not be no more than 3 inches and must be mounted straight inside the bottom.**
- G. A maximum one (1") inch flange on the outside edges (left and right side vertically) for the purpose of strengthening only will be permitted on the front nose only. Side fins and/or flanges of any kind along the length of the entire car (hood, front, and/or roof) will not be permitted.
- H. A maximum of one (1) stone deflector, mounted only on the right side of the car, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it and is designed to protect with a maximum size of eighteen (18"x18") inches square and mounted only from the upper right frame rail to the lower right frame rail.
- I. The minimum roof height is 42" inches with a maximum height of 52" inches.
- J. The minimum deck height is 28" inches with a maximum height of 39" inches.
- K. All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width.
- L. The driver's last name must be displayed under the car number in a legible font that is a minimum of eight (8") inch high letters.
- M. A minimum of two (2") inches of tire clearance from the body is required.
- N. The minimum ground clearance will be four (4") inches.
- O. The measurement from center of the hub to the rear top of deck will be a minimum of 34" inches and a maximum of 48" inches.
- P. **The maximum body width at the body's widest part will be 72" inches.** The minimum of width at the body's narrowest part will be 53" inches. The top of the doors may have a maximum width of 67" inches. The bottom of the doors may have a maximum width of 68" inches. Q. On the left side, the rear of the door may flare out six (6") inches for tire clearance.
- Q. The bottom of the flare must be curved and rounded not pointed in any fashion.
- R. The maximum rear width of car must be 67" inches at the widest point.
- S. The maximum roof width will be 50" inches with a minimum of 44" inches.
- T. The maximum roof length will be 56" inches with a minimum roof length of 41" inches.
- U. The maximum height on rear roof post vertical is 3" inches.
- V. The nose piece must not exceed 45"-inches in width, centered between the frame rails and must not extend past the leading edge of the front bumper. The nose piece must have a minimum of six (6") inches from the ground to the bottom edge of the nose piece.
- W. The MD3 03 Modified Aero Valance is approved.
- X. Rear spoilers of any type, including but not limited to, shaping of panels, shaping of interior body panels, shaping and/or redirecting airflow with sail panels, etc., will not be permitted.

15.9.1 – Interior and Driver Compartment

- A. All windows must have a minimum 11"-inch vertical opening. The entire interior must have a minimum of 11 inches of clearance from the interior deck to the roof and all sections of the roll cage. The minimum window opening will be 12" inches. The interior deck sheet metal to the right side of the driver from the back of the seat forward should be fabricated on an angle from the driveshaft tunnel to the right-side window to promote ease of exit for the driver through the right side and or front window opening.
- B. A master ignition switch within easy reach of the driver is mandatory. The switch must be clearly labeled "ON" and "OFF".
- C. Hydraulic and/or pneumatic weight jacks, trackers, or similar adjustable components of any type will not be permitted.
- D. Mirrors of any type will not be permitted.

- E. The drivers compartment must be sealed from the engine and the race track. The rear bubble of the hood should be closed and sealed from the driver.
- F. The maximum slope/rake of the interior sheet metal "shelf front-to-rear is 4"-inches when measured from the firewall to the top of the most rearward part of the rear deck. A maximum of 2"-inches of slope/rake will be permitted in front of the rear of the seat to the firewall and a maximum of 2"-inches of slope/rake will be permitted from the rear of the seat to the top of the most rearward part of the rear deck.
- G. The top of the interior must be flush with the top of door and quarter panels. A one inch drop on the inside will be permitted when measured laterally from the top of the doors to the lowest part of the deck.
- H. Any car in competition must have right side door bars as part of the roll cage. Please reference 15.11.B in the roll cage section of the 2018 DIRTcar UMP Modified Rule Book.

15.9.2 – Roof and Roof Supports (see drawing diagram for reference)

- A. All roofs must be full size. Half-moon roofs will not be permitted. The rear edge of the roof may not be mounted more than 12" (twelve inches) past the rear axle. The roof must be symmetrical.
- B. Wings, roof spoilers or ground effects of any kind will not be permitted.
- C. All flat type roofs will be allowed a maximum 3"-inch difference in height between the front of the roof and the rear of the roof. This measurement may be taken from the interior and/or the ground. The rear of the roof must maintain the same height from side to- side.
- D. All curved type roofs will be allowed a maximum of 5"-inches in the front and 2"-inches in the rear. The break in the roof must be within 6"-inches from the center of the roof.
- E. Wedge roofs will not be permitted.
- F. Dished roofs will not be permitted. Roofs must be rounded side-to-side. Bead rolls will be permitted.
- G. The rear roof post must begin where it meets the back edge of the roof. The rear roof supports may not extend past the front side of rear upright of the roll cage.
- H. The side vents on the front roof posts may extend rear ward from the lowest point, a maximum of 16"-inches, then at a 90-degree angle to roof for one (1) configuration, side vents must meet the outside of the car.
- I. The roof side (sail) panel window size must be 10"-inches x 15"-inches and must match drawing number-2- side view. There will be a tolerance of 2"-inches at the top and 3"-inches at the bottom. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown. The roof side (sail) panels must be symmetrical.
- J. If the long roof side (sail) panel is being used a 1"-inch radius will be permitted.
- K. Any sun shield must be on hinge for easy exiting, taping will not be permitted. The window opening must remain at a minimum of 12"-inches.
- L. All race cars in competition must meet the measurements illustrated in the DIRTcar drawing.
- M. There are only 4 (four) approved roof supports to choose from.
- N. The roof should be single thickness of material. The roll bar hoops must be exposed for inspection.
- O. 0. If the roof is curved then a level will be placed on the top of the car and if the roof is 5"- inches or less in the front and 2"-inches or less in the rear and the break is in the middle then the roof will be permitted.
- P. The roofs must be stock appearing. The roof must maintain the same height on both sides. If a DIRTcar and/or local track official determines the roof does not meet the requirements as stated above then a penalty as determined by the official may be determined prior to competition, additional weight and/or other penalties, unless the roof can be returned to within the parameter as stated above prior to competition in the event that the roof was inspected for.

15.10 - Suspension

- A. Any "live axle"-type rear ends will not be permitted.
- B. Quick change rear ends will be permitted. No lightened, 8" or midget rear ends allowed. Only magnetic axle steel tubes will be permitted.
- C. Aluminum spools will be permitted. Aluminum 3rd members will not.
- D. Aluminum birdcages will not be permitted. Aluminum third members will not be permitted.
- E. Independent rear suspensions will not be permitted.
- F. Only floater hub assemblies will be permitted.
- G. The front suspension must be O.E.M. and be in stock location. The front suspension must have replaceable stock part(s) from the same type of suspension.
- H. Only stock passenger car spindles will be permitted. Fabricated spindles will not be permitted.

- I. Alterations and/or relocation of the lower A-frames will not be permitted. Only stock appearing after-market tower control arms which are mounted in the OEM location will be permitted. All tubular and/or specifically fabricated after-market lower control arms will not be permitted.
- J. Tubular-type upper A-frames will be permitted. The upper A-frame mounting locations may be altered. Upper control arm must be mounted on top of frame rail. Aluminum cross shafts will be permitted

15.10.1 – Rear Suspension

- A. All components must be steel. Covers of any-type will not be permitted. All rear suspension mounts and brackets must be welded or bolted solid. All springs must be a minimum of 5".
- B. Coil springs must remain vertical. Springs must be mounted to the rear end housing. The spring location may be on top, to the rear or to the front of the housing. Springs must be mounted in identical locations on both sides of rear end housing.
- C. Coil-over eliminators utilizing a minimum spring diameter of 5.00"-inches will be permitted.
- D. Chains, Cables, and/or tethers to limit or control movement will be permitted on left rear only (shocks and/or dampeners not permitted).
- E. Rear shock absorbers mounted on the control arms will not be permitted.
- F. All rear control arms and panhard bars must be straight and J Bars connected end-to-end using a solid mounting system on either end. Only one of the following designs will be permitted for competition;
 - a. A three (3) link design will be permitted with the following requirements. The lower control arms must maintain a maximum length of 24"-inches and a minimum length of 15"-inches. The one (1) upper control arm must be a solid tube located at the top center of the rear end housing and remain centered (one -inch tolerance) over the housing and/or top of the drive shaft. One panhard bar, a minimum of 23"-inches in length can be mounted behind the rear end housing. A J-Bar will be permitted. J-Bars must be mounted from the left side frame rail to the right side of driveshaft. The lower spring perch must be welded or bolted solid to the rear end housing. The bottom of the rear spring(s) must remain within 2 ¾-inch of the axle tube(s). Only steel upper weight jack(s) will be permitted. Floating and/or bearing rear spring perches/cups will not be permitted. Suspension stops of any type will not be permitted.
 - b. OEM stock design suspensions will be permitted with the following requirements. The rear crossmember and control arm mounts and bolt holes on frame must remain the stock OEM location. All components must be unaltered, approved OEM and match frame. The control arms must not be altered. Only steel, rubber or nylon control arm bushings will be permitted. The rear springs must remain in the stock OEM location. The lower spring perch must be welded to the rear end housing. Only upper weight jacks made of magnetic steel wheel be permitted.
- G. Leaf spring stacked steel are permitted. Composite material springs are not permitted. Mono leaf springs are not permitted.
- H. In the rear of the car a minimum 5"-inch spring is required.
- I. All springs must have a tethered and/or cable system in place to securely fasten them in position in the car.
- J. Aluminum shocks, shells, aluminum hubs, aluminum A-frames, aluminum rear-end, aluminum tubes and/or other aluminum suspension parts will not be permitted.
- K. Coil over shocks of any type on the front of the car will not be permitted.
- L. Coil over shocks optional on rear end of car with 5" springs only.
- M. Only one shock per wheel will be permitted. Lay down shocks less than 12" (twelve inches) away from brake rotor will not be permitted. Additional shocks in other locations will be permitted.
- N. Shock Claim RULE \$100.00 per shock. Driver, car owner and/or Promoter race series can claim shock
 - a. **Approved 'A'-type Shock Absorbers:**
 - i. Pro Shocks- WB and SS Series
 - ii. Bilstein- AK and SG/SM Series
 - iii. AFCO - 1020-1034 Series, 1273-1295 Series, 1473-1497 Series
 - iv. Integra 421 Series,
 - b. **Approved 'B'-type Shock Absorbers:**
 - i. Pro Shocks- TA Series
 - ii. Bilstein - SUSZ Series
 - iii. AFCO -1000 Series, 19 Series, 24 Series, 74 Series
 - iv. FOX - 983-97-507, 983- 97-509
- P One steel, non-adjustable, unaltered shock per wheel only. All shocks must completely Collapse at any time. No external or internal bumpers or stops. No bulb-type, threaded body, AGR, or remote reservoir shocks. No

Schrader valves or bladder type valve allowed. Rules committee reserves the right to allow or disallow any shocks at their discretion. It is the responsibility of the racer to receive approval for any questionable shock used in competition

15.10.2 – Brakes

- A. All cars must be equipped with a working braking system on all four wheels and all four wheels must be able to stop/brake all times.
- B. Only magnetic steel rotors will be permitted. Carbon fiber and/or aluminum rotors will not be permitted. Drilling, lightening and/or any alteration to the brake rotors or calipers will not be permitted.
- C. Only stock O.E.M. calipers will be permitted.
- D. Only stock O.E.M. rotors will be permitted. Single disc brake rotors or scalloped rotors will not be permitted. Floating brake systems of any type will not be permitted.

15.11– Tires

- A. This rule may be amended by a bulletin.
- B. The DIRTcar only approved tires are the **Hoosier M-30 and M-60** compounds in the DIRTcar plated tire 26.5/8.0/15 or 27.5/8.0/15. The maximum width of the tire will be 9" inches.
- C. **The M-60 may be used as a right rear option tire.**
- D. **NO GROOVING allowed.**
- E. **Siping permitted.**
- F. **The A-40s and the H-40 are no longer manufactured. Track option to allow for a burn up period, if any.**
- G. Recapping of an approved tire is not permitted.
- H. Any local track and/or DIRTcar official can confiscate any tire at any time and during any DIRTcar event to be evaluated and analyzed including verification using a tire durometer
- I. Tires may also be submitted for further chemical analysis.
- J. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted.
- K. Any alteration of tires may result in immediate suspension from all DIRTcar racetracks and/or events and/or penalties deemed appropriate by local track and/or DIRTcar and/or World Racing Group Supervisory Officials.
- L. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted.
- M. Bead locks will be permitted on the right side only.
- N. **Wheel discs shall be fastened to the wheel using a minimum of three (3)- 5/16 inch or (3) ¼ inch diameter magnetic steel hex head bolts.**
- O. **The use of wheel discs with any other type of fastener will not be permitted.**
- P. **As an option a wheel cover with minimum of (5) five steel Zeus fasteners mounting points may be approved.**
- Q. Only 8-inch DIRTcar approved and labeled racing wheels will be permitted.
- R. Wheel Spacers should not exceed diameter of drive plate. Must be steel or aluminum.
- S. All wheels must be conventional one-piece magnetic steel and must be mounted with lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted.
- T. All wheels must be fastened to the hub with five lug nuts.
- U. **Approved fastening (nut assembly) systems:**
 - a. **Keyser Manufacturing, part #100 7-101.**
 - b. **Wehrs Manufacturing Part# WM377A-312 Aluminum 5/16 / WM377S-312 Steel 5/16**
 - c. **Triple X Chassis Part# SC-WH-7810(for a 1" spring) / SC-WH-7820(for a 1 3/8" spring)**
 - d. **Pit Stop USA Part #:**
 - e. **Smith Precision Products Part# MC-516-18**

15.12 – Personal Protection Equipment (see General Specifications – Section 3.0)

Note: Industry approved requirements in the Personal Protection Equipment will begin to be introduced into all divisions. When upgrading or purchasing new please consider the future requirements.

15.13 – Roll Cage

- A. All cars must have a roll cage. The roll cage must be approved prior to competition and it must be welded to the frame. The driver's head must not protrude above the top of the roll cage with the driver's helmet on. The top of the roll cage must extend above the top of the driver's helmet by a minimum of one (1) inch. The entire roll cage and all roll bar pieces must be fabricated from magnetic steel a minimum of .095" in thickness.
- B. The driver side door bars must be parallel to the ground and located perpendicular to the driver. The side bars must be welded to the front and rear of the roll cage. No brazing or soldering is permitted. The door bars must have a minimum thickness of .095" and must have a minimum of 1-1/2" diameter. On the driver's side there will be a minimum of three (3) door bars.
- C. Foot protection is mandatory. One piece of magnetic steel tubing, a minimum .095" in thickness, must be fastened and/or welded across the back of the engine with vertical tubing a minimum of .095" thick.
- D. The door side roll bars are mandatory and must extend into the door panels.
- E. The roll cage must consist of continuous hoops that are no less than 1-1/2" in diameter and must a minimum thickness of .095".
- F. The roll cage must be mounted securely (welded) to the frame in a minimum of 6 (six) places.
- G. The roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides and/or side hoops. Roll cage must be securely supported and braced. Gussets to brace any portion of the roll cage will be permitted.

15.14 – Electronic Devices & Traction Control

- A. All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling accelerator or rotation of wheel will not be permitted.
- B. All traction control devices utilizing wheel sensors and/or any means of measuring ground speed to control wheel spin will not be permitted.
- C. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls will not be permitted in cockpit or driver accessible areas.
- D. Adjustable restrictor plates will not be permitted.
- E. Any remotely controlled components inside or outside the cockpit of any competitor's racecar will not be permitted.
- F. Radios or devices for transmitting voice or data will not be permitted, either in the racecar or on anyone connected with the car.
- G. The uses of pit boards or colored flashlights are prohibited

15.15 – Series Decals and Patches

- A. All participants shall display required decals as provided on decal verification sheet to be allowed to compete.
- B. Series Decal on both side of the car is mandatory, Drivers series patch mandatory to receive point fund distribution.
- C. To receive any contingency sponsorship awards, team must meet the requirements of the award such as: decals, patches, product use, product verification.

18.0 – Claim Forms

2018 DIRTcar Racing Pro Modified Shock Claim Form

Date: _____

Track: _____

Car number of car being claimed: _____

Claiming car number: _____

Claiming DIRTcar Member: _____

DIRTcar Membership #: _____

Position of shock: LF – RF – LR – RR (Circle shock/shocks being claimed)

\$100.00 in cash for each shock being claimed must be presented with this form to Speedway designated representative previous to start of feature event.

Number of shocks being claimed: _____

Total amount of claim: _____

At conclusion of event claimed shock/shocks must be presented to designated Speedway Official at the time and place requested.

Speedway Officials will validate the proper filing and results according to **Section, 15.7 – Suspension** in the 2018 DIRTcar Pro Modified rules and announce the results of the claim.

Speedway Official processing claim: _____

Results: _____