



# ***UMP WEST DIRT MODIFIED RULES***

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## SECTION I. GENERAL RULES

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. These rules shall govern the condition of all 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 publications 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 restrictions that in his opinion do 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. UMP West, Inc., rules shall apply at all participating UMP WEST tracks regardless of whether the race night is a designated UMP WEST race or not.
2. UMP WEST and Track Officials shall have responsibility for rules and regulation enforcement at weekly UMP WEST events. At the discretion of officials in charge, any competitor may be disqualified for rule violations, hazardous equipment, or hazardous actions.
3. All modified cars are subject to an inspection at any time. UMP WEST Tech Team reserves the right to disqualify any modified driver from competition or disqualify any car from competition.
4. Approval of a vehicle by the UMP WEST Tech Team shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound or safe. Be it further declared that the inspector(s) shall not be liable, nor shall the UMP WEST, for any mechanical failure, nor for any losses, injuries or death resulting from same.
5. Any unsportsmanlike conduct by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by the officials. Drivers are responsible for the conduct and actions of their crew members.
6. Drivers will be paid all monies and must furnish tracks and UMP WEST with their valid Social Security Number. Failure to furnish valid Social Security Number, or furnishing false Social Security Number, could result in \$100 fine.
7. Absolutely NO alcoholic beverages will be consumed by drivers or their pit crews prior to, or while competing in, any UMP WEST event. Use, distribution, or sale of illegal drugs at any time shall be cause for immediate, indefinite suspension.
8. Minimum age requirements are determined at individual Barnett H-D Series Tracks in accordance with their insurance requirements. Drivers younger than 18 years of age must have a signed and notarized parental consent form by parent or legal guardian and said document must be in the hands of the track official before participation of

said individual will be allowed. The officials may require participant to undergo physical examination before said individual is allowed to compete. UMP WEST Tracks will provide copies of parental consent forms to UMP WEST.

9. Except in rare instances, decisions of officials are final and binding without exception. In some cases, track procedural or safety rules may take precedence over UMP WEST rules - any discrepancy between UMP WEST and track rules should be brought to the attention of UMP WEST.

10. The driver shall be the sole spokesperson for car owner and pit crew in any and all matters pertaining to the race and the driver only shall take part in any arbitration with the officials in charge.

11. No modified driver shall subject any official to abuse or improper language at any time.

12. It shall be the responsibility of the driver and crew to tear down a car for inspection when requested to do so by officials. Failure to comply will result in disqualification and forfeiture of prize money and points.

13. All disputes developing as a result of local track rules must be settled at the track.

14. All cars are required to pack the track or start their heat race scratch. UMP WEST Tech Team for the night does not have to pack the track. If a car is randomly chosen for a pre-race tech, they are not exempt from packing requirement; however, if tech interferes with mud packing duties, that car will not be penalized.

15. Protest: Protest may be made by presenting a \$50 protest fee to a member of the UMP WEST Tech Team. Winner of the protest will keep \$40 and \$10 will go to the UMP WEST.

16. Retaliation Penalties: Retaliation will not be allowed. It will be the tracks responsibility to control and discipline drivers. The UMP WEST will stand behind reasonable penalties that the tracks arrive at or, if they request, we will help establish guidelines at a track.

17. Peer Review: Any driver shall be subject to counseling by UMP WEST Officers for driving issues or inappropriate actions, i.e., "ranting" to other drivers. Repetitive complaints will be reviewed. Members are encouraged to bring any concerns to the attention of UMP WEST Officers. [TableofContents](#)

## **SECTION II. UMP WEST MEMBERSHIP**

1. Full Membership dues, required for all drivers, are \$65 per year which includes voting privileges, one ticket to year-end banquet, subscription to monthly newsletter, and allows for eligibility to participate in UMP WEST Payout. Valid membership is from the date payment is received until the third Wednesday in January of the subsequent year in order to allow for election of new officers at the beginning of a new year.

Membership dues purchased in October through December of a particular year will be good for the following year.

### **SECTION III. UMP WEST REQUIREMENTS**

In order to be eligible for series points fund at year end, driver must:

1. Be a current Full Member of the UMP WEST.
2. If UMP WEST Tech Team is utilized at drivers' hometown track, drivers must serve one night as guest tech with the UMP WEST Tech Team at any UMP WEST race.
3. Display the UMP WEST sticker on the right hand side sail panel of the car for the entire season.
4. Run any other contingency sponsor stickers as required.
5. Drivers may use their best 20 finishes from any participating series track towards their top performer series points. The UMP WEST will determine the UMP WEST National Champion for 2008.
6. UMP WEST points races will begin January 1<sup>st</sup> and end at the last race in September of any given year. Track championship points for all participating UMP WEST tracks will be designated based on individual tracks' yearly schedules. Series race dates are identified as the races at UMP WEST tracks and are to be identified at the beginning of the season. Rainouts and cancelled races will not be rescheduled. Promoters may run special events with variations to the car rules, but these would not count as points events. [TableofContents](#)

### **SECTION IV. RACE PROCEDURE**

**The following procedures are UMP WEST recommended, but not mandatory. A promoter or track may use different procedures if better suited for their personnel, racers, track, etc. Tracks must notify the UMP WEST of variations to procedure.**

1. The number of cars starting a race shall be determined by the track officials and shall be determined by the type of the event, the width, length and condition of the track.
2. Any driver not ready to compete when called may be sent to the rear of the starting line-up.

3. Cars requiring pushing to get started, either in staging or during a race on the track, will start scratch or go to the back of the pack. After entering the track, if re-entry is allowed under yellow, any car leaving the track for any reason must tag the back.
4. Once a race is started on a preliminary line-up lap, repositioning of cars not in position shall be at the discretion of officials.
5. A race may be stopped at the discretion of starters (flag personnel) or other officials at any time they consider it dangerous to continue, but only an official has the right to stop a race and no driver, car owner, pit man or mechanic may use the starter's flags for the purpose of signaling the competitors.
6. Restarts after one completed lap will be single file, nose to tail, in-line, no passing until the cone is passed. A cone will be placed on the back straight or the best area at each track. Drivers passing before the cone will be scored two positions back per incident.
7. No car is to receive assistance after the white flag is displayed and all finishes must be made under the car's own power or momentum.
8. No person shall be allowed on the track during a race except the starter and race officials.
9. Cars involved in a wreck go to the back. "Involved" is defined as follows: Any car making contact and/or stopping on the track, and a car that was the "cause of the yellow" whether or not that car stops. Cars making minimal contact while trying to avoid the wreck, which do not stop on the track, will not be considered involved. If two cars have inadvertent close contact and one car spins, the spun car will go to the back. In multi-car pile ups, all cars involved go to the back.
10. Modified class does not race to the yellow. Line-up reverts back to the last completed lap.
11. Any car charged with causing two yellow flags will be black flagged from the race.
12. Promoters may request variance from individual race procedures in writing. Requests, if approved, will be granted in writing and published to members.

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## **SECTION V. POINTS**

1. Weekly "A" Feature win is 40 points, with each subsequent position worth one point less. This makes the 24th spot in the feature worth 17 points. Should any track start more than 24 cars in the feature, all positions from 24th on back receive 17 points. When a track runs "B" feature(s), the first non-transferring driver receives 16 points and each subsequent position, back to sixth spot, receives one less point per position. Sixth and each position on back in the "B- feature(s) receives 11 points. This applies to all "B"

features, if more than one are run per night. Any driver not qualifying for an "A" or "B" feature (by the fact of not having run a heat race) receives five show-up points.

2. Should a driver qualify for a "B" feature or the "A" feature and not be able to make the field due to mechanical or other difficulties, driver will be scored in last position of the race qualified for, and receive points accordingly. (It is up to the track whether his vacated position will be filled in the feature by the next qualified driver.)

3. A driver black flagged for mechanical failure will be scored in the appropriate position for payout and points, based on when they left the track. The same rule applies for a car black flagged for causing two yellows.

4. The driver is qualified and receives points, not the car. No car changes will be made at any time without previous notification of officials. All changes must be made in the pits only, at the discretion of officials. The driver will then line up in the scratch position. [\[SL1\]](#) Any driver wishing to change cars must be qualified to compete in the race for which he/she is changing cars, and must start that race at the rear of the field. Once a driver has changed to another car, he/she must finish the program in that car. Driver may change to any UMP WEST legal car. If a driver gives up his car for another driver to use, the first driver cannot race that car the rest of the night.

5. A disqualified driver will not receive points or money for the night and is not counted as having been in attendance for the night. Rough driving, unsportsmanlike conduct, and failure to tear down for inspection are some of the reasons for disqualification.

6. If there are less than 20 entries, for each car less, one point fewer than normal is awarded for feature finish (i.e. nineteen cars, 39 points for win; eighteen cars, 38 points, etc.).

7. Ties at series end: Should two or more drivers have the same point totals at series end, the number of weekly sanctioned feature wins will be the tie-breaker, then second-place finishes, etc.

8. There are no double feature nights or double point nights allowed. A program is not considered a rain-out unless heat races have been completed. Anyone in attendance at a rained out race will receive 5 show-up points. Races that are cancelled completely receive no points at all. [TableofContents](#)

## **SECTION VI. LINE-UP PROCEDURES**

1. First night, all drivers draw for heats. Qualifiers may redraw for starting positions OR line up heads up by heat finish; method of line up for qualifiers must be announced at pit meeting. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2a. From second night on, heat races are lined up by track season point average, stagger inverted, lowest point average to front, highest point average to rear. For example, in filling three heat races:

Car 1 is the Lowest Points Average Car and is pole in Heat 1

Car 2 the Next Points Average Car is pole in Heat 2

Car 3 is pole in Heat 3

Car 4 is 1st row outside Heat 1

Car 5 is 1st row outside Heat 2

Car 6 is 1st row outside Heat 3, etc.

New drivers carrying no point average start at the tail. (Should there be two or more drivers with no average or same point average, then a drawing should be held between those drivers for their lineup position.) Average is figured by driver's track point total divided by the number of times he/she has competed at track.

2b. Once a driver has started a heat race (green flag) they will be scored in that heat. Driver may not switch heat races once they have started in a heat race. If you have a flat, wreck or mechanical failure, you must take whatever place that puts you in for the next qualifying race or A main. If a driver has not started a heat race and has a mechanical problem, they may switch to the last heat race and start scratch. The same rule would apply for multiple B mains. If you cannot start your B main you can move to the last B main, scratch.

3. "B" mains will line-up straight up from the heats with the highest finishing non-qualifiers to the front.

4. When one heat race is run, top five qualifiers will be inverted for feature lineup according to track season point average. When two or five heat races are run, the top 10 qualifiers will be inverted for feature lineup according to season track point average. When three, four or six heats are run, the top 12 qualifiers will be inverted for feature according to season point average. Remainder of "A" feature is lined up straight up from heats and/or B features.

5. A driver that qualifies but does not have a point average shall be lined up in the last invert position.

6. If a driver is absent for two consecutive events (excluding rainouts), upon his/her return shall be treated as a new car (rule #5) for the first week he/she returns. A driver who had been DQ'd for the night is treated as if he had not shown up for that night and the night is not counted towards their points average.

7. Drivers switching cars may do so as described in Section V, Para. 4, however, they will line up in scratch position.

9. Tracks have the option to run special races through the year with special line up procedures if requested in advance and approved by UMP WEST.

10. Track may have one program, other than opening night, where a draw-redraw system may be used for line up. Claim at these races will be same as opening night.

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## **SECTION VII. ENGINE CLAIMING RULES**

1. \$500 and swap on first place main event winner only. Claim is in effect only during the regular season at UMP West points paying events. \$25 of this will go to wrecker for pulling engine.

2. Claim does not include --- flywheel, clutch, pressure plate, bell housing, headers, carburetor, starter, motor mounts, sending units and switches for oil pressure and water temperature, carburetor adapter, fan and pulleys, clutch ball, clutch arm, throw out bearing, dip stick, water pump, fuel pump, distributor, plug wires, external oil restrictors (must furnish plugs), water outlet and restrictor, valve cover breathers.

3. First place finisher must report directly to claim area and is subject to engine claim by any other driver in feature that has not been lapped. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction (engine is still claimable). Driver allowed one claim ONLY per event, regardless of outcome of that claim. In case of multiple claims on same engine, a drawing will be held to determine which driver gets the swap. Should the first eligible driver withdraw his claim, the next qualified driver will be allowed the engine swap.

4. Driver making claim must drive his race car immediately after finish of feature, under its own power, directly to claiming area. It is highly recommended that only involved drivers and officials be allowed in claiming area.

5. Claims must be made to the track or UMP WEST official immediately after end of feature race, and swapped engines must be completely removed within one hour from time claim is made and driver agrees to swap.

6. Claims must be made to the track or UMP WEST official, and \$500 cash must accompany declaration of intention to claim.

7. Only driver may claim engine and only driver may agree to sell or refuse to sell engine.

8. Refusal to sell forfeits all cash and contingency winnings for feature. Any driver refusing to sell engine loses points and monies for that night and must pay \$500 to UMP

WEST for track modified points fund before they can race again. His or her winnings will also go into the track modified points fund.

9. Once an engine claim has been made and accepted, the engines are not to be started, under any circumstances. The cars are to be pushed to the area where removal will take place. Any driver starting a claimed engine will be immediately disqualified from that event and will be suspended from all UMP WEST events until a \$500 fine is paid. All claimed engines must be removed from cars at the track.

10. The cylinder block may not be altered in such a way as to prevent it from being used in a stock application. Stock approved OEM components must be able to be immediately used in their stock location. Any sabotage discovered to a claimed engine will result in driver being suspended from competition for 30 calendar days *and* until \$1,000 cash fine is paid to UMP WEST. Drivers are to be held accountable for any sabotage discovered while pulling the engine, and will be responsible for any and all penalties as a result of any sabotage. The claim will be disallowed and the money returned to the claimer.

11. No driver may claim more than two engines during current calendar year.

12. Claim is in effect on opening night for all eligible drivers and driver must have been at track on opening night to be eligible to claim second night of season. Following that, no driver may claim unless he/she has competed at that track the two previous consecutive events.

13. No one driver may claim any other one driver more than once during current calendar year.

14. A disqualification will not affect a legal claim. The engine will be pulled and transferred prior to any penalties being assessed.

15. Unsportsmanlike conduct during the claim procedure, or while pulling the engine, will result in an immediate \$100 fine to the tracks modified points fund. [TableofContents](#)

## **SECTION VIII. CAR RULES**

### **1. ROLL CAGES**

(A) Must consist of continuous hoops not less than 1.666-inch outside diameter and must have a wall thickness of at least .095-inch. Low carbon, mild steel tubing is recommended.

(B) Must be frame-mounted in at least six places. No brazing or soldering allowed.

(C) Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on and

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.

(D) Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.

2. **DOOR BARS:** A minimum of three driver side door bars, at least 1.5-inch O.D., must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. The side bars must be welded to the front and rear of the roll cage members. Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled. Recommend steel door plates, 18 gauge or .049-inch minimum thickness metal. If installed, these will be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat. Steel door plates must be visible for inspection.

3. **SAFETY:** Helmets are required and must be Snell SA95, SA2000, or SA2005. Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection. Roll bar padding is required in driver compartment. Fire retardant padding recommended. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant gloves are required. Neck collar or head and neck restraint required. Fire retardant shoes are mandatory. Full-size (minimum 16"x20") driver-side window net, or arm restraints required. Window net to be mounted so latch is at top front of window. Five point safety belts, sub belt, shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Seat belts and shoulder harness recommended not being more than one year old. Aluminum high-back seats only. Seat must be mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail. Kill switch required within easy reach of driver. Switch must be clearly marked 'OFF' and 'ON'. 360-degree drive shaft loop required and must be constructed of at least quarter-inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint. Steel drive shafts and yokes only. Drive shaft must be painted white.

#### 4. **ELECTRONICS:**

(A) No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on cars. No digital gauges allowed on car. No electronic traction control devices allowed. No adjustable ignition control boxes allowed. Only one ignition box allowed on car. The only changes that can be made with ignition box is rev-1 limiter settings, and only one high-end setting is allowed. This setting can be changed through one chip only, or an internal setting inside the box. No timing retard controls allowed. No electronic traction control devices allowed, electronic or otherwise, penalty is a loss of all UMP WEST points for the season and a \$1,000 fine. Penalty must be paid to UMP WEST before driver is allowed to compete in another UMP WEST race.

(B) Ignition system may be claimed by any driver finishing the race on the lead lap or by the track promoter for \$500. Tach may be claimed for \$300. This includes the distributor and cap, coil and electronic control boxes, relays and modules that are wired into the ignition system. Any driver refusing to sell claimed ignition loses points and monies for that night, lose of all UMP WEST points for the season and must pay \$1000 fine to the UMP WEST for the track's UMP WEST point fund before driver is allowed to compete in another UMP WEST race at any Series Track.

5. **EXHAUST:** Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. All exhaust must go through headers. Mufflers may be required at some tracks. It is up to the track to state and enforce optional muffler rule. Each racer should inquire as to the muffler rule at the tracks they wish to compete at.

6. **FUEL SYSTEM:** Racing fuel cells required and must be mounted by at least two solid steel straps, two inches wide around cell. Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than six inches off the ground, protected by roll-cage tubing. Protective tubing must cover the rear and extend past both sides of fuel cell. Fuel cell must be a minimum of four inches ahead of rear bumper and no part of fuel cell shall be lower than protective tubing. All vents must have check valves. Fuel cells are limited to 32-gallon maximum capacity. Pick-up must not be underneath fuel cell. A limit of one standard fuel filter allowed between the fuel cell and carburetor.

7. **FUEL:** Fuel may be either gasoline or alcohol. NO Nitrous Oxide or pressurized fuel tanks. NO performance-enhancing fuel additives of any kind. Penalty will be same as engine claim refusal, loss of all UMP WEST points and a \$1,000 fine. One two-barrel or one four-barrel carburetor allowed; must be naturally aspirated. NO fuel injection; NO electric fuel pumps.

8. **BATTERIES:** One battery only, must be securely mounted and shielded. All vehicles must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to rear of that race.

9. **WEIGHT:** Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicles must be securely mounted and must be painted white and have the car number on it, and attached with at least two half-inch bolts. No titanium products, parts or components allowed anywhere on race car. No gun-drilled, tubular or hollow bolts or studs anywhere on car.

10. **CAR WEIGHT RULE:** Each UMP WEST track will have the option of using a minimum car weight rule. UMP WEST weight rule will be 2350 pounds with driver after race. This is an *optional* rule to be used and enforced at the discretion of each series track and UMP WEST members. [TableofContents](#)

11. **TIRES AND WHEELS:**

(A) D. O. T. approved McCreary American Racer tires, G-60 (KK704) with IMCA, KK704, or Short KK704 stamped on sidewall. No chemical additives, softening, conditioning, siping, grooving, or grinding to change the shape of tires allowed. De-glazing would be allowed if it does not lead to the above conditions. Tire grinding ok (MRW disk allowed) top of tire only, no contouring, rounding, grinding edges, top only. No re-caps allowed. Each track has the option to allow the use of the IMCA Hoosier tire along with the American Racer tire. All other tire rules in this section apply to the IMCA Hoosier.

(B) All wheels must be 8" wide steel wheels. No wide-five wheel adapters allowed. Aluminum or steel spacers allowed.

(C) Right side bead locks allowed front and rear. Wheel must be approved wheel prior to use as a bead lock wheel. External steel bead lock only and it cannot make the wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. Mud plugs allowed on LR inside, RR outside, and RF outside only. May weld three tabs, no more than two inches long, on wheel for mounting of mud cap. Bleeder valves are allowed.

12. **FRAMES:** No part of race car frame can be lower than four inches from the ground (exception is front cross member and oil pan).

(A) Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36 inches from center of rear end housing. No front clips or tube type allowed. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of frame rail.

(B) Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front cross member must remain full and intact where joined at the frame rails. Center of cross member may be notched for radiator and/or steering clearance only.

(C) No Jeep, Bronco (etc.) or four-wheel drive frames allowed. No sports car frames allowed. No front wheel drive allowed.

(D) Minimum wheelbase, 108 inches, both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire.

### 13. **SUSPENSION AND STEERING:**

(A) Front suspension must be unaltered approved OEM and be in stock location, and must be replaceable by stock parts. Outer tie rod end and adjustment sleeve may be replaced by a minimum .625-inch rod end and steel tube. Weight jack must be in original center line of spring. Stock passenger car spindles only; no fabricated spindles. Spindles can be ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A-frame). No offset lower control arm bushings. Tube-type upper A-frames allowed and can be moved. Aluminum or steel A arm cross shafts allowed. Front sway bar must be approved OEM.

No aluminum or fiberglass suspension or rear end parts allowed. Steering box must be steel approved OEM 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.

(B) Aluminum or steel coil over kits allowed on rear only.

(C) Rear of frame may be altered to accept leaf or coil springs; any coil spring must be at least 4.5 inches outside diameter. Steel springs only. No torsion bars allowed in rear. One coil and/or leaf spring per wheel.

(D) No devices allowed that would enable driver adjustments to alter wheelbase or for weight jacking while car is in competition. No air shocks or air bags allowed.

(E) One shock per wheel only. Additional shocks in other locations permissible. No covers on suspension parts except clear cover on slider and a shield to protect the shocks. Trailing arm mounting hole covers allowed. Schrader valves/fill port allowed, steel body only, aluminum cap ok, no adjustable shocks, no external reservoir/canisters. \$175 claim per shock winner only, same penalty as motor claim refusal.

14. **BRAKES:** Brakes must be operated on all four wheels during inspection. No brake shut-off *or pressure sensitive devices* allowed. Proportioning allowed, front to rear only. Brake lines must be outside frame rails and visible. No extra or unused brake lines allowed. Car may be asked to pass a 4-wheel skid test or rotor heat difference test. Front and rear lines may not go to the same master cylinder. Vented rotors only, front and rear, no scalloped rotors. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved OEM calipers, and they cannot be lightened. Minimum OEM dimensions must be maintained for hubs, rotors, and calipers. No titanium products, parts or components allowed anywhere on race car. No gun-drilled, tubular or hollow bolts or studs anywhere on car. [TableofContents](#)

15. **BODIES:**

(A) 1970 or newer American compact passenger car only, no panel vans or station wagons. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Mirrors not allowed. Must have a minimum of three windshield bars in front of driver. Cowl panel in front of driver can be no wider than cockpit and no farther back than the steering wheel.

(B) Firewall and floorboards are mandatory. Minimum .125-inch aluminum or 16 gauge or .060-inch steel, complete floor is recommended. All body parts should be recognizable as factory production vehicle. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as a factory production vehicle. All cars in competition must have a complete paint job, no reflective doors or quarter panels. Deck must

be the same width, front to rear, and parallel to the frame. Recommend that lower portion of drivers' compartment be reinforced with steel or heavy gauge aluminum at the driveshaft area and rear of seat.

(C) Original roof line of vehicle must be maintained. Must be fiberglass or aluminum full size roof. Rear roof stiffener no larger than ½" allowed and must turn down perpendicular to the ground. No wings, spoilers or any other ground effects are allowed anywhere outside or inside car except 5 inch rear spoiler and two inch nose fins. The rear spoiler will not exceed five (5) inches in height and not exceed five and one-half (5 1/2) inches of total material. The measurement will be from the deck to the top of the rear spoiler. The rear spoiler will be attached to the deck and will not exceed the width of the rear deck lid. A maximum of four (4) supports may be installed on the front of the spoiler (see diagram 3 at page 12). Sail panels must closely resemble examples shown on body diagram and be the same on both sides of car.

(D) All cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, be at least four inches thick and at least 20 inches high.

(E) Sponsors' names must not interfere with car numbers and must be neatly lettered.

(F) Engine compartment will remain open except for optional engine side panels; hood sides may have maximum four-inch drop and must be enclosed at rear of hood; maximum hood scoop height - six inches. Passenger side of deck must be no further forward than rear of block. Rear of bodies to be solid panel at least eight (8) inches high and include car number. No panel in front of right door to engine compartment. No inner panels. No car covers.

(G) Engine side panels will be allowed for decal purposes only. These may not extend past the back of engine block. Must run parallel with the body of the car, perpendicular to the ground, and must be easily removable for inspection at any time.

(H) Driver and passenger side windows must have at least 12-inch opening, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.

(I) Two nose fins, no larger than two (2) inches tall and no longer than the length of the nose will be allowed. Must be bent the same side to side.

(J) Door panels may extend past engine block; the top of the door will be even with the back of the block but may gradually slope down, up to eight (8) inches past the block at the bottom.

16. **TRANSMISSIONS:** Must have at least one gear forward and one reverse, plus a neutral position. With motor running and car in a still position, driver must be able to engage car in gear and move forward, then backward. OEM production type transmissions will be allowed - three speed, four speed and automatic. No five speed

transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shifter must be in stock location on transmissions manufactured after 1995.

(A) All manual gear-type transmissions must have a standard OEM case and must have a working disc-type or approved cone-type clutch inside explosion-proof steel bell housing.

(B) Automatic transmissions must remain in OEM stock appearing automatic case. Original bell housing must remain. Must have an approved scatter shield or blanket. Scatter shield may be constructed of quarter-inch by three-inch steel, 270 degrees around flex plate or flywheel.

(C) Internal clutch racing transmissions are allowed with any type of bell housing. Flywheel scatter shield suggested on aluminum bell housings. [TableofContents](#)

17. **BUMPERS:** Center of top bumper bar, front and rear, must be 18 inches, plus or minus two inches, from ground.

(A) Steel bumpers 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-inch tubing and must be able to support car if lifted by wrecker.

(B) Rear bumper, steel nerf bars and bodies must not extend beyond width of rear tires, and must not contain any sharp edges. Rear bumper will be no more than two inches wider than body on each side. Rear Bumper must protect fuel cell and line up with front bumpers.

(C) Rear bumper must resemble one of three configurations: (1) Straight bumpers can be no wider than five inches outside each frame rail, (2) If the bumper is wider than that it must be bent forward on the ends at a 90-degree angle. (3) A bumper constructed in a loop design.

(D) Front bumpers will be 6.5 inches apart from top to bottom.

18. **REAR END:** Any approved OEM passenger car type or truck rear end may be used.

(A) No aluminum allowed, except lowering blocks, axle cap, and drive flange. A one-inch inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear ends only. Steel axles only.

(B) Quick-Change Rear ends allowed/optional – must have steel tubes, hubs, suspension mounts, etc... no titanium anywhere. No cambered rear ends, one piece drive flange only.

(C) No electronic or mechanical traction control devices allowed. Penalty is loss of points and \$1,000 fine payable to UMP WEST.

19. **ENGINES:** No aluminum heads or blocks! GM to use 23 deg valve angle heads only. Heads can be angle milled.

(A) Any American make engine may be used as long as rear of engine (bell housing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within two inches of centerline of front cross member. Engine height minimum will be 11 inches from ground to front center of crankshaft.

(B) All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine or on front or rear of camshaft. NO magnetos.

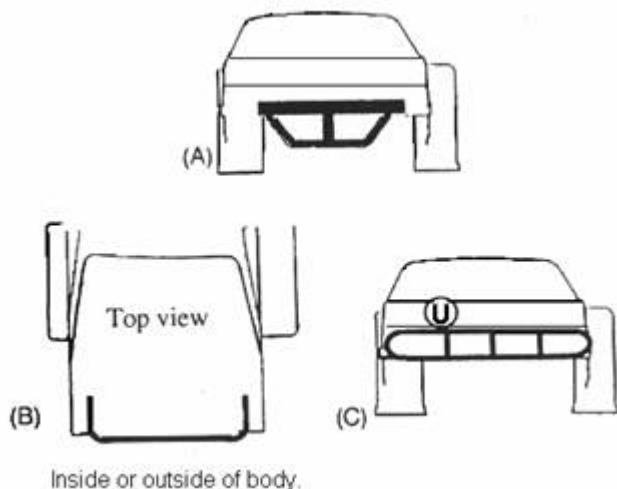
(C) No total 'dry sump' systems allowed. 'Wet' system must be operative and will go with engine if claimed. Oil coolers must not protrude above interior. Recommend accumulators not be mounted between driver and left-side door.

(D) Cooling system 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.

## 20. EXCEPTIONS:

Anything deemed not within the spirit of the rules by the Tech Team or Rules Committee will not be allowed.

DIAGRAM 1: REAR BUMPER must resemble one of the following designs (A) Solid bumper of square or round tubing, no wider than five inches outside each rear frame rail. (B) If rear bumper is wider than five inches outside rear frame rails, it must be capped, with no sharp edges, and bent forward on the ends at a 90 degree angle. (C) A bumper constructed in a loop design. [TableofContents](#)



TABLE

ITEM	MAXIMUM	MINIMUM	NOTES
A	---	108"	
B	38"		From ground to top of deck.
C	46"	34"	
D	120"	106"	
E		72"	
F	30"	22"	
G	4" hood drop, 3" rake maximum.		
H	18"	12"	Opening on both sides.
I	6"		
J	66"	53"	<u>Deck</u> must be same front to back.
K	52"	44"	
L	56"	41"	
M	Both rear tires must be partially outside body and nerf bar and visible from the top. <u>Doors and quarters may flare out partially past the tires.</u>		
N	Driver's compartment must be totally sealed from engine & race track.		
O	Interior slope is six inches front to rear and flat across. If you stay flat the front half of interior, you have used up 50% of your six-inches, so from behind driver to rear you may only use three inches. Top of the Interior must be flush with top of door and quarter panels. An optional escape hatch right side may be used, by bringing the metal from top of right door down to the driver's compartment to provide a 12-inch opening. If this hatch has more than a two inch drop, the front and rear of hatch must be 90 angle to the interior. If less than two inch drop, front and rear can be at 45 angle to interior.		
P	Nose piece <u>no wider</u> than frame horns and no further back than radiator.		
Q	20"		
R	6" Max on skirts	May be plastic. Must maintain 3" of ground clearance on body, 4" on frame.	
S	5"	Five Inch maximum at rear of car <u>and may attach to spoiler.</u> Must have gradual slope from roof to this point.	
T	Top of door must be no farther forward than motorplate. Can extend past motor plate in a gradual slope no farther than eight (8) inches.		
U		8" minimum, 90 Angle.	Rear panel must be solid and attach to deck and extend to quarter panels and be securely fastened.

\* With level must have no more than 2" clearance at rear of roof and 5" at front.

DIAGRAM 2: MAIN BODY. [TableofContents](#)

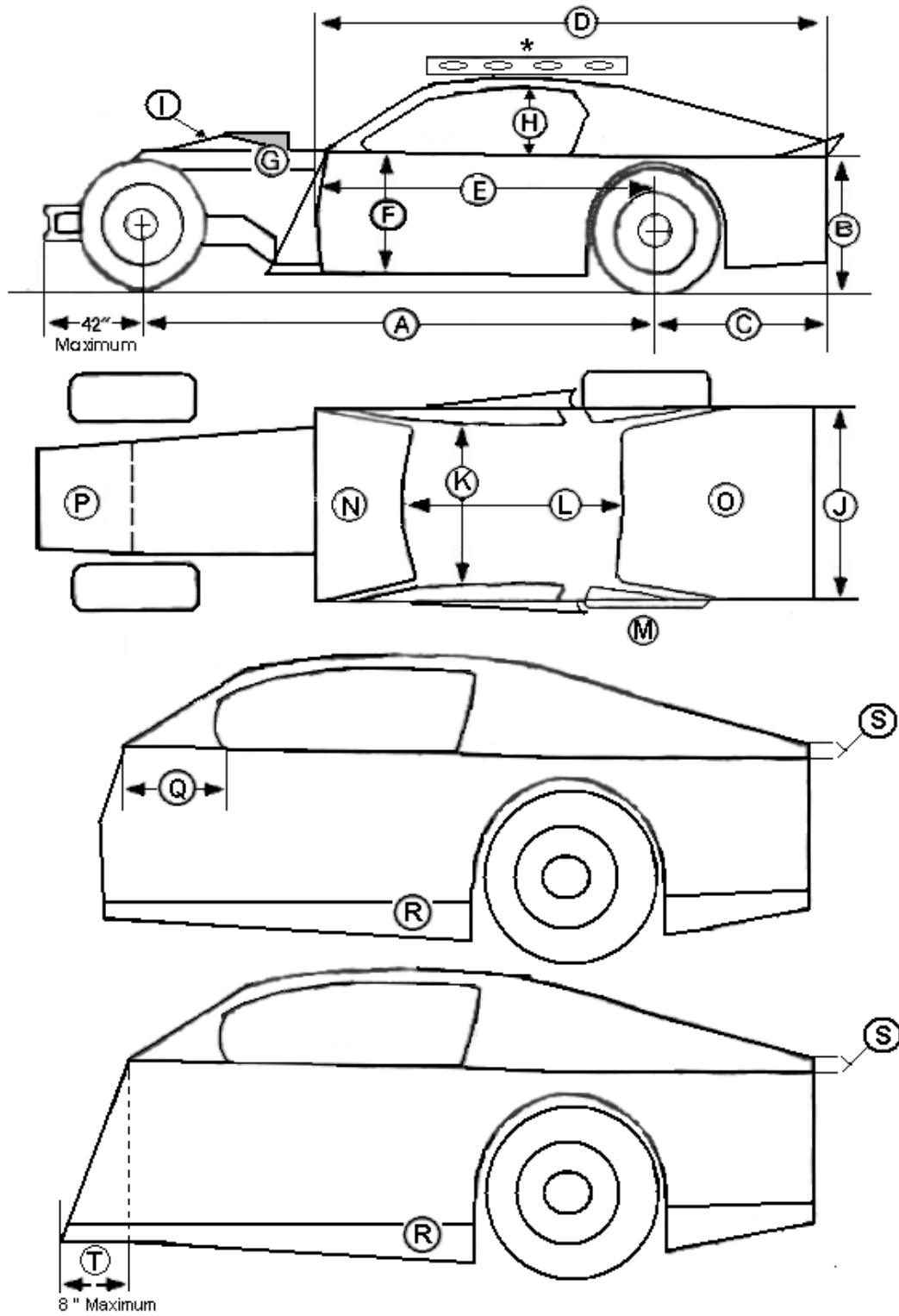


DIAGRAM 3: SPOILER SUPPORTS AND SPOILER UPRIGHT (Side view)

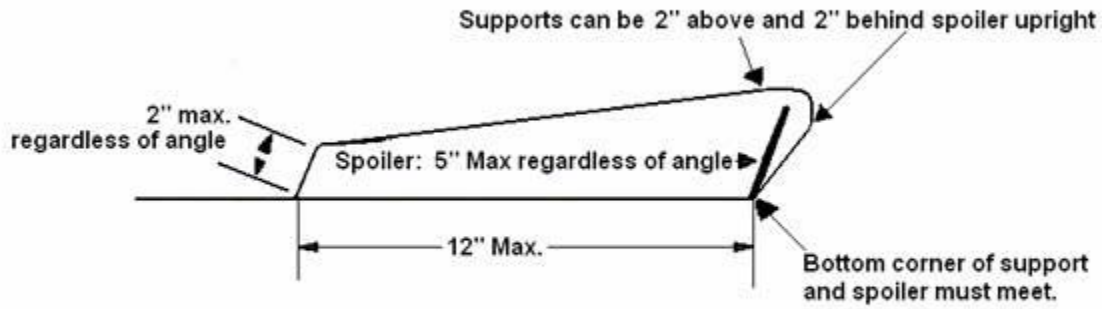


DIAGRAM 4: SAIL PANELS. The sail panels must be the same on both sides of body. [TableofContents](#)

