



2018 UMP DIRTcar Modified Rules

TO ALL COMPETITORS/PARTICIPANTS

- ❖ Under the guideline of the 2018 DIRTcar UMP Modified rules any and/or rules and as stated in the 2018 DIRTcar Rule Book, all DIRTcar rules applies to all divisions, except in instances where any local track rules, pertaining to any item are listed in the local track rules, whether that is in the technical components and/or the racing procedures and/or overall rules that are administered by the local track officials and management. In those instances, and where applicable, the local track rules shall prevail.
- ❖ The 2018 DIRTcar UMP 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 Modified rules. All amendments supersede any previous rules regarding any technical article and/or aspect.
- ❖ Under the guideline of the 2018 DIRTcar UMP 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 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. Any American made push-rod type engine will be permitted as long as the rear of the engine bell housing flange is mounted at least 72"-inches forward from the center of the rear axle. The engine offset must remain within two (2") inches of the centerline from the cross member. The minimum engine height when measured from the ground to the center of the crankshaft is 11" inches. Other engines of the push-rod type that meet this criteria may be approved for competition.
- B. All engines used in competition must be able to be used in a conventional passenger car without alteration. Alteration of motor mounts will not be permitted. Alteration of the castings and/or fittings will not be permitted. Any machine work on the outside of the engine or machine work on the front or rear of the crankshaft will not be permitted.
- C. Aluminum blocks will not be permitted.
- D. Magnetos will not be permitted.
- E. Wet sump oiling systems must be operative and will go with a claim by DIRTcar officials. Overall dry sump systems will not be permitted.
- F. Alteration to the cooling system will be permitted. If alterations to the cooling system are made the stock-appearing hood line must be maintained.
- G. The battery must be securely mounted and shielded. The battery must not be mounted inside the driver's cockpit.
- H. **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.**
- I. Local track rules will prevail when decibel and/or muffler rules.
- J. One two or four-barrel carburetor is required.
- K. The engine must be a normally aspirated configuration.
- L. Fuel injection systems or electric fuel pumps will not be permitted.