

Modified Rules



2018

Revised 3-14-18

OPEN WHEEL

MODIFIED

RULES & REGULATIONS

AMRA

1-336-970-9251

Website: www.armamodified.com

Modified Rules

DISCLAIMER AND WAIVER OF LIABILITY

The following rules are for the AMRA Open Wheel Modified division. Interpretation of, or amendment to, these rules may be made at any time in the interest of fair competition. The rules and 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 licensees are deemed to have complied with these rules and regulations. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants and/or others involved. AMRA does not warrant or guarantee, in any way, the safety or fitness of any race car. This is a dangerous sport. You are risking your life by participating in any fashion. The AMRA and its officers, representatives, officials, promoters, members, and/or sponsors will not be held responsible or liable for injury or death.

GENERAL RULES

1. AMRA race rules and regulations shall apply at all AMRA sanctioned events.
2. AMRA officials shall have full authority over race cars at AMRA sanctioned events. At the discretion of the AMRA official(s) in charge, any competitor may be disqualified for rules violations, or hazardous equipment, or hazardous actions.
3. All AMRA vehicles are subject to inspection by an AMRA official at any time. The driver is required to bring the car to the official area in order to be allowed to participate. Only under extreme conditions will AMRA officials inspect cars in their own pit. Approval of an AMRA participant's race vehicles; or other equipment; by an AMRA official inspector shall mean only that the vehicle is approved for participation in a competitive event; and shall not be construed in any way to mean, or imply that the inspected AMRA vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that AMRA: and AMRA officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.
4. All AMRA members will be expected to display prominently on their cars the AMRA sponsor decals given to them when they register their car. If you need additional packets throughout the year, contact the AMRA office. Those that choose not to run the decals are subject to being penalized and will may not be awarded inspection points. Every AMRA competitor is asked to display the following major sponsor decals on both sides of the car either on the front fender, rear fender, sail panel and/or under the numbers but above the bottom trim. The following are the major sponsors: Octane AMRA, Hoosier, Robert and Sons Aluminum and Sunoco Race Fuels. The decal spec must be the size, shape and colors as provided by the sponsor/m manufacturer, this includes any decals incorporated in any "wraps". AMRA highly recommends all competitors display and support the decals of those that support the AMRA. AMRA will award 2 of the 5 inspection points each night for the presentation of these sponsor decals. In the case AMRA obtains additional major sponsorship AMRA reserves the right to request every competitor display the sponsor's decal using the same protocol.
5. No type of radio communications are allowed except for Receivers or Nitro Bee Race Receivers when they are required.

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6. Any unsportsman like conduct by a driver, car owner, pit crew member, agent, etc., shall be grounds for disqualification and/or punitive action; including, but not limited to any and/or all or a combination thereof: probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money; which shall be determined by the AMRA. AMRA drivers are responsible for the conduct and actions of their car owners, crew members, agents, etc. Failure to furnish a Social Security Number (SSN) or providing a false Social Security Number when requested as part of what is required by the I.R.S. will result in the same penalties provided for above.

7. If you are competing in the Modified Class, you are not permitted to drive in the Sport Modified Class for that racing event or night.

8. Absolutely no alcoholic beverages will be consumed by drivers or their pit crews prior to, or during a sanctioned event. The use, distribution, or sale of illegal drugs at any time can be cause for immediate, indefinite suspension. AMRA has the right to do a random Drug screening at any time. Anyone found guilty will be handed over to authorities.

9. Drivers under age 18 years of age must have a signed and notarized parental consent form signed by a parent or legal guardian. Said document shall be in the possession of the AMRA office and the race track before participation of said individual will be allowed. Track insurance regulations hold precedence in regards to minimum competition age. AMRA may require participants to undergo a physical examination before an individual is allowed to compete in AMRA sanctioned events. All drivers MUST have an AMRA competition license and be in good standing with AMRA in order to compete.

Any participant not having an annual competition license MUST obtain a temporary license in order to compete in any AMRA event. Temporary license is good for one (1) event only. Maximum of three temporary licenses at \$25.00 each which will be applied to a membership/licenses or you can pay a onetime membership/license fee of \$75.00.

ROLL CAGES:

I. (A) Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095" inches.

(B) Must be frame mounted in at least six (6) places.

(C) Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

(D) Low carbon, mild steel D.O.M. tubing is recommended. No brazing or soldering allowed.

(E) Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.

(F) No brace bars forward of cage may be higher than stock hood height.

(G) Chassis must have a drive shaft hoop. See rule no.20.

(H) (A) Driver doors must be as parallel with the ground as possible, and located perpendicular to

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the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.

Door bars must be .095 inch thickness; must have a minimum of (3) three bars at least 1 1/2 inch in diameter. Driver door bars must be plated on the outside, with a minimum 1/8 inch steel or aluminum plate. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post. Steel is to be welded, aluminum is to be bolted with a minimum of 3/8 inch diameter steel bolts. Plate must be visible for inspection.

(I) The door bars must be welded to the front and rear of the rollcage.

(J) No brazing or soldering allowed on any of the chassis/frame components.

(K) Floor pans with a minimum of 20 gauge steel or minimum 1/8 inch thick aluminum plate may be used.

SAFETY EQUIPMENT

II. (A). Helmets are required and must meet a minimum standard rating of Snell SA2015 or SA2010. If no sticker is present AMRA must and will assume the helmet does not meet the required standards and the helmet will not be allowed. Helmet must accompany vehicle at time of inspection.

(B). SFI 3.2A/5 minimum rating approved full fire suits of a flame retardant material must be worn by all competitors at all times. Fire suit must be in good operable condition. Two-piece fire suits are allowed. Fire suits with holes in the suit, liquid oil/grease stains and/or do not fit properly are unsafe and AMRA Tech may determine the suit is not suitable for AMRA competition. Fire retardant gloves and shoes are highly recommended. Neck Braces are mandatory unless a Hans Style restraint system is being used.

(C). It is mandated that an on board fire system be on board. You may have a 5lb. or 10lb. system. Must be DOT / SFI approved. NO TOLERANCE. Fires Systems are good till manufacture specs.

We recommend

- Cylinders mounted forward of the fuel cell. Cylinders securely mounted to the frame/roll cage assembly. The certification label unobstructed and easily accessible for inspection when the mounting is complete.
- The cylinder connected to the nozzles with steel or steel reinforced lines.
- One (1) nozzle located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.

(D). Competition type seat belts required. **Lap belts, shoulder belts, and submarine belts** are required. No factory type seat belts may be used. Metal to metal buckles required on shoulder and seat belts. All belts must be **dated no more than three (3) years old**. If not dated, AMRA must and will assume the date has expired and they will not be allowed. The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. No sales receipt will be recognized. Example: If a car is inspected in May 2018, the seat belts can be dated no earlier than May 2015. Driver will be given one warning to get belts replaced before the next race. The second warning-- the belts **MUST** be replaced before the car will be allowed to participate in any further competition activities. Damaged belts will be required to be replaced regardless of the date tag on the belts.

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(E). Window nets are highly recommended.

(F). Neck Restraint Device - Head and Neck restraints are encouraged. A neck brace is the least required in 2017 and not be allowed on the track without it.

(G). Rock guards shall end at point perpendicular to the steering wheel.

TIRES

III. (A) Only tires which are recognized as approved by AMRA are allowed. Hoosier Racing Tires 2 ply E-Mod 26.5 & 27.5 x 8.0-15 in Soft, M100, M200, Medium, and Hard compounds. UMP tires 26.5 & 27.5x8-15 in the M30, & M60 compounds are the only legal sizes and compounds allowed.

(B) Grooving and Siping will be allowed.

(C) 27.5 x 8 – 15 UMP M30 or M60 and/or the 27.5x8x15 Hoosier Medium 100, Medium 200, Medium or Hard required on the Right Rear Corner only

(D) No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or nonhazardous components or chemicals which alter the factory set baseline settings of a given tire.

If caught chemically altering ANY tires the following will apply:

- 1st offense: Any driver with ANY treated tires will be DQ for the night and lose all AMRA points. You will also be on a 6 month probation.
- 2nd offense: You will be suspended from all AMRA tracks or sanctioned Events for 6 months and fined \$1,000.00. (Fine will have to be paid in order to participate in any AMRA. / Sanctioned event.)
- 3rd offense: Barred for life with no possible way to run at any AMRA sanctioned event.
- ** Note months / years will be measured according to AMRA racing season point months.

Driver/Car Owner or Track Official that wants to protest a tire: Tire protest fee is \$175 per tire. Anyone wishing to dispute a tire can (a) provide AMRA with \$175 CASH (lab fees). The samples will then be sent to the lab. If the lab determines that the tire has been altered from its original composition, the racer forfeits the event purse and points. Should the tire be determined to be legal and within original factory composition the driver in question will be awarded his purse and points from event in question. Lab results are final. Driver/ Car owners' car must be on the same lead lap.

WHEELS

IV. (A) Eight (8) inch steel wheels only. One (1) inch tolerance for bead locks.

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(B) Bead locking devices allowed on the right side wheel only.

(C) Mud plugs allowed on all wheels. Any mud plug other than foam must be securely mounted to the wheel. AMRA Official will determine if the mud plug is securely mounted. If using a cover we recommend using plastic covers.

FRAMES

V. (A) Factory production complete, full, 1950 or newer parallel American passenger car frames only. No tube type-front clips allowed.

(B) **Frames may not be widened or narrowed and must be able to support roll cage on both sides.** Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. 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. Minimum frame height, and body height, must be four (4) inches from the ground.

(C) No Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.

(D) Minimum wheelbase is 108", both sides. NO TOLERANCE.

(E) Maximum overall track width, front or rear, shall not exceed 78" at the widest point; measured outside tread to outside tread of the front tires at the top.

(F) Stock frame rail is required to extend back to the engine mid plate at a minimum. No modification to the stock frame behind the front tires.

SUSPENSION / STEERING

VI. (A) Front suspension and steering components must be O.E.M. as specified and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles or (3) three piece spindle allowed. No fabricated spindles. Aftermarket tube type lower control arms may be used. OEM stock lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). Steel bushings in lower control arms are acceptable. All front suspensions must comply with the 78" maximum track width.

(B) All cars are required to have a collapsible steering shaft unless you have a steering shaft with knuckles or joints that will break off.

(C). Tube type upper control arms are allowed and can be moved. Cross bar for upper control arm may be aluminum.

(D). No center steering. In cockpit steering may be modified to driver's taste, but must remain on the left side of car.

(E.) No rack and pinion steering. Steering box must be O.E.M. Steering box must remain within original bolt pattern of frame used.

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(F) O.E.M. Tie rod ends and adjustment sleeves may be replaced by a minimum .625 inch (5/8") rod end (heim joint) and steel or aluminum tube. **Stock OEM drag links only. All cars must have a stock OEM drag link with no alterations.**

(G) Any coil spring on car must be at least 4 1/2 inches outside diameter. Coil springs must be steel. Leaf springs may be steel or composite type. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only. No torsion bars allowed in rear.

(H) No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.

(I) One shock per wheel only ("Dummy" shock absorbers are still considered to be a shock). Lay down Shocks less than 12" (twelve inches) away from the brake rotor are not permitted. Additional shocks in other locations permissible.

(J) One (and only one) coil or leaf spring per wheel must be used. Coil springs must be manufactured from magnetic steel. Rear leaf springs (if used) may be either magnetic steel or an approved composite material. All coil springs must be a minimum of 5 (five) inches in diameter. Coil springs must be wound with all coils being the same O.D., I.D. from the top to the bottom of the spring. The coil spring wire diameter must be the same from the top to the bottom of the spring. Coil spacing must be equal. Round coil spring wire must be used. Coil springs with linear spring rates are the only coil springs permitted. Air springs are not permitted

(K) Front coil springs:

1. The top of the front coil spring must be closed end and ground flat.
2. The upper front coil spring mount must be flat and support the top of the spring 360 degrees.
3. The lower end of the front coil spring must be an open end with a maximum gap of 1/4 inch between the "tail" of the spring and the next coil.
4. The lower front coil spring mount may have a single step to prevent spring rotation and accommodate the open end of the spring. The step of the lower front coil spring mount must not exceed one (1) inch in height. The lower coil spring mount must be a welded integral component of the lower control arm. When installed the lower end of the front coil spring must be supported 360 degrees.

(L) Rear Coil Springs:

1. The top and bottom of the rear coil spring must be closed end and ground flat.
2. The upper and lower rear coil spring mounts must support the spring for 360 degrees.

(M) One (and only one) coil or leaf spring per wheel must be used. Actual Spring has to stay in contact in lower control arm insert or perch at 360 degrees. Spring must fit flat on the lower control arm at all times at 360 degrees. No ramp and or spring locator welded in lower control arm, should not exceed 1 inch. No adjustable Helix

(N) NO Remote reservoir shocks or Coil Over. Eliminator shocks are not permitted. Eliminators/Sliders cannot be converted to shocks. Coil over spring / shock units (or combination thereof) allowed on rear suspension only (this includes "lift bar"). No coilover spring / shock units allowed on front suspension.

~~(O)~~ Anything that is gassed is considered to be a shock. (Example: The gas charged chain drop dampeners.) It also makes a gas charged coil over eliminator illegal as well. No Air dumps or Air Shocks.

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We still only allow 1 shock per traction setup. No spring assisted chain drops. Chain drops can only have 1 rubber to dampen the movement. ~~One seal saver/rubber bump stop maximum 1/2" tall on the right front only.~~ You will be able to use bump stops no springs allowed. Revised 3-14-18

(P) Steel body and nonadjustable shock allowed. Schrader valve will be allowed for gas adjustment. Gas must be separated from the oil by a divider piston with a positive stop. The external portion of the shock shaft must stay exposed at all times. The lower shock "bearing" inside diameter and the shock shaft must not exceed 5/8" in diameter. Pneumatic (AIR) shocks, remote adjustable shocks and remote gas reservoirs will not be permitted. Tech will check air pressure in the shock while on the car. Max pressure of 225 psi no tolerance. The tech will ask for shock to be removed from the car so they can compress it. Revised 3-14-18

(Q) No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed, except where noted in these rules. No aluminum hubs allowed. Front hub & rotor assembly must be one piece steel O.E.M.

(R) Covers on springs, shocks, etc. allowed. AMRA officials' may ask you to remove covers during inspection or at any time through the race event. This will be the driver's responsibility. Driver refusing will be disqualified for the evening.

(S) Drivers using AMRA certified (Shocks have to be inspected and approved by AMRA Tech prior to taking the weight break) steel welded bearing non take-apart shocks with no Schrader valve will be given a 50# pound weight break. Car can weigh 2350#.

(T) Pull bar must consist of steel components with the exception of rubber bushings which are a part of the pull bar. Heim joints and all other components must be steel.

BRAKES

VII. (A) Must have a working caliper and rotor on each wheel and must lock up all four wheels.

(B) O.E.M. style calipers or stock replacement calipers only (D154). Caliper must remain stock, GM slide pin mounting in original position but may be constructed of either cast iron or aluminum. **Tech will measure @ 5.64" (5 5/8") on center** for mount bolts. Cast iron vented brake rotors only; may not be modified; i.e....scalloped, etc. Front rotors may be re drilled for different bolt pattern and/or larger studs.

(C) Only stock O.E.M. and /or AMRA approved aftermarket calipers will be permitted. The following have been approved for competition if you have any other calipers you will need to get AMRA to approve.

- Wilwood P/N # 120-7197, 120-13900, 120-13899
- AFCO P/N 6630311 and 6630310

REAR ENDS

VIII. (A) Any passenger car type or truck type rear end may be used.

(B) Steel-tube quick change rear ends are allowed. Steel axle tubes ONLY. No aluminum bird cages. No wide five hubs. Quick changes are optional, not mandatory.

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(C) NO split Birdcages:

- Bird cages may consist of multiple barrels but must bolt or weld together to work as one single barrel cage.
- Limited to one (1) bird cage per side.
- 3. Shock(s) and radius rods must mount to the birdcage.
- 4. Floating, pivoting and / or rotating mounts and / or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
- 5. Total of 3 bars per side if using bar on brake caliper. 2 bars per side of rear end. No springs on or in bars.

(D) No aluminum components allowed except: axle caps, drive plates, pinion plate and wheel spacers.

(E) One piece steel J-Bar. No springs on J-Bar. J-Bar must be steel.

DRIVE SHAFT

IX. (A) Drive shaft can be made of steel or carbon fiber. Steel drive shafts have to be painted white. (B) Drive shaft loop is required. It must be constructed of 1/4" x 2" steel. Tubular loop may be used, must be made of minimum 1" diameter tubing. Loops must be mounted no less than two (2) inches and no more than six (6) inches from the rear of the front universal joint of the drive shaft.

TRANSMISSION / BELL HOUSING / CLUTCH

X. (A) 3 speed, 4 speed manual, and automatic types are allowed. Aftermarket racing transmissions are allowed as recognized by AMRA. No "IN and OUT" boxes. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards. No type of quick change transmissions permitted.

(B) O.E.M. type transmissions, with stock type single disc in bell housing, must be equipped with explosion proof steel bell-housing.

(C) If an explosion proof type bell housing is not available for your engine, or if you prefer, you may construct a shield of at least 1/2" x 6" steel covering the clutch area 180 degrees, and be securely fastened.

KILL SWITCH / BATTERY

(A) A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach the switch when standing outside the car. **Emergency (ground) shut off behind seat.** Revised 3-14-18

XI.

(B) All cars must have a battery and be self-starting. Battery must be securely mounted and **covered w/ plastic or rubber around the top.** Battery cannot be mounted inside drivers' compartment.

EXHAUST

XII. (A). **Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit**

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of vehicle, and away from areas of possible fuel spillage. 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 the 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 ½" inch clearance around the header or exhaust pipe will be permitted.

ENGINE OPTION

XIII. *****GMPP CT525 Engine Option*****

As an option to current AMRA and current DIRTcar, UMP Modified engine rules, an approved DC18 Chevrolet Performance CT525 Engine will be permitted for use in competition in all AMRA, DIRTcar UMP Modified events providing ALL the following requirements are strictly adhered to. An approved DC 18 Chevrolet CT525 Engine is defined as follows:

- Chevrolet Performance Engine, Part number GMP-19331563DC18 or GMP-19331563DC18K
- The engine assembly MUST be obtained from an approved AMRA vendor.
- Engine must have complete unaltered Chevrolet Performance engine seals installed at the time of manufacture assembly.
- Engine must have complete unaltered secondary AMRA and/or DIRTcar Chevrolet Performance engine seals installed approved vendor seals installed by the approved vendor prior to delivery of the engine.
- Engine must have approved vendor seals and inventory numbers.
- Ignition system must be controlled by an approved, pre-programmed MSD 6014CT control unit with the correct corresponding identification number for the engine being used.
- All Engines, seals, and applicable components will be entered into a master database and must correspond to the engine being used.
- 8. The engine and engine components, engine seals, engine identification numbers and the likes must be used as received by the AMRA and/or DIRTcar, UMP approved vendor without modification, and/or alteration of any kind.
- All DC18 engines must use gasoline or gasoline/ethanol blends. Methanol is not approved for use with the DC18 engine.

Approved Engine Vendor(s):

Pace Performance 888-748-4655
Don Blackshear
50 Karago, Boardman, OH 44512
donblackshear@paceperformance.com

The approved DC18 Chevrolet Performance Engine part number GMP-19331563DC18 or GMP-1933163DC18 will be offered from the approved vendor in two approved versions.

1. GMP-19331563-DC18 Base engine as received form Chevrolet with applicable seals, identification numbers and pre-programmed MSD 6014CT ignition control.
2. GMP-19331563-DC18K Same as above and the following approved bolt on components.

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- Pace steam line kit including billet water outlet in #16, #20 or 1 ½" hose
- Jones water pump kit
- Pace crankcase vent system
- Remote oil filter mount
- Oil Heater
- 8 quarts break in oil and racing oil filter
- Aluminum motor mounts.

ENGINE PROGRAM DIRECTION

XIV. The direction of the AMRA and DIRTcar approved DC18 Chevrolet Performance Engine program is to maintain a cost effective, affordable racing program. Any alteration made in an attempt to influence the integrity of this program will not be permitted. The judgement and determination of any such decision will be at the sole discretion of AMRA and DIRTcar officials who tech in their respective series.

- The engine and all components must remain in their original configuration and form as purchased and/or delivered from the AMRA approved vendor. No alterations are permitted.
- All engines are to remain sealed from the factory. Seals must remain unaltered. Evidence of or tampering, removal, broken, and/or modification of any type will not be permitted.
- Chevrolet Performance Engine seals (bolt type) must remain unaltered. AMRA and DIRTcar Officials require secondary sealing and verification of all seals on any DC18 CT525 by the approved vendor.
- AMRA and DIRTcar approved MSD 6014CT ignition control is pre-programmed to a specific timing curve and a maximum RPM limit. Routine testing of controllers will be performed by AMRA Tech Officials as well as DIRTcar Tech Officials in their respective venues. AMRA Officials reserve the right to randomly confiscate or exchange any competitors ignition controller.
- Routine external maintenance will be permitted. Oil and filter changes, spark plug replacement, belts and hoses, etc.
- Approved repair is permitted, however the repairs must be initiated and completed by the AMRA and DIRTcar approved vendor. Repairs must be authorized by AMRA as it applies to AMRA competitors.
- DC18 Chevrolet Performance Engine repair procedure works as follows:
 1. Contact AMRA Technical Officials for authorization for repair.
 2. AMRA Technical Officials will approve a repair and provide contact information to the competitor for the AMRA approved vendor to obtain an estimate of repair(s).
 3. Based on the estimate and the detail of the repair, AMRA officials will determine if the repairs may be made or if a new engine must be purchased. Any repair estimates presented that meet or

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exceed 80% of the actual price of a new engine, a new engine must be purchased. The damaged engine will no longer be eligible for competition.

4. If a repair is approved the approved vendor will inspect the engine and make the repair to ensure that the engine maintains the DC18 Chevrolet Performance Specifications.
 5. Upon completion of the repair(s) the engine will be resealed before being released for competition.
- AMRA officials and DIRTcar Officials operating in their respective venues reserve the right to inspect, exchange and/or confiscate any DC18 Chevrolet Performance Engine at any time. Failure to surrender the engine and/or submit the engine for inspection will result in disqualification from the event and/or suspension.
 - Special mention and clarification. In 2018 and until the certified engine repair program is set up operational in 2019 the only approved vendor for engine repair estimates and repair and resealing is Pace Performance.
 - AMRA made the decision to allow this engine in AMRA Modified competition to allow those competing in the DIRTcar UMP Modified Series to be able to compete in the AMRA Modified Series.
 - Please note that noted with the GMP-19331563-DC18K engine that the list of approved bolt on components simply means that those components listed as bolt on are approved however a racer is allowed to select other brands of any of the components listed that provide the same usage. The base engine and ignition box GMP-19331563-DC18 is the only approved base engine and ignition box.

(A) Rear of engine, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.

(C) Engine offset must be kept within 2 inches of the center line of the front crossmember. Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.

(D) All engines used in competition must be able to be used in a conventional passenger car without alterations.

(E) Engine "cast-in" motor mount locations cannot be removed or altered. Castings and fittings must not be altered.

(F) Aluminum Heads are legal. No machine work may be done on the outside of engine, or on the front or rear of the camshaft.

(G) Any American engine make may be used. GMPP602 and GMPP604 Crate Engines will receive a 100# weight break. Crate engines must be certified by AMRA Tech. OEM sealed and AMRA Tech Certified GMPP604 or GMPP602 Crate engines only. AMRA Certification will include the use of the AMRA Tech serial numbered seal system and will require that the engine be certified before it is installed in the car. Racer must inform AMRA Tech by contacting the AMRA office THREE WEEKS in advance to insure plenty of time to properly certify the crate engine. **GMPP 602, GMPP 604, and the GMPP525 included in the certification process.**

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(H) Engine blocks may not be shaved. Currently the AMRA says no machining or shaving can be done to the outside of the engine. For interpretation reasons Engine shall be defined as Oil Pan to intake which includes heads. Machining or planing to the internal part of the head casting for deck surface cleaning, angle mill or chamber volume reduction as well as surface work on the intake is acceptable.

(I) No "dry sump" systems are allowed. "Wet" system in engine must be operative. Accusump systems are allowed assuming all other aspects of the Wet sump are intact. Wet sump pump in pan; or a single stage oil pump belt drive; one line in and one line out. No multi-stage pumps, no reservoirs other than AMRA approved Accusump. Car may have 19" x 19" shield to protect oil system.

(J) Engine cooling system may be modified.

(K) Engine block must be steel.

(L) Magnetos allowed provided car is equipped with a functioning battery and starter. Maximum of one (L) ignition system and / or multiple spark discharge box allowed. An ignition system includes, but is not limited to: multiple spark discharge box, coil, battery, and distributor. One spark plug per cylinder. Stock OEM – 2 plugs per cylinder and coil packs allowed. MSD LX Box with coil pack engines only. **Exception has been made to the engine rule that allows Cast Iron block Hemi Engines and Cast Iron block LS Chevy engines that are crank triggered. System must use an MSD LX ignition box to fire the coils.

(M) No electronic fuel systems are allowed. Intake and a naturally aspirated carburetor (non-electric carbs) must be fitted to the engine. This allows for two coils and two spark plugs per cylinder on some engines that came from the manufacturer as a stock item. The Ford crank-triggered configuration without push rods, etc. Is not allowed.

(N) Mufflers are recommended, and may be required at some tracks.

ASPIRATION / FUEL SYSTEM

XV. (A) One 2 barrel or one 4 barrel carburetor only.

(B) Two (2) carburetor throttle return springs are required.

(C) Engine must be normally aspirated; no type of fuel injection allowed.

(D) No electric fuel pumps or electric fuel systems of any type.

(E) Racing fuel cells are required and must be mounted by at least two steel straps, no less than two (2) inches wide x 1/8" thick, and all the way around the cell. Using a minimum of two bars around the top, bottom, and sides of the fuel cell, all fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame or rear bumper. * No part of fuel cell should be lower than the protective tubing. Protective tubing should extend no wider than 6 inches on both sides of fuel cell. Fuel cells must have check valves and flappers. Bladders are highly recommended. Fuel cells are limited to 32 gallon maximum capacity. Fuel cells with the fuel pickup located in the top of cell ARE MANDATORY. Fuel cells with a bottom feed pickup are not permitted. Retrofitting a bottom feed cell will be permissible, but the bottom feed opening must be plugged. A cap on the exposed bottom fitting will not be acceptable for plugging.

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(F) Fuel may be either gasoline or alcohol. NO Nitrous Oxide. NO additives of anykind.

(G) Please mark the type of Fuel you are running on the bottom right side of fuel cell. Gas with Florescent Green and Alcohol with Florescent Yellow. This info will then be collected and given to the fire department each event.

TRACTION CONTROL

XVI. Use of any type of "traction control" is absolutely forbidden in any AMRA sanctioned event. For purposes of clarity, "traction control" shall refer to any device, controlled by mechanical, electrical, and/or computer, either in the car, attached to the car, or by a remote means. No data gathering or recording devices. No cockpit or driver controlled ignition timing or fuel delivery devices.

AMRA officials may inspect any car they suspect could be benefiting from the use of "traction control" devices at anytime.

Driver/crew of car called to be inspected are expected to cooperate (in a sportsman-like manner) with inspector/s; and may be required to jack up car, remove wheels, panels/covers, and install jack stands to make safe the inspection process. Failure to cooperate with inspector/s will be considered an indictment of guilt on the AMRA competitor's part, and competitor will be found in violation of this rule. No exceptions. No follow up inspection for this violation.

AMRA maintains the right to confiscate any part/s they suspect as "traction control" from any car, at any time, for as long as it would be necessary to determine if said part/s is or is not classified as an illegal "traction control" device. If device is found to be legal, device will be returned as soon as practical to owner. If parts are found to be "illegal", parts are sacrificed to AMRA.

AMRA competitor (driver) whose car "illegal" part/s were found on will be found in violation of AMRA rules and can be penalized any points accumulated to date that season and may not be eligible for any point fund and/or contingency money/awards possibly due that season.

BUMPERS / NERF BARS

XVII. (A) Bumpers must be used on both the front and rear of car. Bumpers and nerf bars must be steel.

(B) Front bumpers must be mounted to both frame horns. Front bumper must be made of a min. 1 1/4"; max. 1 1/2" round or square tubing.

(C) Front bumper may be no wider than the frame horns, with a two (2) inch tolerance only, to accommodate bumper mounting bracket per side.

See Illustration regarding partially covered front bumper.

(D). (A) Rear bumpers and side nerf bars may not extend beyond the width of the rear tires, and must not contain any sharp edges. (See illustration). There shall be no rough edges on any bar or bumper on the

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car.

(E) No straight rear bumpers allowed. The ends of the rear bumper must be bent to form a 180 degree bend, or be bent forward in a 90 degree bend. (See illustration)

(F) Rear bumpers must mount to rear of chassis. Rear bumpers may be constructed of round or square tubing, and must protect fuelcell.

(G). (A) Both front and rear bumpers shall be eighteen (18) inches plus or minus two (2) inches from the ground. This measurement is to the "center" of the bumper. This means if your bumper is constructed with its two bars, upper and lower, twelve (12) inches apart, then the center of your bumper is six (6) inches from either the top or bottom. This is where the measurement is taken, at the "center" not the top or the bottom. (See illustration)

(H) A bumper which is badly damaged may be required to be repaired or replaced before car is allowed to compete.

WEIGHTS / CARWEIGHT

XVIII. (A) Loose weights must not be used in driver's compartment, or outside the body or hood area. All added weight must be mounted below all windows and the interior sheet metal.

(B) Any added weights must be securely mounted to the frame or roll cage with at least two (2) 1/2" steel bolts, nuts, and washers. Weights must be painted white and have the car number on it.

(C) Car must weigh 2400 pounds with driver after every race. Exceptions noted see pg.20-O, 25A and 42A. Car must make weight at inspection to receive inspection points. Scales being used will be the FINAL determination of weight for car and driver.

- Track scales are the official scales.

CAR NUMBERS

XIX. (A) Car numbers must appear on both sides of the car and the roof a minimum of 18 inches tall and nine inches wide, per number. (See body illustrations.)

(B) The number must also appear on the nose and fuel cell of the car a minimum of 6 inches tall. Numbers must be a contrasting color to the car. (See body illustrations.)

(C) Driver's membership number must be affixed to the roof, top of door, or drivers' compartment. It must be visible from the driver's window with the driver in the car. Number must be a minimum of one (1) inch tall. Ex: AMRA2010

BODIES

XX. (A) Hoods are required to have four (4) hood pins. Hoods must remain level and side to side. No Openings between engine compartment and driver compartment. Safety...

(B) No type of "inner fender wells" will be allowed on car.

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(C) Any type of sheet metal, or other material, which could be construed by officials to be affecting the flow of air in, through, or around the car, other than noted elsewhere in these rules, will not be allowed.

(D) Body Line must be a smooth even line from front to back. All body panels must be solid. No holes, slots, or air gaps are permitted.

(E) No mirrors allowed.

(F) Front of doors may extend forward eight (8") inches maximum from the rear of engine on bottom only. Maximum width at the bottom of the doors is 77" The width of the car at the top of the doors may be no wider than 68".

(G) All cars must have a top. Front to back must measure minimum 41"/maximum 56". Side to side minimum 44"/maximum 54".

(H) Gremlin type tops may not be used.

(I) Rear spoilers are recommended to be made of transparent material and maximum height of 5". See example illustration.

(J) Rear roof height cannot exceed front roof height by more than three (3) inches (no tolerance) as measured using a level rear to front and/or as measured from the ground. Curved roof must meet the AMRA height rule of 54" at highest point and the AMRA 3" rake rule from front to back. Roofs must remain flat side to side, no dish roofs. If measuring from ground tech will check the actual rake in deck before doing the roof.

(K) The rear body panel is optional. If it is used it must meet all other specifications, including size and installations. Not to be used in conjunction with a rear spoiler.

(L) The top of the doors and quarters cannot be above the decking. Decking is allowed a 2" drop measured by placing a straight edge from door to door and measuring any drop.

(M) See the illustration for sail panel dimensions.

(N) Debris deflector in front of driver is allowed, but may not extend any farther back than the steering wheel.

(O) Sponsor decals must be located on the exterior of body in a suitable location to be eligible for decal inspection points and /or contingencies. See Rule 4 under General Rules for further clarification.

(P) These written rules are in addition to the accompanying diagrams, and are designed to clarify. Both written and drawn specifications will be enforced. See diagrams for additional body information. The diagrams are intended to illustrate and convey the intent of the rules and measurements.

(Q) Rear car covers are allowed. It must remain on the rear of the car, and must be fastened to the rear T-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving pit stall. No covers of any kind under the car or covering wheel openings.

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OTHER

XXI. At any AMRA event the official who is deemed the “Event Official” is in charge of inspection for the event. This Event Official shall have the final ruling at the event.

- Please note that AMRA does not get involved with “calls” on the race track. This means that if there is a problem with a call that a track official made, it needs to be directed to race track personnel, not to the AMRA official. Any discrepancy in the legality of a race car should be directed to the AMRA official.

Nose and Front Bumper Clarification

XXII. (A) Fabricated flat sheet metal noses may have 1” vertical lips on each side of the top of the nose extending from the front outside edges back the top side edge to the front edge of the hood. Dominator noses already have the lip and no additional modifications will be permitted.

(B) Fabricated flat sheet metal noses may cover the front bumper provided a bumper hoop and at least one vertical support are part of the bumper and extends up and above the nose a minimum of 3” measured to the bottom of the hoop and is fabricated out of a minimum of 1 1/4” tubing; and bumpers must comply with all other bumper rules including Rule 31 and Rule 33.

(C) Dominator noses may cover the lower bumper bar provided a bumper hoop and at least one vertical support are part of the bumper and extend up and above the nose a minimum of 3” and is fabricated out of a minimum of 1 1/4” tubing; and bumpers must comply with all other bumper rules including Rule 31 and Rule 33.

Fabricated Roofs

XXIII. (A) Maximum roof width (side to side) is 54 inches including the one inch lip as seen on the illustration for clarification. AMRA tech will be measuring from opening on Driver’s side window to opening on Passenger side window. We will measure over the flat/ 45 / 90 degree roof support breaks. The 45 / 90 degree roof supports may not be higher than 3/4” tall. Sail Panel flange material that the sail panel is riveted to is not considered part of the roof material provided it is not over 2” wide and is covered by the sail panel. Fiberglass, plastic or other manufactured roofs with molded lips/drops are not allowed to have any additional sheet metal lips added. 12” minimum roof to interior must be maintained at both doors and windshield openings. This is a must with “No tolerance”.

(B) Roof Height 54” maximum measured at the rear of the roof on all roofs measured to the flat roof surface at the highest point.

(C) Roof Pillar: 4 Inches of material maximum 4” above the deck. The “A” Pillar foot fastened to the deck can be 16” wide at the bottom up to 4” high where it tapers into no more than 4” of material.

Sail Panels

XXIV. (A) All cars must have a sail panel on both sides. Both sail panels must meet the rules stated for dimensions and for appropriate placement on the car. Cars may run sail panels with or without an

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opening, but said sail panels must be identical on each side; further clarifying that if one side has an opening, then the other side must have an opening identical to the other side.

Hood

XXV. (A) Any measurements on hood cannot differ more than 2" from mid plate measurement.

* Example: *Tech will measure height of door at mid plate and the height at bend where nose starts to slope. Should not be more than 2" difference in height. Hood must remain flat side to side. No reverse rake hoods. Hood cannot be wider than doors.

WEIGH - IN PROCEDURES

XXVI. (A) AMRA Tech Certified and sealed GMPP602 or GMPP604 Crate Engine powered cars may weigh a minimum of twenty three hundred (2300) pounds. Cars using welded bearing steel shocks as defined on page 4 may weigh twenty three hundred fifty (2350) pounds unless the car is powered by a GMPP602 or GMPP604 crate engine and in that case the crate engine weight will apply.

(B) The scales which are used at any event will be considered the events official scales. The reading of these scales will be used as the official weight of the car for the event.

(C) Minimum weight of two thousand four hundred (2400) pounds must be maintained. Exceptions noted in pg.20-O and 25A. All weight includes driver after the race.

(D) The top five finishing cars, minimum, in each and every race must be weighed after each race.

(E) CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO BE WEIGHED. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES. !!! GO DIRECTLY TO THE SCALES!!! NO ONE OTHER THAN AMRA & TRACK OFFICIALS ARE ALLOWED AT THE SCALES.

(F) Official operating the scales will communicate weight of the car to the driver if requested.

(G) Cars which are disqualified from heat races for weight violations of any kind will be put on the tail of a "C"-Main or "B"-Main. If car count dictates that all cars are in the feature then disqualified cars will start on the tail.

(H) Cars which are disqualified from the feature for weight violations of any kind will forfeit their points for that race, and any prize money for that race.

(I) Should a car not make weight:

- The car will be removed from the scales and then put back on the scales for re-weighing to verify the weight of the car.
- Should the car still not make the required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position?

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(J)DRIVER ONLY WITH THE CAR AT SCALES OR INSPECTION SITE. ANYONE CAUSING TROUBLE AT THE SCALES WILL BE EJECTED. ANY DRIVER OR PIT CREW MEMBER THAT CAUSES TROUBLE (using foul language, fighting etc.) AT THE SCALES WILL CAUSE THEIR CAR TO BE DISQUALIFIED FROM THE ENTIRE RACE EVENT. FURTHER ACTION (points from 10 to 100) MAY ALSO BE TAKEN (Ejection).

(K) Drivers of transfer cars may be asked to remove their helmets by the AMRA official.

CONDUCT OF DRIVER AND CREW

AMRA will not tolerate any un-sportsman like conduct. If a track determines any AMRA competitor to be driving rough and/or you have been determined to have crashed another car intentionally you may be disqualified from that event and lose all points for that weekend plus be subjected to other sanctions including loss of National Points, fines and loss of point money.

INSPECTION AND RULE INFRACTIONS

If an inspector tells you that something needs to be fixed, you need to fix the infraction. If the infraction cannot be fixed at the track then you may be required to add 50 lbs. of weight per infraction in front of the motor plate or disqualified if you are caught with any major infractions, example: motor, tires etc. Every track inspector will get a list of these drivers and the list will be posted on the front page of the website.

INFRACTION PENALTIES

- You may be given a simple warning. Given 1 week on minor infractions.
- You may be asked to correct the infraction.
- You may be assessed a weight penalty of 50 lbs. to 100 lbs. (This weight must be put on Left Front of Mid Plate). This is 50 lbs. per infraction. Lead to be weighed and verified to be 50#. Then said lead to be verified as bolted to midplate. Car can weigh no less than 2450# after the race.
- You may be disqualified when found and/or noticed with an infraction.
- You may choose to leave.

SAFETY

Drivers that exit car for any reason except fire or instructed by a track official when on the track will be at the mercy of whatever penalty the track wants to enforce.

BANQUET

Attendance at the AMRA Annual Awards Banquet is mandatory to collect any prize money. In the case a driver cannot attend he may at his discretion appoint a member of his crew, car owner and/or a member of his family to represent him.

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Each car will be inspected at the designated inspection area before the drivers meeting Cars which do not pass the first time through will have to correct any infractions and return for re-inspection. If you cannot fix your car to pass inspection you will be asked to load car.

National point's accumulation points will begin on April 1st, or the first weekend of April 1st thru weekend after Memorial Day. AMRA may not assign points to an event where the race promoter overrides AMRA officials at the event. Should this occur you will be informed via the AMRA website news or by an AMRA newsletter. AMRA reserves the right to strip any competitor of any and /or all points, for certain undesirable behavior, as determined by AMRA and the AMRA advisory committee. AMRA points are assigned to the driver, not the car. Points are awarded to the driver who starts the car in a race. Point money is paid to the driver.

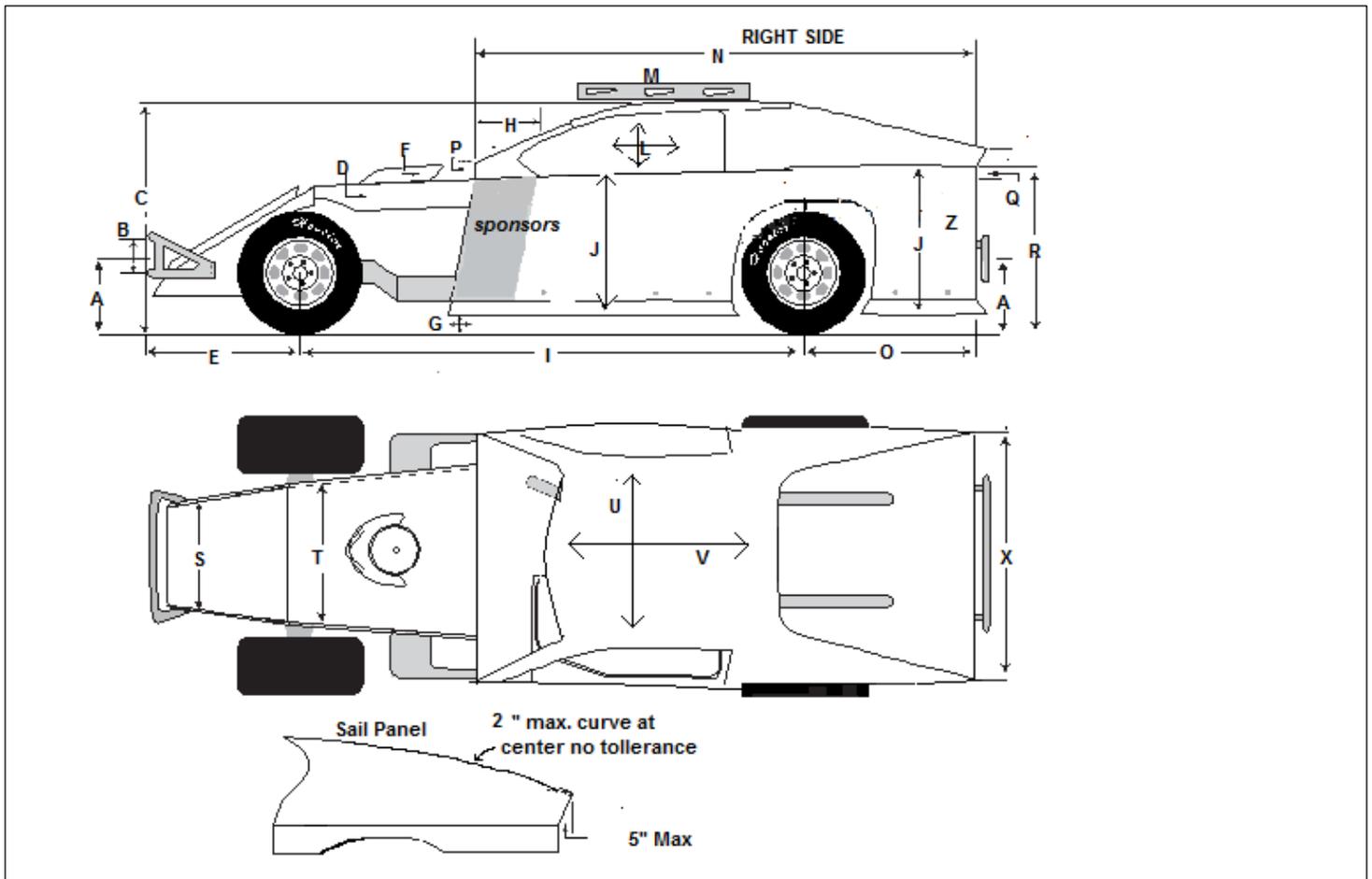
* **Inspection:** ALL CARS must be inspected before participating in the nights events. If not and promoter lets a driver race there will not be any points given for that driver for the night. If you fail inspection after consej or feature you will also be disqualified and you get no points as well as pay.

Modified Rules

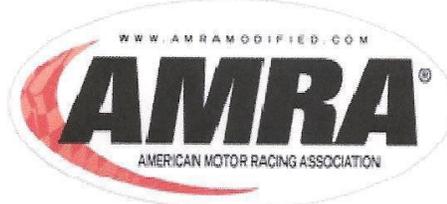
- A. All bumpers: 18" plus or minus 2" (Note: Measure to the center of the bumper as per illustration.)
- B. 6" min. (center to center)
- C. 42" min., 54" max.
- D. Hood 5" max. Drop (sides) sealed off from driver's compartment.
- E. 42" max length
- F. "Max scoop cannot extend past front of hood
- G. 4" Min. ground clearance: Door may extend max. 8 "past block at bottom on both sides.
- H. 16" max tapering up to 4" min., must be same both sides.
- I. 108" min., 113" max. Wheelbase
- J. 22" min., 31" max.
- K.
- L. 12" min. 18" max. Window openings no tolerance.
- M. With level back to front, must have no more than 3" roof rake - 4" deck rake. Remember AMRA will check deck first if measured w/o level.
- N. 106" min., 120" max
- O. 34" min., 48" max.
- P. 4" max
- Q. 4" max - Front to rear of deck
- R. 28" min. 38: max.
- S. Nose piece must not exceed 45" in with centered between the frames. Must be forward facing opening on the nose piece are permitted. No reverse facing louver, or any other type of construed to be effecting air flow other than into the radiator. Nose pieces may have Maximum 1" lip on side of nose, but not have any type of wing, or be shaped in a concave or convex manor. Minimum of 4 inches ground clearance. 6" number of car required on nose

- T. 24" min. - Must remain inside of wheels to 66" wide toward rear
- U. 44" min., 54" max. Fabricated metal roof must be flat. Roof measurement includes strengthening breaks of no more than one inch either up or downward, but not both. All material is counted as roof material. Example - 50" of flat plus 2" plus 2" each side equals 54". No breaks and no lips on flat part of roof. Bead rolls permitted for strength. Roof cannot be turned upward at rear of roof. No holes allowed on top of roof. Fiberglass roofs may not have any additional metal attached, except for where sail panels meet. AMRA tech will be measuring from the opening on driver side window to opening on passenger side window. We will measure over the 45 / 90 degree roof support breaks. 45 / 90 degree breaks can only be 3/4" high.
- V. 41" min., 56" max.
- W.
- X. 53" min., 68" max. Same from front to back
- Y.
- Z. Rear quarters cannot be offset or angled.

SAIL PANELS: Must slope down from rear edge of roof, to rear of car and be the same on both sides. May extend 5" maximum past rear edge of interior deck (spoiler). Must mount within 2" of outside edge of interior deck. No sharp points or edges. Must be rounded. Sail panels must be 1 solid piece.

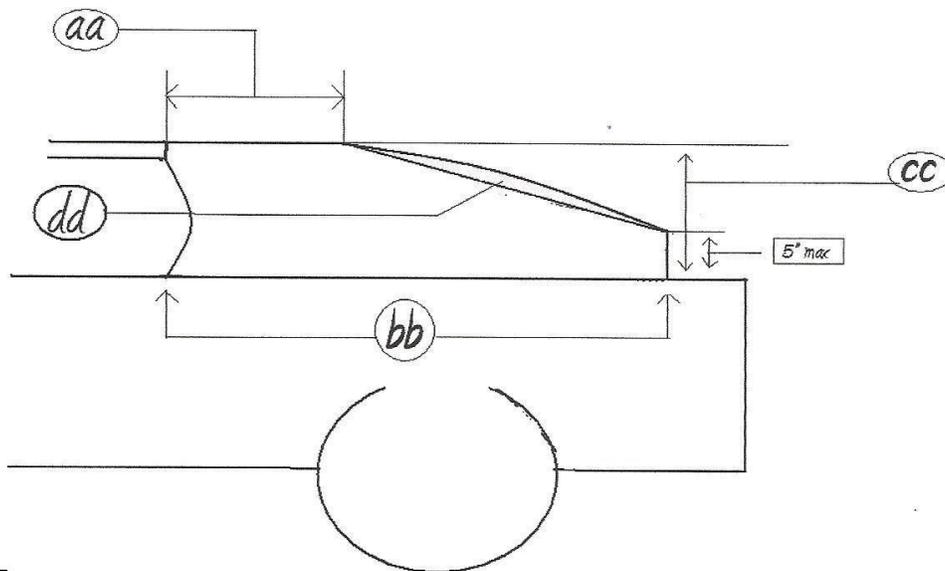


TOP CONFIGURATION



aa=Front edge of side panel to rear edge of top
Maximum thirty four inches (34"). Rear edge of top and end of rear edge of side panel measurement starts here with the slope starting at the rear edge of the roof. Whether it is 24 inches or 34 inches.
bb=Front sail panel, must remain behind the rear hoop down bar, on roll cage.
cc=No higher than the roof. The bow of the side panel cannot be more than 3 inches at the window opening. Side Panel must be connected to roof.
dd= Must be a straight line sloping from back edge of "aa" (which is the same as the back edge of the roof) to back edge of "bb" with a 2 inch max tolerance at center only.

There will only be one opening in the sail panel.
The sail panel opening must be the same on both sides.



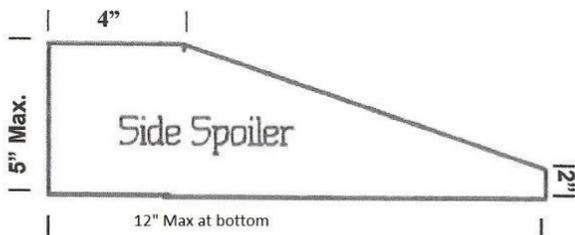
- Rear spoiler, as specified in these rules, may be used with these types of tops.
- Rear spoilers are recommended to be made of a transparent material.

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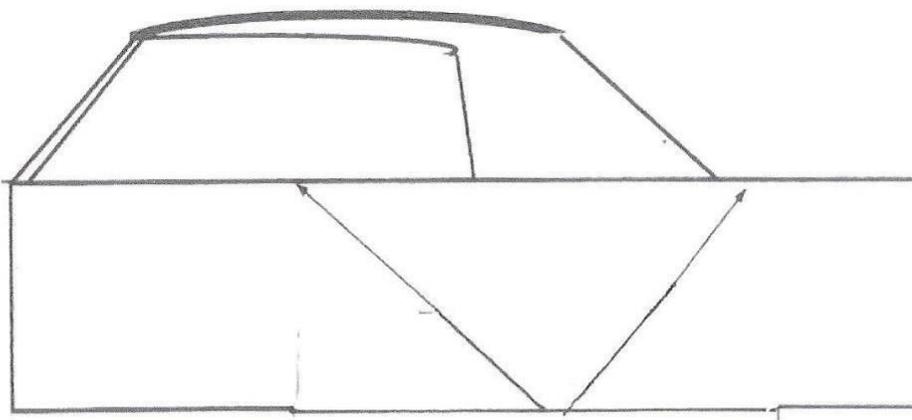
REAR SPOILER

A maximum of three side spoiler supports may be used. Measurements below indicated maximums. A three quarter inch (3/4") maximum break-over at the top edge is allowed. Rear Spoiler surface— 5 inches, maximum total material, by 68 inch max width. Spoiler may not be wider than the car. Spoiler recommended to be made of transparent material.



5 inch spoilers are legal. Sail panels that are intended to be part of the side spoilers can be used but only with a 5" spoiler."

INTERIOR SLOPE



Interior slope allows 4 inches front to rear. Interior will be flat across. If front half of interior has no slope this allows only 2 inches of slope for the rear half. If the front 3/4 of the interior is flat then that leaves one inch for the remaining 1/4 of the interior.

Drivers' compartment may be extended to passenger side door to assist in exiting the car. However, the forward facing surface must be flat and cannot be in anyway construed as ground effects, or any type of device to change the air flow through the car to the drivers benefit.

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Modified Rules

2018 Revisions:

You will be able to use bump stops no springs allowed. Revised 3-14-18

Emergency (ground) shut off behind seat. Revised 3-14-18

Points Revised 3-14-18

Flapper is required at the least in fuel tank for safety. Revised 3-14-18

Tech will check air pressure in the shock while on the car. Max pressure of 225 psi no tolerance. The tech will ask for shock to be removed from the car so they can compress it. Revised 3-14-18
