



2007 UMP MODIFIED RULES

1. GENERAL RULES AND PROCEDURES

- 1.1. The rules and/or regulations set forth herein do not express or imply warranty of safety from publication 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.
- 1.2. U.M.P. may at anytime make amendments to the rules set forth. Rule amendments will be posted online via the U.M.P. web site and noted in the official U.M.P. newsletter.
- 1.3. U.M.P. rules shall apply at all U.M.P. sanctioned events. Tracks which neglect to enforce U.M.P. rules may lose their U.M.P. sanctioning and participation in State and National point's competitions.
- 1.4. U.M.P. officials shall have full authority over U.M.P. sanctioned events. At the discretion of U.M.P. officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.
- 1.5. No car will qualify without inspector approval. All U.M.P. race cars are subject to be inspected by U.M.P. officials at any time.
- 1.6. The uses of pit boards or colored flashlights are prohibited.
- 1.7. All U.M.P. racetracks will phone, e-mail or fax results to U.M.P. headquarters before noon each Monday.

2. SAFETY

- 2.1. Fire resistant uniforms are required of all drivers at all UMP tracks.
- 2.2. Fire resistant underwear, socks & gloves are highly recommended.
- 2.3. Halon fire extinguisher system is highly recommended.
- 2.4. The firewall at front of cockpit should be constructed to protect the driver against fire from the engine compartment. It should be fully constructed of metal to minimize airflow from the engine compartment into the cockpit and contain no holes or gaps.
- 2.5. Window nets are highly recommended but not required.
- 2.6. Driver's seat must be of a proper racing seat design and installed on the left side of the car and securely attached to the frame as per manufacturer's specifications.
- 2.7. The use of at least a five-point safety harness including a crotch belt is required. The system is to be mounted to the frame and not to the floor pan. The mounts must be run at the same direction as the belts are intended to secure the driver. Belts and harness are recommended to be no more than five years old. Belts cannot be frayed or worn.
- 2.8. Head and neck restraints are highly recommended.
- 2.9. All competitors must wear a SA 95 or a SA 2000 full coverage helmet during all competition events.
- 2.10. Solid steering wheel for protection of wrist is recommended
- 2.11. All cars must have a suitable steel cage in driver's compartment including headrest. Roll cage must be welded to the frame and extend above the driver's helmet.
- 2.12. Driver door bars must be as close to parallel to the ground as possible and located perpendicular to the driver for maximum driver protection and easy accessibility. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering is permitted. Door bars that have a thickness of .095" (ninety-five one-thousandths of an inch) or less must have at least 1 1/2" (one and a half inch) diameter. Minimum of 3 door bars on drivers side.
- 2.13. Protection of feet is mandatory. A bar across the back of the engine with vertical bars and rub rails or similar protection is sufficient.
- 2.14. Side roll bars are mandatory and must extend into the door panels.
- 2.15. Roll cage must consist of continuous hoops that are no less than 1 1/2" (one and a half inches) outside diameter and must have a wall thickness of at least .095" (ninety-five one-thousandths of an inch).
- 2.16. Roll cage must be frame-mounted in a minimum of 6 (six) places.
- 2.17. Roll cage 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 above cage with helmet on. Roll cage must be securely supported and braced.

3. FRAMES

- 3.1. Factory production full 1950 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not farther than 36" (thirty-six inches) from center of rear end housing. Frames must be complete in front of firewall. No cutting of frame in any way in front of firewall!
- 3.2. No Jeep, Bronco, 4-wheel drive or sports car frames are allowed. No front wheel drives.

- 3.3. Minimum wheelbase is 108" (one hundred and eight inches). Maximum wheelbase is 112" (one hundred and twelve inches).
- 3.4. Rear of frame may be altered to accept leaf or coil springs. Any coil spring must be at least 4 1/2" (four and one-half inches) outside diameter. (Any spring)
- 3.5. No fiberglass lift bars are permitted. No rear torsion bars are permitted.
- 3.6. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame and body height from ground is 4" (four inches). Cross members must be plated back solid.
- 3.7. Front bumper must be mounted to the ends of the frame with the bottom loop parallel to the ground. Minimum of 1" pipe is required to support the car when being towed. Rear bumpers may be constructed of pipe or flat stock and must protect the fuel cell. Center of bumpers (front and rear) must have 18" (eighteen inches) of ground clearance with a 2" (two inches) tolerance. Rear bumper, Nerf bars must not extend beyond width of rear tires and must not contain any sharp edges.
- 3.8. No brace bars forward of the cage may be higher than stock hood height.
- 3.9. No rear push-bars to extend beyond 6" (six inches) of rear quarter panel.
- 3.10. All side bars and bumpers must be capped on ends.

4. **BODIES**

- 4.1. Bodies must be Tempo, Cavalier, Mustang, Daytona, etc. American compact cars only. No panel vans or station wagons are allowed. Both rear windows must be stock appearing and match. Both rear windows must contain clear Lexan both windows must be left open or have solid aluminum panels. Front windshield and rear window support must be stock appearing. Front window support may have clear Lexan support of no more than 16" (sixteen inches) including the roof post at the bottom and going straight to top.
- 4.2. Front roof post must be in a straight line from top to bottom.
- 4.3. Engine compartment will remain open. No side panels are permitted. Hood sides may have a maximum **5" (five inch)** drop and must be enclosed at rear of hood. Firewall on driver's side must meet front of door.
- 4.4. No side fins or lips of any kind are permitted along the entire length of car or any panel (hood, front, nose, and roof).
- 4.5. Bodies should extend no further forward than the back of the block.
- 4.6. **A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of eighteen inches square (18" x18") and mounted only from the upper right frame rail to the lower right frame rail.**
- 4.7. Minimum height to top of roof is 42" (forty-two inches) with a maximum height not exceeding 52" (fifty-two inches).
- 4.8. Minimum height to top of deck is 28" (twenty-eight inches) with a maximum height not exceeding 38" (thirty-eight inches).
- 4.9. All cars must have a car number on both sides and the roof that are at least 18" (eighteen inches).
- 4.10. There must be a minimum of 2" (two inches) of tire clearance from the body.
- 4.11. Doors should be a minimum of 22 inches.
- 4.12. 4" (Four inches) of ground clearance.
- 4.13. From center of hub to rear top of deck Max. 45/ Min. 34inches.
- 4.14. Maximum body width **68** inches at widest point. Minimum 53 inches.
- 4.15. Bottom of doors may be **68** inches wide Maximum.
- 4.16. Rear of door may flare out 6 inches for tire clearance left side only. Bottom of flare must be curved not pointed.
- 4.17. **Maximum rear width of car must be 67 inches at the widest point.**
- 4.18. Roof width Max. 50/ Min. 44 inches.
- 4.19. Roof length Max 56/ Min 41 inches.
- 4.20. **5 inch** Maximum height on rear roof post vertical.
- 4.21. Nose piece no longer or wider than frame horns and no further back than radiator.
- 4.22. **Spoilers will be allowed for 2007. Spoiler may be a maximum of 5 inches tall total material. You may run your spoiler at any angle you choose. 3 Spoiler supports may be used; this includes your side spoilers. Spoiler supports and side spoilers may be 5 inches tall in the back and 2 inches tall in the front with a maximum total length of 12 inches at the bottom. Spoiler may be lexan or aluminum. You may use the roof post / spoiler kit. This kit has the roof post and spoiler all made into one piece. The spoiler still will have to be only 5 inches tall.**
- 4.23 **Numbers must be on back of car. (Spoiler or fuel cell)**

5. **INTERIOR AND DRIVER COMPARTMENT**

- 5.1. All windows must have a minimum 11" (eleven inches) vertical opening. The entire interior must have 11" (eleven inches) of clearance from interior deck to

- roof and all sections of roll cage for easy exiting in case of accident or fire.
- 5.2. For safety, a kill switch is required within easy reach of the driver. It must be clearly labeled "ON" and "OFF".
 - 5.3. No adjustable shocks, hydraulic or pneumatic weight jacks, trackers, or similar adjustable components of any kind are allowed inside cockpit of car. Items must be removed from the car.
 - 5.4. No mirrors are permitted.
 - 5.5. Rock guard should end at steering wheel.
 - 5.6. Drivers compartment must be sealed from engine and race track. Including rear of bubble hood.
 - 5.7. Interior slope is 4" front to rear and flat across. If you stay flat the front half of interior you have used up 50% of your 4" so then from behind of driver to rear you may only use 2". Also the top of the interior must be flush with the top of door and quarter panels.
6. **ROOF & ROOF SUPPORTS** (see drawing diagram for reference)
- 6.1. All roofs must be full size. No half-moon roofs. Roof cannot be more than 12" (twelve inches) past the rear axle. No wings, spoilers or ground effects of any kind are allowed.
 - 6.2. **All flat type roofs will be allowed a maximum 1 inch difference between the front of the roof and the rear of the roof.**
 - 6.3. **All curved type roofs will be allowed a maximum of 5 inches in the front and 2 inches in the rear. The break in the roof must be within 6 inches from the center of the roof.**
 - 6.4. No wedge roofs.
 - 6.5. No dished roofs. Roofs must be rounded side to side. Bead rolls OK.
 - 6.6. Rear roof supports may not extend past the front side of rear upright of the roll cage.
 - 6.7. Side vents on front roof posts can extend back no further than 16" (sixteen inches) on the bottom, then straight up to roof for 1 configuration, side vents must meet outside of car.
 - 6.8. Any sun shield must be on hinge for easy exiting, no taping allowed that brings window opening to less than 12" (twelve inches).
 - 6.9. All race cars must meet the measurements illustrated in the U.M.P. drawing. There are only 5 (five) roof **supports** to choose from – no exceptions!
 - 6.10. Roof should be single thickness of material. Roll bar hoops must be exposed for inspection.

***NOTE* THE ROOF PROBLEM IN 2006 WAS A MAJOR PROBLEM. HERE IS THE WAY WE WILL TECH ROOFS IN 2007. FOR FLAT TYPE ROOFS WE WILL MEASURE THE ROOF FROM THE FRONT DOWN TO THE INTERIOR. THEN WE WILL MEASURE THE REAR DOWN TO THE INTERIOR, PROVIDING YOUR INTERIOR IS FLAT. IF THERE IS ONLY 1 INCH DIFFERENCE, YOUR ROOF WILL BE LEGAL. IF YOUR INTERIOR HAS BEEN CHANGED, WE WILL MEASURE FROM THE TOP OF THE FRONT OF THE ROOF TO THE GROUND, AND THE REAR OF THE TOP OF THE ROOF TO THE GROUND. IF IT IS 1 INCH OR LESS THEN YOUR ROOF IS LEGAL.**

IF YOUR ROOF IS CURVED THEN WE WILL PUT A LEVEL ON THE TOP OF THE CAR AND IF YOUR ROOF IS 5 INCHES OR LESS IN THE FRONT AND 2 INCHES OR LESS IN THE REAR AND THE BREAK IS IN THE MIDDLE THEN YOUR ROOF IS LEGAL.

ROOFS ON THESE RACE CARS WILL BE STOCK APPEARING AND IF IT LOOKS LIKE IT CAME FROM ANOTHER COUNTRY OR EVEN WORSE ANOTHER PLANET, YOU WILL NOT BE ALLOWED TO RUN THAT ROOF EVEN 1 NIGHT AT ANY UMP RACETRACK. IT WILL BE UP TO THE UMP TECH MEN TO DECIDE WHAT CHANGES MUST BE MADE IN ORDER TO RUN THE ROOF EVEN 1 NIGHT.

7. **WEIGHT**

- 7.1. All added weights must be painted white or a bright color with the car's number clearly painted on each piece.
- 7.2. All added weights must be securely mounted to car with minimum of 2 (two) 1/2" (one-half inch) bolts through each weight. No weights may be mounted on rear bumper or outside the body of the car. All added weight must be mounted below all windows and interior sheet metal. Any size weight.
- 7.3. Due to the high risk factor involved, any car that loses lead weight during an event may be fined up to \$500.00.
- 7.4. Minimum weight of car with driver at all times including after the race is 2,400 (two-thousand four-hundred) pounds.
- 7.5. All weight determinations will be measured on the scales selected and by U.M.P. for each racing event. Zero tolerance is strictly enforced.

8. ELECTRONIC DEVICES & TRACTION CONTROL

- 8.1. All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. No controlled timing device attached to or controlling accelerator or rotation of wheel allowed.
- 8.2. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- 8.3. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are not permitted in cockpit or driver accessible areas.
- 8.4. No adjustable restrictor plates are permitted.
- 8.5. Any remotely controlled components inside or outside the cockpit of any competitor's racecar are not permitted.
- 8.6. Any competitor found with any of the aforementioned devices will be fined and lose all accumulated points.
- 8.7. No radios are allowed in the racecar or on anyone connected with the car.

9. FUEL SYSTEMS

- 9.1. All cars must have fuel cells - 32 (thirty-two) gallons maximum capacity. Fuel cell must be completely enclosed in 18-gauge metal container. No aluminum allowed. All fuel cells must be completely visible. All cells must have a minimum of 2 (two) 2" (two inch) x 1/8" (one-eighth of an inch) steel straps surrounding them. Fuel cells must be protected in rear of axle by securely-mounted roll cage tubing. Any driver having a fuel cell with a capacity greater than 32 (thirty-two) gallons, will lose all winnings and points for that event and fined \$1,000.00. Any driver must be prepared to drain fuel upon request for measurement.
- 9.2. One 2 (two) or 4 (four) barrel carburetor is allowed. Must be naturally aspirated.
- 9.3. No fuel injection systems or electric fuel pumps are permitted.
- 9.4. No part of fuel cell may be lower than protective tubing.
- 9.5. Racing gasoline or alcohol is permitted. No nitrous oxide, nitrous methane, propylene oxide or any type of additives are permitted. Fuel may be checked at any time.
- 9.6. All fuel cells must have check valve in breather for prevention of fire in a rollover.

10. ENGINES

- 10.1. Any American made engine may be used as long as the rear of the engine bell housing flange is mounted at least 72" (seventy-two inches) forward from the center of the rear axle. Engine offset must be kept within 2" (two inches) of center line from cross member. Engine height minimum is 11" (eleven inches) from ground to front center of crankshaft.
- 10.2. All engines must be able to be used in a conventional passenger car without alteration. Motor mounts cannot be removed or altered. Castings and fittings may not be altered. No machine work on the outside of the engine or on the front or rear of the crankshaft is permitted.
- 10.3. No aluminum blocks are permitted.
- 10.4. No magnetos are permitted.
- 10.5. No total dry sump systems are allowed. Wet systems must be operative and will go with a claim by U.M.P. officials.
- 10.6. Cooling systems may be altered or modified if stock-appearing hood line is maintained.
- 10.7. Batteries must be securely mounted and shielded. Batteries may not be mounted inside driver's cockpit.
- 10.8. Exhaust systems must be mounted in such a way as to direct spent gases away from areas of possible fuel spillage. All headers must be pointed away from ground, horizontal and preferably outside of car. No more than 1/2" (one-half inch) clearance surrounding header pipe when directed through firewall on driver's side. Mufflers may be required at certain tracks.

11. ENGINE CLAIMS

- 11.1. Any qualified U.M.P. competitor has the right to claim any engine at any time during a U.M.P. event if a claim is made against it. The claim is \$550.00 + exchange of engine and \$50.00 for the tow truck. Claims do not include: flywheel, clutch, pressure plate, bell housing, headers, carburetor, starter, fan & pulleys, motor mount, sending units and switches for oil pressure and water temperature, carburetor adaptor, clutch ball, clutch arm, throw out bearings, dip stick, water pump, distributor, plug wires or fuel pump.
- 11.2. Any driver wishing to make a claim must have taken the checkered flag in the feature and be on the same lap as the leader. The claim must be made in cash or certified check to promoter within 5 (five) minutes after the completion of the feature. The driver must have the claim payment and his/her U.M.P. current/valid license available – a third party cannot provide these items to the claiming driver. (Yearly membership runs from February 1 through January 31.) All claims, positive or negative, are to be reported immediately to U.M.P.

- headquarters by the event promoter. No driver can make over 2 (two) claims in U.M.P. within the same year. A driver can claim another driver's engine only once during the year. Only the engine of the event winner can be claimed. In case of multiple claims on the same engine, the engine will go to a qualified driver who finished the furthest back in the field on the lead lap. No driver may claim an engine if he/she has spun out and caused a caution period. If a claim is refused, the claim is not held against the claiming driver. The motivation behind claiming is to keep the prices affordable and create competitive racing.
- 11.3. Any driver making a claim must drive his/her car immediately after the finish of the feature, under its own power, directly to the claiming area. Only drivers and officials are allowed in the claiming area. Claiming area must be designated by the promoter to all drivers at the driver's meeting prior to the feature event. The feature winner must go to the claiming area immediately following the finish of the feature event. If no driver comes immediately to the claiming area, the winner may proceed to the pits.
 - 11.4. The claimed engine must be completely removed within 1(one) hour from the time the claim is made.
 - 11.5. The first sell/no sell or trade of the engine by the driver being claimed is considered binding.
 - 11.6. Only a qualified driver may claim an engine and only the winning driver may agree to sell.
 - 11.7. Refusal to sell forfeits all cash, trophies and contingency winnings for the feature as well as all U.M.P. State and Nationals points' award for that night. Any driver refusing to sell his/her engine the first time is fined \$200.00 and is suspended from racing at any and all U.M.P. sanctioned race tracks and events for 1 (one) week. The second infraction for a driver refusing to sell their engine carries a \$600.00 and suspended for 4 (four) weeks.
 - 11.8. All claimed engines must be removed from the car at the track. The buyer must examine the engine before removal. Once removal has started, the sale is final. Any sabotage to claim an engine will result in the saboteur being suspended from all U.M.P. races for 30 (thirty) days and until the fine of \$1,000.00 is paid to U.M.P.
 - 11.9. To claim an engine, the claiming driver must have raced at least 1/2 (one-half) of the sanctioned events at the sanctioned track where the claim is made or at least the last 3 (three) consecutive feature events at that track. A driver can have his/her engine claimed at any time. No claim can be made against a driver on his/her first night at a sanctioned track.

12. DRIVETRAIN & SUSPENSION

- 12.1. All drive shafts must be painted silver or white. No aluminum, fiberglass, or carbon fiber drive shafts are permitted.
- 12.2. A 1/2" (one-half inch) x 2" (two inches) 18-gauge steel drive shaft loop is mandatory. Loop must be at least 6" (six inches) behind U-joint. Two loops are recommended.
- 12.3. Drives are encouraged to perform systematic checks on their drivetrain to help reduce maintenance-related driveshaft problems. U.M.P recommends that competitors seriously evaluate their car and related components to reduce the potential risk for injury for driveshaft-related incidents.
- 12.4. No direct drives allowed. Transmission must be bolted to engine. All cars must have forward and reverse gears and be able to shift to forward or reverse with engine running. BERT-type transmissions are allowed.
- 12.5. Clutch type transmissions must be equipped with explosion-proof steel bell housing. If no explosion-proof bell housing is available for your engine, or if you prefer, you may construct a shield of at least 1/2" (one-half inch) x 6" (six inches) steel covering the clutch area 360 degrees and be securely fastened.
- 12.6. Steering box must be O.E.M. No rack and pinions are allowed. Must use original bolt pattern that matches frame type. In cockpit, steering may be modified to suit the driver but must remain on the left side. No center steering is permitted.
- 12.7. Any passenger car or truck rear end is permitted except no aluminum is allowed other than lowering blocks, axle cap and drive plate.
- 12.8. No "live axle" rear ends. No quick change devices.
- 12.9. No independent rear suspensions.
- 12.10. Floater hub assembly only.
- 12.11. Front suspension must be O.E.M. and be in stock location. Must be replaceable by stock part from same type of suspension.
- 12.12. No aluminum shocks, shells, hubs, A-frames, rear-end, tubes or other suspension parts are permitted.
- 12.13. No coils over shocks are permitted on front of car. No home made coil-overs are allowed – no exceptions.
- 12.14. Steel coil-over eliminators or steel/aluminum coil-over kits allowed-must conform to shock and spring rules. (Rear only) (5 inch spring)
- 12.15. All springs must be tethered or cabled. **If springs come off cars UMP**

reserves the right to fine driver \$200.00.

- 12.16. One shock per wheel only. No lay down shocks less than 12" (twelve inches) away from brake rotor. Additional shocks in other locations are permissible. Any shock may be claimed for \$120.00.
- 12.17. Stock passenger car spindles only. No fabricated spindles are permitted.
- 12.18. Lower A-frames cannot be altered or moved. Pre-approved after-market lower control arms are legal but must remain in factory location. All after-market lower control arms must have an official U.M.P.-approved and numbered sticker at all times.
- 12.19. Tube type upper A-frames are allowed and may be moved. Aluminum cross shafts OK.
- 12.20. Composite leaf springs are permitted.
- 12.21. Aluminum shackles are permitted.

13. BRAKES

- 13.1. All cars must be equipped with a working braking system on all four wheels and all four wheels must lock up at all times.
- 13.2. Steel rotors only. No carbon fiber or aluminum. No drilling, lightening or alteration brake rotors or calipers are permitted. All calipers must be O.E.M.
- 13.3. No single disc brake rotors are permitted. No scalloped rotors are permitted. Must be O.E.M.

14. TIRES & WHEELS

- 14.1. Hoosier A-40, D-40 or H-40 compounds are permitted. 26.5/8.0/15 or 27.5/8.0/15. Maximum width = 9" (nine inches).
- 14.2. **Deep South tire rule will change. Check with your local track to find out what tire you may run.**
- 14.3. Grooving is strictly prohibited on all tires. Only the A-40 and H-40 may have slight siping. No recaps are permitted.
- 14.4. A U.M.P. official can confiscate any tire at any time and at any U.M.P. track to be evaluated and checked with a tire durometer. Tires that are found to be legal will be returned within a reasonable period of time.
- 14.5. There will be no defacing or altering of the manufacturer's identification markings on any tire. You may not remove any letters, words or numbers that would identify the tire. Tire compounds may be covered by duct tape as long as U.M.P. officials are able to lift the covering at any time. Any alteration of tires may result in immediate suspension from all U.M.P. racetracks and penalties deemed appropriate by U.M.P. No tire softeners of any kind will be permitted! Tire softeners found in dirt of any racetrack may result in an EPA investigation and force the closure of that racetrack.
- 14.6. Mud plugs are allowed on all 4 wheels. Bead locks are allowed on right side only.
- 14.7. Mud plug must have car number on it.
- 14.8. **Only 8 inch racing wheels are allowed.**
- 14.9. Wheels must be conventional one-piece steel and must be mounted with lug nuts. No plastic or carbon fiber wheels are permitted or aluminum. Must have 5 lugs.
- 14.10. Maximum overall width (front or rear) shall not exceed 78" (seventy-eight inches) from the outside of tread to outside of tread. Maximum 1" (one inch) spacer between hub and wheel is allowed. Steel or aluminum spacer is allowed on the front of the car only so long as overall width does not exceed 78" (seventy-eight inches).

15. BEHAVIOR

- 15.1. No derogatory or distasteful statements on any racecar or hauler are permitted at any U.M.P. racetrack. U.M.P. officials have discretion and the final decision on all lettering on all racecars and haulers. Failure to remove offensive lettering will mean disqualification from all U.M.P. events and a fine of up to \$500.00.
- 15.2. No driver or pit crew member shall subject any U.M.P. promoter or official to threats, abusive or improper language at any time. Any driver or pit crew member who assaults or threatens any U.M.P. promoter or official may be fined up to \$1,000.00 and suspended indefinitely from all U.M.P. events until fine is paid. Reinstatement and fines are at the discretion of U.M.P. management and non-contestable.