

SOUTHERN OREGON SPEEDWAY

www.sospeedway.com

2009 DIRT MODIFIED RULES

Dirt Modified rules will adhere to current U.M.P. rules (currently the 2008 rules, listed below) with the exception of tires. Only Hoosier IMCA G60 will be allowed. You can go to www.umpracing.com for more info.

U.M.P. DIRTcar 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. UMP DIRTcar may at anytime make amendments to the rules set forth. Rule amendments will be posted online via the UMP DIRTcar web site and noted in the official UMP DIRTcar newsletter.
- 1.3. UMP DIRTcar rules shall apply at all UMP DIRTcar sanctioned events. Tracks that neglect to enforce UMP DIRTcar rules may lose their UMP DIRTcar sanctioning and participation in State and National point's competitions.
- 1.4. EIRI (except in rare instances) Decisions of UMP DIRTcar Officials are final and binding without exception. In some cases, track safety rules may take precedence over UMP DIRTcar published rules. Any discrepancy between UMP DIRTcar and track rules should be brought to the attention of UMP DIRTcar.
- 1.5. UMP DIRTcar officials shall have full authority over UMP DIRTcar sanctioned events. At the discretion of UMP DIRTcar officials, any competitor may be penalized for rule violations, hazardous actions or assaults/threats against any official.
- 1.6. No car will qualify without inspector approval. All UMP DIRTcar race cars are subject to inspection by UMP DIRTcar officials at any time.
- 1.7. The uses of pit boards or colored flashlights are prohibited.
- 1.8. All UMP DIRTcar racetracks will phone, e-mail or fax results to UMP DIRTcar headquarters before noon each Monday.
Fax# (812) 426-1211 E-mail: sdillman@dirtycar.com

2. SERIES DECALS AND PATCHES

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

3. SAFETY

3.1. Seat Belts

- 3.1.1. The use of at least an SFI approved five point seat belt system including a crotch belt is required. The system is to be mounted to the specifications and instructions of the seat belt manufacturer.. The

date on the belt must not exceed 4 years.

3.1.2. Seat belt webbing that comes into contact with any sharp or unradiused metal edge must be protected from that edge. Belts must pass through seat according to the specifications of the seat and belt manufacturer..

3.1.3. As racing seat belts are subjected to severe conditions, it is encouraged that worn or frayed belts are replaced immediately and undamaged belts are replaced every 24 months or the belt manufacturer's recommendations. The date sewn into the webbing should be used as a guide.

3.2. Halon fire extinguisher system is highly recommended.

3.3. The firewall at front of cockpit should be constructed of metal to minimize airflow from the engine compartment into the cockpit and contain no holes or gaps.

3.4. Driver's seat must be of a proper racing seat design, installed on the left side of the car, and securely attached to the frame as per manufacturer's specifications.

3.5. All drivers must wear a clean one or two piece approved driver's suit, quilted or with underwear, head socks, gloves, foot socks and shoes to SFI specifications.

3.6. An undamaged Snell SA2000 Or SA2005 or newer spec full face helmet is mandatory for all events including track packing. SA95 is not acceptable effective March 1st 2008.

3.7. All crews must carry an operable fire extinguisher of 20 pounds marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires.

3.8. Numerous driver restraint and personal protection devices such as window nets, neck collars, Hans devices, arm restraints head and neck restraints or similar are available and highly recommended. It is the driver's decision on his/her personal protection and selection of use.

3.9. Solid steering wheel for protection of wrist is recommended

4. ROLL CAGE

4.1. 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.

4.2. 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) Three door bars on drivers side.

4.3. Protection of feet is mandatory. A bar across the back of the engine with vertical bars and rub rails or similar protection is sufficient.

4.4. Side roll bars are mandatory and must extend into the door panels.

4.5. 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).

4.6. Roll cage must be frame-mounted in a minimum of 6 (six) places.

4.7. 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

5. FRAMES

5.1. Factory production full 1950 or newer parallel American passenger car frames only. Frames must be complete in front of firewall. No cutting of frame in any way in front of firewall!

5.2. Front cross member may be notched for radiator clearance only. Cross members must be plated to retain complete box configuration..

5.3. Jeep, Bronco, 4-wheel drive, front wheel drive or sports car frames are not allowed. .

5.4. Minimum wheelbase is 108" (one hundred and eight inches). Maximum wheelbase is 112" (one hundred and twelve inches).

5.5. 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)

5.6. Fiberglass lift bars are not permitted. Rear torsion bars are not permitted.

5.7. Frames may not be widened or narrowed and must be able to support roll cage on both sides and

must be full and complete on both sides. Minimum frame and body height from ground is 4" (four inches). 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 must be constructed of pipe or flat stock and must protect the fuel cell. Center of bumpers (front and rear) must have 25 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.

5.8. Brace bars forward of the cage may not be higher than stock hood height.

5.9. Rear push-bars may not extend beyond 6" (six inches) of rear quarter panel.

5.10. All side bars and bumpers must be capped on ends.

6. BODIES (see drawing diagram for reference)

6.1. Bodies must follow dimension and appearance as shown on diagram. Body shall be the fabricated modified body from approved vendors.

6.2. 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.

6.3. Front roof post must be in a straight line from top to bottom.

6.4. Engine compartment will remain open. Side panels are not 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.

6.5. Side fins or lips of any kind are not permitted along the entire length of car or any panel (hood, front, nose, and roof).

6.6. Bodies should extend no further forward than the back of the block.

6.7. 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.

6.8. Minimum height to top of roof is 42" (forty-two inches) with a maximum height not exceeding 52" (fifty-two inches).

6.9. Minimum height to top of deck is 28" (twenty-eight inches) with a maximum height not exceeding 38" (thirty-eight inches).

6.10. All cars must have a car number on both sides and the roof that are at least 18" (eighteen inches).

6.11. Drivers last name in minimum 8 inch letters should be displayed under the cars number

6.12. There must be a minimum of 2" (two inches) of tire clearance from the body.

6.13. 4" (Four inches) of ground clearance.

6.14. Measurement from center of hub to rear top of deck; Maximum: 48 inches / Minimum: 34 inches

6.15. Maximum body width is 68 inches at any (widest) point. Minimum 53 inches.

6.16. Bottom of doors may be 68 inches wide Maximum

6.17. Rear of door may flare out 6 inches for tire clearance left side only.

6.18. Bottom of flare must be curved not pointed

6.19. Maximum rear width of car must be 67 inches at the widest point.

6.20. Roof width: Maximum - 50 inches / Minimum - 44 inches.

6.21. Roof length: Maximum - 56 inches / Minimum - 41 inches.

6.22. Maximum height on rear roof post vertical is **5 inches**

6.23. Nose piece shall not be longer or wider than frame horns and shall not attached any further back than the radiator.

6.24. Spoiler shall 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 shall 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.

6.25. 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 provided the spoiler does not exceed 5 inches tall.

7. INTERIOR AND DRIVER COMPARTMENT

7.1. 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.
- 7.2. A kill switch is required within easy reach of the driver. It must be clearly labeled "ON" and "OFF".
- 7.3. Adjustable shocks are not allowed
- 7.4. Hydraulic or pneumatic weight jacks, trackers, or similar adjustable components of any kind are NOT allowed inside cockpit of car. Items must be removed from the car.
- 7.5. Mirrors are NOT permitted.
- 7.6. Rock guard should end at steering wheel.
- 7.7. Drivers compartment must be sealed from engine and race track. Including rear of bubble hood.
- 7.8. Maximum slope of the interior sheet metal "shelf" is 4" front to rear and flat side to side. 50% of the 4" slope must be used in the half of interior forward of the driver.
- 7.9. Top of the interior must be flush with the top of door and quarter panels.

8. ROOF & ROOF SUPPORTS (see drawing diagram for reference)

- 8.1. All roofs must be full size. No half-moon roofs. Roof cannot be more than 12" (twelve inches) past the rear axle.
- 8.2. Wings, roof spoilers or ground effects of any kind are NOT allowed.
- 8.3. All flat type roofs will be allowed a maximum 1 inch difference between the front of the roof and the rear of the roof.
- 8.4. 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.
- 8.5. Wedge roofs are not allowed.
- 8.6. Dished roofs are not allowed. Roofs must be rounded side to side. Bead rolls acceptable.
- 8.7. Rear roof supports may not extend past the front side of rear upright of the roll cage.
- 8.8. Side vents on front roof posts may extend rear ward from the lowest point, a maximum of 16" (sixteen inches), then at a 90 degree angle to roof for 1 configuration, side vents must meet outside of car.
- 8.9. Any sun shield must be on hinge for easy exiting, no taping allowed that brings window opening to less than 12" (twelve inches).
- 8.10. All race cars must meet the measurements illustrated in the UMP DIRTcar drawing.
- 8.11. 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.
- 8.12. Flat type roofs will be measured from the front edge of the roof down to the interior and measured from the rear edge down to the interior, assuming a flat interior.. A 1 inch difference between the two measurements is acceptable. . If the Interior has been changed, the measurement be from the front edge of the roof to the ground, and the rear edge of the roof to the ground. A one inch difference between the two measurements is acceptable..
- 8.13. If the roof is curved then a level will be placed on the top of the car and if the roof is 5 inches or less in the front and 2 inches or less in the rear and the break is in the middle, then the roof is acceptable..
- 8.14. Roofs on these cars will be stock appearing. If a UMP DIRTcar tech man determines your roof is too far out there, you will have to make some corrections before you will be allowed to run that night.

9. WEIGHT

- 9.1. All added weight(s) must be painted white or a bright color with the car's number clearly painted on each piece.
- 9.2. 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.
- 9.3. Any car that loses lead weight during an event may be fined up to \$500.00.
- 9.4. Minimum weight of car with driver at all times including after the race is 2,400 (two-thousand four-hundred) pounds.
- 9.5. All weight determinations will be measured on the scales selected and by UMP DIRTcar for each racing event. Zero tolerance is strictly enforced.

10. ELECTRONIC DEVICES & TRACTION CONTROL

- 10.1. All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are strictly prohibited..
- 10.2. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- 10.3. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are not permitted in cockpit or driver accessible areas.
- 10.4. Adjustable restrictor plates are prohibited.
- 10.5. Any remotely controlled components inside or outside the cockpit of any competitor's racecar are not permitted.
- 10.6. Any competitor found with any of the aforementioned devices will be fined and lose all accumulated points as a minimum penalty.
- 10.7. Radios or devices for transmitting voice or data are prohibited, either in the racecar or on anyone connected with the car.

11. FUEL SYSTEMS

- 11.1. 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.
- 11.2. One 2 (two) or 4 (four) barrel carburetor is allowed. Must be naturally aspirated.
- 11.3. Fuel injection systems or electric fuel pumps are prohibited.
- 11.4. No part of fuel cell may extend lower than protective tubing.
- 11.5. Racing gasoline or alcohol is permitted.
- 11.6. Nitrous oxide, nitrous methane, propylene oxide or any type of additives are strictly prohibited.
- 11.7. Fuel may be checked at any time.
- 11.8. All fuel cells must have check valve in breather and filler check valve..

12. ENGINES

- 12.1. 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.
- 12.2. 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. Machine work on the outside of the engine or machine work on the front or rear of the crankshaft is prohibited.
- 12.3. Aluminum blocks are not permitted.
- 12.4. Magnetos are not permitted.
- 12.5. . Wet systems must be operative and will go with a claim by UMP DIRTcar officials. Total dry sump systems are not allowed
- 12.6. Cooling systems may be altered or modified if stock-appearing hood line is maintained.
- 12.7. Batteries must be securely mounted and shielded. Batteries may not be mounted inside driver's cockpit.
- 12.8. 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.

13. ENGINE CLAIMS

13.1. Any qualified UMP DIRTcar competitor has the right to claim any engine at any time during a UMP DIRTcar event. The claim is \$550.00 + exchange of engine plus \$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.

13.2. 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 or designated DIRTcar official within 5 (five) minutes after the completion of the feature. The driver must have the claim payment and his/her UMP DIRTcar 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, must be reported immediately to UMP DIRTcar headquarters by the event promoter. No driver can make over 2 (two) claims in UMP DIRTcar 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.

13.3. 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.

13.4. The claimed engine must be completely removed within 1(one) hour from the time the claim is made.

13.5. The first sell/no sell or trade of the engine by the driver being claimed is considered binding.

13.6. Only a qualified driver may claim an engine and only the winning driver may agree to sell.

13.7. Refusal to sell forfeits all cash, trophies and contingency winnings for the feature as well as all UMP DIRTcar 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 UMP DIRTcar 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.

13.8. 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 UMP DIRTcar races for 30 (thirty) days and until the fine of \$1,000.00 is paid to UMP DIRTcar

13.9. 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.

14. DRIVETRAIN & SUSPENSION

14.1. All drive shafts must be painted silver or white.

14.2. Aluminum, fiberglass, or carbon fiber drive shafts are not permitted.

14.3. 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.

14.4. Drivers are encouraged to perform systematic checks on their drivetrain to help reduce maintenance-related driveshaft problems.

14.5. Direct drives are not allowed.

14.6. 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.

14.7. 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.

14.8. Steering box must be O.E.M. Rack and pinion style steering is not 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. Center steering is not permitted.

14.9. "live axle" rear ends prohibited.

14.10. Quick change rear ends are approved, but not mandatory. Steel tubes only.

14.11. Aluminum birdcages are not permitted.

14.12. Independent rear suspensions are not approved.

14.13. Floater hub assembly only.

14.14. Front suspension must be O.E.M. and be in stock location. Must be replaceable by stock part from same type of suspension.

14.15. Aluminum spools are permitted.

14.16. Steel coil-over eliminators or steel/aluminum coil-over kits allowed-must conform to shock and spring rules. (Rear only) (5 inch spring)

14.17. All springs must be tethered or cabled.

14.18. Aluminum shocks, shells, aluminum hubs, aluminum A-frames, aluminum rear-end, aluminum tubes or other aluminum suspension parts are not permitted

14.19. Steel body, one piece non adjustable shocks only

14.20. Coils over shocks are not permitted on front of car including homemade coil-overs – no exceptions.

14.21. 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.

14.22. Any shock may be claimed for \$120.00.

14.23. Stock passenger car spindles only. No fabricated spindles are permitted.

14.24. 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 UMP DIRTcar-approved and numbered sticker at all times.

14.25. Tube type upper A-frames are allowed and may be moved. Aluminum cross shafts OK.

14.26. Composite leaf springs are permitted.

14.27. Aluminum shackles are permitted.

15. BRAKES

15.1. All cars must be equipped with a working braking system on all four wheels and all four wheels must lock up at all times.

15.2. Steel rotors only. Carbon fiber or aluminum are prohibited. Drilling, lightening or alteration to the brake rotors or calipers is prohibited All calipers must be O.E.M.

15.3. Single disc brake rotors or scalloped rotors are not permitted. Must be O.E.M.

16. TIRES & WHEELS

16.1. Tire rule may be amended by bulletin.

16.2. The UMP DIRTcar approved tire is the Hoosier A-40, D-40 or H-40 compounds in the UMP DIRTcar plated tire 26.5/8.0/15 or 27.5/8.0/15. Maximum width = 9" (nine inches).

16.3. Grooving is strictly prohibited on all tires. Only the A-40 and H-40 may have siping. Recapping of an approved tire is not permitted.

16.4. A UMP DIRTcar official can confiscate any tire at any time and at any UMP DIRTcar track/event to be evaluated including verification using a tire durometer. Tires that are found to be legal will be returned within a reasonable period.

16.5. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire is strictly prohibited. Tire compounds may be covered by duct tape as long as UMP DIRTcar officials are able to lift the covering at any time. Any alteration of tires may result in immediate suspension from all UMP DIRTcar racetracks and penalties deemed appropriate by UMP DIRTcar.

16.6. Tire softeners or chemicals designed to change the characteristics of the tire chemistry or surface are strictly prohibited. Such chemicals or processes may result in an EPA investigation and force the closure of that racetrack.

16.7. Mud plugs are allowed on all four wheels. Bead locks are allowed on right side only.

16.8. Mud plug must have car number on it.

16.9. Only 8-inch racing wheels are allowed.

16.10. Wheels must be conventional one-piece steel and must be mounted with lug nuts. Aluminum, plastic or carbon fiber wheels are NOT permitted. Must have five lugs.

16.11. 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).

17. BEHAVIOR

17.1. Derogatory or distasteful statements on any racecar or hauler are not permitted at any UMP DIRTcar racetrack. UMP DIRTcar 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 UMP DIRTcar events and a fine of up to \$500.00.

17.2. No driver or pit crew member shall subject any UMP DIRTcar promoter or official to threats, abusive or improper language at any time. The driver is responsible for all crew members or those associated with the car. Any driver or pit crew member who assaults or threatens any UMP DIRTcar promoter or official may be fined up to \$1,000.00 and suspended indefinitely from all UMP DIRTcar events until fine is paid. Reinstatement and fines are at the discretion of UMP DIRTcar management and non-contestable.

[Click HERE for UMP Modified Diagram](#)