



2021 Summit Racing Equipment American Modified Series Rule Book

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Summit Racing Equipment American Modified Series Rules

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 American Modified Series and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all American Modified Series sanctioned racing events. American Modified Series officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final.

All race cars are subject to be inspected by the American Modified Series Technical Director and/or UMP DirtCar officials at any time during the event.

The American Modified Series reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

The American Modified Series is a professional organization and will conduct itself so in its dealings with everyone, including fans, drivers, team members, series sponsors, team sponsors, tracks, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to the American Modified Series Events.

Unsportsmanlike Conduct: Any driver/crew member/participant found by American Modified Series officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt modified racing, or American Modified Series will receive a penalty. This includes any aggressive action toward an American Modified Series official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to the American Modified Series or American Modified Series official. Driver/crew member/participants are always solely responsible for the actions of all team members. If a team member shows unsportsmanlike conduct, American Modified Series officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his/her actions.

No driver or crew member may be under the influence of alcohol, drugs, or any other controlled substance while competing. The Series reserves the right to take disciplinary action which may include but is not limited to immediate ejection from a track. Disciplinary action is at the sole discretion of the Series.

Any driver entering and competing in an American Modified Series event acknowledges and accepts the following: American Modified Series may use the driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations:

- audio-take reproduction
- transmissions over the internet
- public/private online service authorized by the American Modified Series
- before, during, and after event promoting, advertising, and/or reporting of a sanctioned American Modified Series event

Do hereby relinquish all rights for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture, likeness in connection with product endorsements and the sale of products, services, concessions, and merchandise.

All American Modified Series Events will be sanctioned through UMP; therefore, you will receive AMS Championship points and points toward UMP DIRTcar National Points standings (UMP Points are awarded only to drivers who choose to sign up with UMP as a member). If we sanction a race at a Non-UMP Racetrack, All AMS Format and Rules are in effect, and drivers will still be awarded AMS and UMP points. Under the guideline of the 2021 DIRTcar UMP & AMS Modified rules. Any and/or rules and as stated in the different regions of North America, refer to the rules that are in the 2021 DIRTcar UMP Modified Rules have been established to include the rules in several effects in your region. The following are the 2021 UMP Modified rules. All amendments supersede any previous rules regarding any technical article and/or aspect. Under the guideline of the 2021 UMP Modified rules any and/or rules and as stated in the 2021 DIRTcar Rule Book, all DIRTcar rules apply to all sanctioned divisions. The specifications published shall be considered a section of the "Official Rules and Specifications" for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance. **SEE OFFICIAL WEBSITE:** <https://www.dirtcar.com/>

1.0. Series Championship

1.1. 2021 Membership

- A. Drivers may become a member of the American Modified Series by paying a one-time \$100 membership fee for the 2021 season. This fee entitles you to be eligible to pay a \$40.00 event entry fee and receive points fund payout, provisional, contingency prizes, and banquet giveaways. You must be a paid member to receive the benefits of being an American Modified Series member. To become a member of the American Modified Series, membership application and fee must be received by the May 28, 2021 Farmer City Speedway event held in the 2021 racing season. **NO EXCEPTIONS OR EXTENSIONS!!**

1.2. 2021 Points Fund Eligibility/Criteria

- A. The 2021 Awards Banquet will be held in conjunction with the UMP DirtCar Series Banquet in January 2022. (Any driver not attending the Awards Banquet will forfeit ½ of their money and no awards or prizes.
- B. You must finish in the top 10 in points to be eligible for cash and prizes. You must attend the final points race (Championship Night) and attend the AMS/UMP banquet. Failing to do so will be forfeiture of 50% of your winnings and no awards or prizes.
- C. Driver's will be paid point money on the percentage of races attended. For example, if you ran 3rd in points (\$1000.00) and ran 80% of the races you would receive 80% of the money (\$800.00). If you ran 50% of the races you would receive \$500.00.

1.3. 2021 Championship Point Standings

- A. The season-ending championship point standings will be based on 80% of scheduled events during the 2021 American Modified Series season. For Example, if 20 events are successfully completed, competitors 16 best event point totals will count towards the season-ending championship standings.
- B. Please Note: The American Modified Series will continue its working relationship with the UMP DirtCar organization. Competitors can also earn championship points towards the UMP DirtCar Modified National Championship along with earning championship points toward the American Modified Series Championship.

1.4. 2021 Championship Point Fund

TO BE ANNOUNCED

1.5. Taxes

- A. Eligible teams receiving series points fund money will receive a 1099 tax form from the American Modified Series for the amount that they were paid for the series point's championship. These by law will be mailed out no later than January 31, 2022. This will be sent to the person(s) and or company the race team designates on his/her driver registration/membership form for 2021. **POINTS MONEY WILL BE PAID TO THIS DESIGNATED PERSON (S) OR COMPANY.**

2.0. Race Event Procedures

2.1. Event Sign-In/Registration

- A. It will be the responsibility of all drivers/teams to sign in and pay entry fee prior to the drivers meeting. Event Sign-In/Registration will be conducted at the American Modified Series Official Trailer at a designated location in the pit area. ONLY a driver or crew representative shall be allowed to sign in the car that is at the track prior to cut off. American Modified Series officials may draw for drivers/teams not at the track under exceptional circumstances beyond the control of American Modified Series Officials or the drivers/teams being signed in. The pill draw will be closed once the drivers meeting is concluded.
- B. Each driver/team must read and must decide if he or she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in an American Modified Series event. By doing so the driver/team understands that the rules and enforcement of decisions made by the American Modified Series are final.
- C. By Entering, qualifying and/or racing in an American Modified Series Event you are accepting these Rules and Regulations, being those under which you are prepared to race.
- D. It is a condition of entry that the Driver's Registration Form is completed and handed in prior to the Driver's first series race of the season. If a driver changes cars or teams during the season, it is his/her responsibility to re-register. It is also the responsibility of the team/driver to fill out a Sponsorship Registration Card upon sign-in. These cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the team/driver responsibility to notify the P.R. Director.

2.2. Entry Fees

- A. All drivers/teams will pay an entry fee for each event.
- B. All events will carry a \$50 entry fee for Non-AMS Members and \$40 entry fee for AMS Members.

- C. All Entry Fees must be paid in cash.
- D. Entry Fee must be paid before a team will be allowed to draw for qualifying.
- E. In the event of a Rainout, Cancellation or postponement (other than next day), all Entry Fees will be refunded or held over at Teams' request. Entry Fees are collected on a race-to-race basis. Each race will be separate. Only in the event of a rain out will the entry fee be carried over, and the Entry Fees collected will only be good for that Event.

2.3. Driver Communication

- A. Raceceiver one-way radios are required to be used in every portion/segment of an event. Race Director and Head Scorer are the only people permitted to transmit on a Raceceiver device. Use of any other type of radio is not permitted.

2.4. Technical Inspection

- A. Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.
- B. All race cars must pass through technical inspection before driver's meeting. All race cars must pass technical inspection before a technical sticker is issued.
- C. Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps. No sticker means no Hot Laps. No exceptions.
- D. After a race car has passed technical inspection, and sticker has been issued, no alterations may be made to the race car. Any changes to deck height, quarter panels, doors or any other part of racecar will result in loss of qualifying time or loss of position in either Heat Races or B-Mains.
- E. Spot-checks can be made by the technical inspector at any time, and penalties will be applied to cars found illegal after tech stickers have been issued. All race cars are subject to be inspected by the UMP DirtCar and American Modified Series Technical Director at any time during the event.
- F. Any race car found to be illegal, as a result of changes, on the starting grid for the A-Main or a B- Main will be changed back to legal and start from the rear. Changes may not be made on the grid; car must return to the pits.
 - a. If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal has been given in order to start from the rear. No exceptions.

2.5. Drivers Meetings

- A. It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the American Modified Series Official Trailer.
- B. Any rule, format or schedule changes will be discussed at the drivers meeting.
- C. ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Your attendance and attention are mandatory.

2.6. Hot Laps

- A. All Drivers will be allowed one (1) Hot Lap Session per day - either 1-day Show or 2-day Show. Hot Laps will be conducted in Groups in order, as per the Draw. Drivers/Teams are responsible for knowing what Group the Driver/Team's in. Lineups will be posted at the American Modified Series Official Trailer in the pits. Drivers must Hot Lap in their assigned Groups. If a Driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. **NO EXCEPTIONS.**

2.7. Time Trials

- A. Drivers must time trial in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification lap at the end of the time trial line within their assigned group.
- B. It is the driver/team's responsibility to be in their qualifying spot on time, in most instances, qualifications will be immediately after hot laps. If you are one of the drivers/teams that draw an early number, you need to be ready to be in line first. Be ready to be in line as soon as the last hot lap group finishes on the track.
- C. Group qualifying format will be used with four (4) heats or more.
- D. Cars will qualify two (2) laps back to back. Once the green flag is given to the driver to start the qualification run, there will be no wave offs. Drivers exiting the track for whatever reason will not be allowed to return to qualify.
- E. Cars will either be weighed before or after qualifying, depending on the layout of the current racetrack, and will be determined by the Series Officials. All cars that are judged to weigh light crossing the scales after qualifying will lose their qualifying time and will start at the rear of a heat race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the heat races by the qualifying order.
- F. Remember that all cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

2.8. Race Format

- A. Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or B-Main Race in order to transfer to the A-main. Heats will be ten (10) laps unless otherwise notified in the drivers meeting for all events. Heat Races will be heads-up. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting.
- B. Heat Race winners will re-draw for starting positions.
- C. The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the Racetrack.
- D. Depending upon the number of heats, either the First 3 (three) from six heats, or, 4 (four) finishers from four heats, will transfer to the Main Feature. All other Drivers, in order of Heat Finish will go through to either one (1) or two (2) B-Mains.
- E. B-Mains will be twelve (12) laps unless otherwise notified in the drivers meeting.
- F. Special race format: Any changes to the standard American Modified Series event formats will be announced at least two (2) weeks in advance of the event.

2.9. Heat Race & B-Main Assignments

- A. No car will be allowed to change Heat Race or B-main Race Assignments. If it is deemed by the series officials to be a rare and or uncontrollable circumstance the series reserves the right to allow someone to change their assignment but will start from the rear. Only in rare circumstances will this be allowed by the series director be warned.

2.10. Pre-Race Staging

- A. Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include but not be limited to: Time Trials, Heats, B-Mains, Drivers Introductions & A-Main.
- B. A brief tech inspection can occur before each event. It is the driver's responsibility to be in line early enough to pass through this technical inspection prior to Time Trials, Heats, B-Mains & the A-Main. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event.

2.11. Ten-Minute Call

- A. A ten-minute call will be given prior to each A-Main. The ten-minute call may be started during any on track race prior to but not limited to the A-Main. If the ten-minute call begins and a driver misses the ten-minute call, that driver could be forced to start the tail of the given event or race. A grace period may be awarded to the B-Main cars. Heat transferring cars must be on-time.

2.12. Flagging Procedures

- A. Standard flagging procedures will be used for each event. If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag falls.
- B. After an on-track incident, the car or cars that come to a stop on the racetrack that were involved in the incident will be sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident may be allowed to keep their position in the line (at series officials discretion). Cars that were running on the lead lap will be sent to the tail of lead lap cars.

2.13. Starts

- A. All original starts will be double file and start at the start cone and/or chalk line placed between turn four and the starter's stand. Front row should approach the start cone at a moderate pace, keeping nose pieces as even as possible. Once the front row reaches the start- cone they may accelerate, and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row.
- B. If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re-line ups, unless there are three (3) or more cars missing from a row, then field will be crossed.

2.14. Brake Checking

- A. Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to position penalties (penalized two positions) or disqualification from that race with no warning.

2.15. Cautions on First Lap

- A. Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

2.16. Caution Procedures After First Lap

- A. In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the racetrack, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back per the race director.

- B. In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear.
- C. In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.
- D. In the event of a caution, since there will be no racing back to the yellow flag, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one scored green flag lap.
- E. Laps will count when the leader plus three (3) cars cross the finish line.
- F. Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear. Only track or series officials may work on cars on the track, and if the officials are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.
- G. All cars pitting under caution during the Heat or B-Main will not be allowed to re-enter the race. All cars pitting under caution in the A-Main will be allowed to re-enter the race and will be scored if they make the one to go or restart signal. All cars that miss the one to go or restart signal will WAIT until the next caution to re-enter the race. NO cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.
- H. All drivers making a green flag pit stop during the Heat, B-Main or A-Main will NOT be allowed to re-enter the event until the next caution.
- I. Drivers will get two (2) courtesy laps to change a flat tire (no courtesy laps for other damage or missing equipment). The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored if they make the one to go signal restart.
- J. A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot & cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be NO courtesy laps awarded in the cold pit area.
- K. Once a caution is thrown, cars must slow down. The field will be put into correct running order in a single-file line. ALL cars one (1) lap or more down to the leader will be placed at the rear of the single-file line.
- L. Once the correct running order is established the field will be placed in **(Wolfe Pack restart) in honor of Tim Wolfe, Delaware restart order**. Second-place car must signal to the race director, choice of either inside or outside. Rest of field will line up accordingly based on the first-place car lane choice.

- a. EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of the fourth-place driver, etc. etc.
 - b. EXAMPE #2: Second place driver chooses outside. Third place driver goes inside of second place, fourth place driver goes outside, fifth place driver goes inside of third place driver, etc. etc.
- M. Any driver that stops on the track in order to cause a caution WITHOUT CAUSE is subject to being black-flagged from that event. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered WITHOUT CAUSE and disqualified.

2.17. Red Flag Procedures

- A. Under red flag conditions, all race cars must come to a complete stop on the racetrack.
- B. Unless directed to by the Race Director or series official, any driver that moves his race car under red flag conditions will be black-flagged and sent to the pits. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

2.18. Restarts

- A. **(Wolfe Pack restart) IN honor of Tim Wolfe, Delaware-file restarts** will be implemented in the Heats, B-mains, & A-Main of American Modified Series events.
 - a. Heat races and B-mains will get (2) Delaware-file restarts before going to single file (not counting the initial start).
 - b. The A-Main will get (3) attempts at Delaware-file restarts before going single-file (not counting the initial start).
 - c. If a caution occurs in the last five (5) laps of the A-Main event or last two (2) laps of a heat or B-Main, the restart will be single-file.
 - d. Series official reserve the right to forgo use of double-file restarts at any time.
- B. All restarts must be nose to tail. Leader may accelerate exiting turn four at a moderate pace approaching the start cone. If leader accelerates early, defined as accelerating anywhere other than the exit of turn four, the leader will be warned for first offense – second offense they will be moved back a row. Drivers, other than the leader, may not pass until they have passed the start cone. Doing so will be considered a jump-start and could result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race. Any driver (including lead car) passing to the inside of the start cone or hitting the start cone will be penalized one spot at the next caution or at the end of the race.

2.19. Racing Off-Track

- A. A driver racing off the racetrack to gain a position may be black flagged and scored last.

2.20. Spin Rule

- A. Any driver that is involved in two (2) single car incidents resulting in a caution will be black flagged from that event and sent to the pits.

2.21. Penalties

- A. There is a distinct difference between being given the Black Flag and being Disqualified.
 - a. Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, B-Main or A-Main. Your car will not be scored from the Black Flag time onwards.
 - b. Disqualified - means that you will not be allowed to take any further part in the competition from that point on. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during an event pertaining to driver or crew misconduct.

2.22. On Track Penalties

- A. The following penalties will be applied after normal caution procedures have been followed, unless special circumstances apply"
 - a. Under Green Flag or Caution Flag conditions, the American Modified Series Director reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by the Series Director. All decisions shall be final. Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.
 - b. Any physical confrontation, either on the Racetrack or in the Pits, will result in the Aggressor or Aggressors being suspended for the next two events or payment of a \$1,500 fine PLUS the loss of 300 points. A second offense will result in suspension for the rest of the season.
 - i. Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may be considered aggressors. Drivers should be aware that they will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

- c. Any incidents that occur during the last THREE Championship Events of the Season could result in Penalties being applied at the beginning of the following Season
- d. Any incidents that are judged to be “Deliberate Acts of Aggression”, whether on or off the Track, under Green or Caution, will result in Disqualification.
- e. The American Modified Series Officials reserve the right to increase the above Penalties, depending on the severity of the incident.
 - i. Any car that deliberately causes a Caution, in the judgment of the Series Official or other Officials, after the Pace Laps have been started, OR under Green Flag conditions, OR as the Race is about to go back to Green is subject to being black- flagged from that event. THE ONLY EXCEPTION TO THIS Rule will be made in the event of a flat tire. At all Events, a minimum of two courtesy laps will be given for a flat tire. If a Car is Black-flagged, it will not be scored from that point on. Failure to leave the Track after being Black-flagged may result in Disqualification.
- f. Any driver/race team member that threatens a series, UMP, and/or track official will be suspended for three events plus loss of 300 points. Second offenders will be banned from competition for the remainder of the 2021 season.
- g. Any driver/race team member that instigates a physical confrontation with a series, UMP, and/or track official will be banned from competition for the remainder of the 2021 season.

2.23. Time

- A. All Events will be conducted according to schedule in a timely manner. Main Features will be started by 10:00 p.m. whenever possible. Schedules will be posted in the Pits, as will Lineups and Qualifying Orders. It is your responsibility to adjust your workload accordingly and be ready when called.
- B. As a rule, from the end of a previous event on the track, you will have a maximum of 10 minutes to be in position, either on the Grid or in the staging area, for your scheduled event. During Heat Races, you must be in the staging area before the end of the previous Heat. At Feature Time Driver Introductions (if necessary), will begin at the end of the 10-minute call time period - if you are not in position by the required time during the program you will start from the rear of the field.
- C. Cars must be presented for technical inspection when requested to do so by the technical inspector or Series Director. Delays in getting technical inspection completed, or refusal to unload in a timely manner will result in offending drivers being denied Hot Laps.

2.24. Weigh In

- A. All Cars will weigh in at the Scales immediately before, or following, their Qualifying Laps, as per the Weight Rule, and as per Track layout. The transferring cars must weigh in immediately following their Heat Races, and B-main events.
- B. Following the A-Main, all cars instructed by the Race Director must cross the scales and weigh in correctly. This includes the winner, who must weigh prior to any winner's interview or presentation held on the front straightaway.
 - a. Any detour, to anywhere, may result in disqualification or the offending Driver being relegated to last place. After Qualifying, any detour will result in Loss of Time. Should any Car stop on the way to the scales and be touched by anyone other than a Race Official, the Driver will be disqualified. **NO EXCEPTIONS.**
- C. Any Car that is light at the Scales after qualifying/Time Trials will lose its time and start from the rear of a heat.
- D. Any car that is light at the Scales following a Heat race, Last Chance race or Feature will be relegated to last place for that race.

3.0 Provisional and Alternate Starting Positions

3.1. Provisional Starters

- A. Two American Modified Series provisional starting positions will be awarded at each event. Provisional starting positions are awarded to active AMS members with 80% attendance that have used the fewest Provisionals at this point of the 2021 season. If a tie exists, provisional starting positions will be awarded to the 2021 AMS member that is ranked higher in the championship point standings.
- B. If all active members with 80% attendance have transferred to the A-Main and provisional starting positions remain, all active AMS members with less than 80% attendance become eligible for provisional starting positions. If a tie exists, provisional starting position will be awarded to the 2021 AMS member ranked higher in the championship point standings.
- C. To begin the 2021 season, AMS will award provisional starting positions for the first two events based on the final 2020 championship point standing (Please note a driver must be an active 2021 AMS member before any provisional is awarded).
- D. If all 2021 AMS members transfer to the feature event, provisional starting positions will result back to fastest qualifier that has not transferred to the feature event.
A competitor must make an attempt to start the B-Main for a provisional. If a driver has an issue, he must make the Race director aware of what the issue is, and he will make the decision if you go to the A-main or not.

3.2. Promotor's Option

- A. At selected racetracks, at the discretion of the Series Director, the Promoter may have the option to start two (2) extra drivers at the tail of the field. The starting grid of cars would increase from 22 to 24 cars.

4.0. Changes/Substitutions

4.1. Changing Cars

- A. At the discretion of the Series Director, Drivers may change cars at any time between Qualifying and the start of the Main Feature. However, any change will result in the Driver starting in the rear of his Heat race, Last Chance race or Feature. If a Driver chooses to change cars after Hot Laps, that Driver will remain in his drawn position for Qualifying. Drivers and Teams should remember that once the Series Officials have been notified of a car change, the car being withdrawn should not re-enter the Event for any reason.
- B. It is the Driver's responsibility to notify the Series Director of any desired change so that Prize Money and/or Points may be awarded correctly.
- C. At all events, once the Feature Race has pulled away from the starting grid, no car changes will be permitted.
- D. Certain procedural changes may be implemented during the season. Any changes will only be made with the drivers, teams, promoters and fans best interests in mind. Example: In case of an event being rescheduled at a later date.

5.0. Points Breakdown

5.1. Earning Points

- A. Every driver receives 50 "Participant Points" if the driver pays an entry fee and compete in at least time trials, heat race, or a B-main event.
- B. Overall Fast Qualifier will receive 10 points for setting fast time per an event in both Groups A and B.
- C. B-main Points will be awarded to B-main non-transfer drivers; these drivers will be awarded 50 points.
- D. To receive B-main points, driver must start B-main event. Start is defined as taking the initial green flag of the driver's assigned B-Main.
- E. Points Provisional, Fast Time Provisional, and/or Promoter's Option transfers receive only feature points A-main Points

F. A-Main Points will be awarded as follows:

1 st	200	13 th	115
2 nd	180	14 th	110
3 rd	170	15 th	105
4 th	160	16 th	100
5 th	155	17 th	95
6 th	150	18 th	90
7 th	145	19 th	85
8 th	140	20 th	80
9 th	135	21 st	75
10 th	130	22 nd	75
11 th	125	23 rd	75
12 th	120	24 th	75

5.2. Hardship Points

- A. Hardship points (50 points) can be earned and continues a driver's perfect attendance in the event of a hardship. The hardship points are only available for those drivers with perfect attendance. The peers of the driver who have perfect attendance by a closed vote award hardship points. The series will not vote unless a tie breaker is needed. This will be handled by the series contacting the perfect attendance drivers to vote on the hardship. If a driver races at an event during this hardship event the driver will forfeit all hardship points. If a driver who receives hardship points decides to drop from the series, he will forfeit his hardship points.

6.0. Purse Monies

6.1. Collection of Monies

- A. Under no circumstances will American Modified Series officials collect any prize money on behalf of drivers or teams. If you have won money it is your responsibility to collect or make arrangements with the Promoter - it is not the responsibility of the series officials. Prize money will not be collected, credited or otherwise accounted for by any Series official before, during, or after an event.
- B. All events will adhere at least to the American Modified Series \$1,500 payout structure at a minimum with \$200 to start unless special circumstances. You can look at event payouts on the series website for each purse structure and if there is a change from the normal purse structures the American Modified Series will announce such changes at least two weeks before the race is to be run.
- C. Any car that competes in a B-main that doesn't transfer to the feature event will be entitled to \$50.00 tow money that will be paid by the track. This \$50 tow money is the total amount a car will receive for not transferring to the A-main for that night.

7.0. Rain Outs

7.1. Postponements

- A. Should an event be postponed until a later date due to inclement weather, all events that have been completed will be voided as long as the A-main feature field of cars has not been set. The race will become a completely new event on the rescheduled date. Any Driver not present on the previous date may compete upon payment of Entry Fee.

7.2. Cancellations

- A. All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control of American Modified Series Officials and Track Officials will be rescheduled if at all possible. Drivers and crew members MUST retain Armbands, or any other Pit-Admission ticket to be re-admitted to a re-scheduled event.
- B. Entry Fees paid to American Modified Series Officials will be applied to the rescheduled event and will only be refunded if NO other events remain on the schedule.

7.3. Rain Delays

- A. In a rain delay situation, American Modified Series Officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the FANS & RACE TEAMS best interest in mind, and changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races and Main events may be shortened.
- B. The A-Main must reach the halfway point before an event will be considered a complete event. If in the event weather should affect the A-main before the half waypoint, the event will be restarted at the point and the running order it was delayed by the weather situation.
- C. If the event cannot be restarted and must be rescheduled for a later date other than the next day. The races will be restarted from the previous portion of the event. Heats and/or B-Mains will be restarted from the beginning of a given Heat Race or B-Main as long as it is over half-way complete. Provisionals will be awarded based on the current rescheduled date standings.

8.0. Tire Penalties and Infractions

8.1. Tires

- A. Under the guideline of the 2021 DIRTcar UMP Modified rules, only tires approved for DIRTcar competition are the Hoosier: M-30S and M-60 compounds in the DIRTcar plated tire 26.5/8.0/15 or 27.5/8.0/15. The maximum width of the tire will be 9 inches.
- B. The M-60 may be used as a right rear option tire.
- C. NO GROOVING ALLOWED.

- D. Siping permitted on M-30 and M-60.

8.2. Tire Testing

- A. Blue Ridge Labs will conduct testing on all tire samples obtain by American Modified Series and UMP DirtCar officials at select events.
- B. Tire testing is at the discretion of the American Modified Series Director and UMP DirtCar officials.

8.3. Penalties

- A. If the American Modified Series receive negative results upon the initial tire sample test (Part 1), driver/team will automatically be disqualified for that event, forfeit points earned for that event, and forfeit all monies earned for the event.
- B. Driver/Team will be suspended for two consecutive American Modified Series events.
- C. Driver/Team second offenses will be suspended for the remaining 2021 American Modified Series events.
- D. All negative tire sample testing will be reported to UMP DirtCar officials for further action.

8.4. Appeal Process

- A. If the American Modified Series receive negative results upon the initial tire sample test (Part 1), driver/team will be properly notified of the negative results.
- B. Driver/team will have the opportunity to appeal/challenge the negative results from Part 1 testing.
- C. Driver/team can request a secondary test (Part 2) to identify the exact chemicals within the tire sample.
- D. Part 2 tire sample testing is completed at the expense of the driver/team. Please note if the driver/team refuses to complete Part 2 tire sample testing, initial disqualification for that event will stand.
- E. Upon completion of Part 2 tire sample testing, if Blue Ridge Labs, American Modified Series officials, and UMP DirtCar officials deem the chemical to be an approved cleaner/degreaser, etc., driver/teams will not be disqualified for that event and receive all points/monies earned for that event.
- F. If Part 2 tire sample testing confirms negative results, penalties stated with section 8.3 will be enforced.

9.0. Contingencies

- A. Certain other Product Manufacturers will be awarding Contingency Money to Drivers finishing the Heat Races, Consolations, or Feature. These Awards are dependent upon the Manufacturers Decal being carried on the racecar. If you wish to be eligible to receive an Award from the Manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your racecar. Also, please be aware that the Series' responsibility is ONLY to provide the Manufacturer with your Name and Address, and not to pay the award. All cars finishing the Feature Race will be checked by Series Personnel for the appropriate Decals.
- B. Any other American Modified Series Sponsor Decal that is carried on the car must be affixed prominently (visible on side of racecar). There is no compulsion to carry any other Sponsor's Decals, however, it is worth bearing in mind that Sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for Races and Championships.
- C. As part of the entry fee, drivers/teams will be given a decal package.